

**ANNEX 1**

**RESOLUTION MSC.482(103)  
(adopted on 13 May 2021)**

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE  
SAFETY OF LIFE AT SEA, 1974 (SOLAS 1974)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I,

HAVING CONSIDERED, at its 103rd session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(aa) of the Convention, that the said amendments shall be deemed to have been accepted on 1 July 2023, unless, prior to that date, more than one third of the Contracting Governments to the Convention, or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on 1 January 2024, upon their acceptance, in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 REQUESTS ALSO the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX

**AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE  
SAFETY OF LIFE AT SEA, 1974 (SOLAS 1974)**

**CHAPTER II-1  
CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY  
AND ELECTRICAL INSTALLATIONS**

**Part B-4  
Stability management**

1 The following new regulation 25-1 is added after existing regulation 25 with the associated footnotes:

**"Regulation 25-1**

**Water level detectors on multiple hold cargo ships other than bulk carriers and tankers**

1 Multiple hold cargo ships other than bulk carriers and tankers constructed on or after 1 January 2024 shall be fitted with water level detectors\* in each cargo hold intended for dry cargoes. Water level detectors are not required for cargo holds located entirely above the freeboard deck.

---

\* Refer to the *Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers* (resolution MSC.188(79)), as may be amended.

- 2 The water level detectors required by paragraph 1 shall:
- .1 give audible and visual alarms at the navigation bridge, one when the water level above the bottom of the cargo hold reaches a height of not less than 0.3 m, and another at a height not less than 15% of the depth of the cargo hold but not more than 2 m; and
  - .2 be fitted at the aft end of the cargo holds. For cargo holds which are occasionally used for water ballast, an alarm overriding device may be installed. The visual alarms shall clearly discriminate between the two different water levels detected in each hold.
- 3 As an alternative to the water level detector at a height of not less than 0.3 m as per sub-paragraph 2.1, a bilge level sensor\* serving the bilge pumping arrangements required by regulation 35-1 and installed in the cargo hold bilge wells or other suitable location is considered acceptable, subject to:
- .1 the fitting of the bilge level sensor at a height of not less than 0.3 m at the aft end of the cargo hold; and
  - .2 the bilge level sensor giving audible and visual alarm at the navigation bridge which is clearly distinctive from the alarm given by the other water level detector fitted in the cargo hold.

- \* Refer to the *Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers* (resolution MSC.188(79)), as may be amended."

**CHAPTER III  
LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

**Part B  
Requirements for ships and life-saving appliances**

**Regulation 33 – Survival craft embarkation and launching arrangements**

- 1 Paragraph 33.2 is replaced by the following:

"2 On cargo ships of 20,000 gross tonnage and upwards, davit-launched lifeboats shall be capable of being launched, utilizing painters where necessary, with the ship making headway at speeds up to 5 knots in calm water."

\*\*\*