

**CHAPTER 2. OTHER TREATIES RELATING TO SUPERVISION  
OF VESSELS ON THE HIGH SEAS, AND LEGISLATION  
CONNECTED THEREWITH**

**1. Protection of Submarine Cables**

[No change]

**2. Liquor Traffic in the North Sea**

[No change]

**3. African Slave Trade**

(a) GENERAL ACT OF THE BRUSSELS CONFERENCE RELATIVE TO THE AFRICAN SLAVE TRADE, 2 JULY 1890

[No change]

(b) SLAVERY CONVENTION<sup>9</sup>

*Signed at Geneva, 25 September 1926. Entered into force 9 March 1927. Ratified or acceded to by Bulgaria, Denmark, British Empire, Union of South Africa, Australia, India, New Zealand, Latvia, Austria, Norway, Spain, Finland, Portugal, Sweden, Hungary, Haiti, Sudan, Nicaragua. "League of Nations Treaty Series", vol. 60, No. 1414, p. 255*

. . .

*Article 3.* The High Contracting Parties undertake to adopt all appropriate measures with a view to preventing and suppressing the embarkation, disembarkation and transport of slaves in their territorial waters and upon all vessels flying their respective flags.

The High Contracting Parties undertake to negotiate as soon as possible a general Convention with regard to the slave trade which will give them rights and impose upon them duties of the same nature as those provided for in the Convention of 17 June 1925, relative to the International Trade in Arms (Articles 12, 20, 21, 22, 23, 24, and paragraphs 3, 4 and 5 of Section II of Annex II), with the necessary adaptations, it being understood that this general Convention will not place the ships (even of small tonnage) of any High Contracting Parties in a position different from that of the other High Contracting Parties.

It is also understood that, before or after the coming into force of this general Convention, the High Contracting Parties are entirely free to conclude between themselves, without, however, derogating from the principles laid down in the preceding paragraph, such special agreements as, by reason of their peculiar situation, might appear to be suitable in order to bring about as soon as possible the complete disappearance of the slave trade.

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(c) SUPPLEMENTARY CONVENTION ON THE ABOLITION OF SLAVERY, THE SLAVE TRADE, AND INSTITUTIONS AND PRACTICES SIMILAR TO SLAVERY

*Signed at Geneva, 7 September 1956. Entered into force 30 April 1957. "U.K. Treaty Series", No. 59 (1957), Cmd. 257*

. . .

<sup>9</sup> See the amendment by Protocol opened for signature or acceptance at the Headquarters of the United Nations, New York, 7 December 1953 which entered into force 7 July 1955. "United Nations Treaty Series", vol. 212, No. 2861, p. 18. Article 3 of the 1920 Convention remains unchanged.

## SECTION II

*The Slave Trade*

*Article 3.* 1. The act of conveying or attempting to convey slaves from one country to another by whatever means of transport, or of being accessory thereto, shall be a criminal offence under the laws of the States Parties to this Convention and persons convicted thereof shall be liable to very severe penalties.

2. (a) The States Parties shall take all effective measures to prevent ships and aircraft authorized to fly their flags from conveying slaves and to punish persons guilty of such acts or of using national flags for that purpose.

(b) The States Parties shall take all effective measures to ensure that their ports, airfields and coasts are not used for the conveyance of slaves.

3. The States Parties to this Convention shall exchange information in order to ensure the practical co-ordination of the measures taken by them in combating the slave trade and shall inform each other of every case of the slave trade, and of every attempt to commit this criminal offence, which comes to their notice.

*Article 4.* Any slave who takes refuge on board any vessel of a State Party to this Convention shall *ipso facto* be free.

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**4. Trade in arms and ammunition**

[No change]

**5. Safety of life at sea**

## (a) CONVENTION FOR THE SAFETY OF LIFE AT SEA

*Signed at London, 10 June 1948. Entered into force 19 November 1952. "U.K. Treaty Series" No. 4 (1954) Cmd. 9050. "United Nations Treaty Series", vol. 164, No. 2163, p. 113.*

*Article 1.* (a) The Contracting Governments undertake to give effect to the provisions of the present Convention and of the Regulations annexed thereto, which shall be deemed to constitute an integral part of the present Convention. Every reference to the present Convention implies at the same time a reference to these Regulations.

(b) The Contracting Governments undertake to promulgate all laws, decrees, orders and regulations and to take all other steps which may be necessary to give the present Convention full and complete effect, so as to ensure that, from the point of view of safety of life, a ship is fit for the service for which it is intended.

*Article II.* The ships to which the present Convention applies are ships registered in countries the Governments of which are Contracting Governments, and ships registered in territories to which the present Convention is extended under Article XIII.

*Laws, regulations, reports*

*Article III.* The Contracting Governments undertake to communicate to the Intergovernmental Maritime Consultative Organization (hereinafter called the Organization):

(a) The text of laws, decrees, orders and regulations which shall have been promulgated on the various matters within the scope of the present Convention;

(b) All available official reports or official summaries of reports in so far as they show the results of the provisions of the present Convention, provided always that such reports or summaries are not of a confidential nature; and

(c) A sufficient number of specimens of their Certificates issued under the provisions of the present Convention for circulation to the Contracting Governments for the information of their officers.

*Cases of force majeure*

*Article IV. (a)* No ship, which is not subject to the provisions of the present Convention at the time of its departure on any voyage, shall become subject to the provisions of the present Convention on account of any deviation from its intended voyage due to stress of weather or any other cause of *force majeure*.

(b) Persons who are on board a ship by reason of *force majeure* or in consequence of the obligation laid upon the master to carry shipwrecked or other persons shall not be taken into account for the purpose of ascertaining the application to a ship of any provisions of the present Convention.

*Carriage of persons in emergency*

*Article V. (a)* For the purpose of moving persons from any territory in order to avoid a threat to the security of their lives a Contracting Government may permit the carriage of a larger number of persons in its ships than is otherwise permissible under the present Convention.

(b) Such permission shall not deprive other Contracting Governments of any right of control under the present Convention over such ships which come within their ports.

(c) Notice of any such permission, together with a statement of the circumstances, shall be sent to the Organization by the Contracting Governments granting such permission.

*Suspension in case of war*

*Article VI. (a)* In case of war, Contracting Governments which consider that they are affected, whether as belligerents or as neutrals, may suspend the whole or any part of the Regulations annexed hereto. The suspending Government shall immediately give notice of such suspension to the Organization.

(b) Such suspension shall not deprive other Contracting Governments of any right of control under the present Convention over the ships of the suspending Government when such ships are within their ports.

(c) The suspending Government may at any time terminate such suspension and shall immediately give notice of such termination to the Organization.

(d) The Organization shall notify all Contracting Governments of any suspension or termination of suspension under this Article.

*Prior treaties and conventions*

*Article VII. (a)* As between the Contracting Governments the present Convention replaces and abrogates the International Convention for the Safety of Life at Sea which was signed in London on 31 May 1929.

(b) All other treaties, conventions and arrangements relating to safety of life at sea, or matters appertaining thereto, at present in force between Governments parties to the present Convention, shall continue to have full and complete effect during the terms thereof as regards:

(i) Ships to which the present Convention does not apply;

(ii) Ships to which the present Convention applies, in respect of matters for which it has not expressly provided.

(c) To the extent, however, that such treaties, conventions or arrangements conflict with the provisions of the present Convention, the provisions of the present Convention shall prevail.

(d) All matters which are not expressly provided for in the present Convention remain subject to the legislation of the Contracting Governments.

*Special rules drawn up by agreement*

*Article VIII.* When in accordance with the present Convention special rules are drawn up by agreement between all or some of the Contracting Governments, such rules shall be communicated to the Organization for circulation to all Contracting Governments.

*Territories*

*Article XIII. (a)* (i) The United Nations in cases where they are the administering authority for a territory, or any Contracting Government responsible for the international relations of a territory, may at any time by notification in writing given to the Organization declare that the present Convention shall extend to such territory.

(ii) The present Convention shall from the date of the receipt of the notification or from such other date as may be specified in the notification extend to the territory named therein.

(b) (i) The United Nations or any Contracting Government which has made a declaration under paragraph (a) of this Article, at any time after the expiry of a period of five years from the date on which the Convention has been so extended to any territory, may by a notification in writing given to the Organization declare that the present Convention shall cease to extend to any such territory named in the notification.

*Interim arrangements*

*Article XV. (a)* Unless and until the Organization, in accordance with the Convention on the Intergovernmental Maritime Consultative Organization signed at Geneva on 6 March 1948, takes over the duties assigned to it under the present Convention, the following provisions shall apply:

(i) All duties which are assigned to the Organization, other than those set forth in Article IX, shall be carried out by the Government of the United Kingdom of Great Britain and Northern Ireland (hereinafter called the Government of the United Kingdom).

(ii) Amendments to the present Convention may be proposed at any time by any Contracting Government to the Government of the United Kingdom and such proposals shall be communicated by the latter to the other Contracting Governments for their consideration and acceptance. If any such amendment is unanimously accepted by the Contracting Governments, the present Convention shall be amended accordingly.

(iii) A Conference for the purpose of revising the present Convention shall be convened by the Government of the United Kingdom whenever, after the present Convention has been in force for five years, one-third of the Contracting Governments express a desire to that effect.

(iv) The present Convention shall be deposited in the archives of the Government of the United Kingdom, which shall transmit certified true copies thereof to all Signatory Governments.

(b) When the Organization takes over the duties assigned to it under the present Convention, the Government of the United Kingdom will transmit to the Organization any documents which have been deposited with or received by the Government of the United Kingdom under the present Convention.

*Note.* This Convention forms Annex A to the Final Act of the International Conference on Safety of Life at Sea, 1948, which recites the object of replacing by this Convention the International Convention for the Safety of Life at Sea, 1929. For reasons of space it has not been possible to give the texts of the regulations which appear in six chapters appended to Annex A dealing with General Provisions, Constructions, Life Saving Appliances etc., Radiotelegraphy and Radiotelephony, Safety of Navigation, and Carriage of Grain and Dangerous Goods. Nor has it been possible to reproduce Annex B (Regulations for Preventing Collisions at Sea), Annex C (Resolutions of the Conference), Annex D (Recommendations), or Annex E (List of Persons Attending the Conference).

(b) AGREEMENT BETWEEN SWEDEN AND THE UNION OF SOVIET SOCIALIST REPUBLICS CONCERNING CO-OPERATION FOR THE SAVING OF LIVES IN THE BALTIC SEA

*Signed at Moscow, 29 September 1954. Entered into force 1 January 1956. "United Nations Treaty Series", vol. 202, No. 2733, p. 266*

*Article 1.* Assistance and rescue operations in the Baltic Sea for the benefit of crews and passengers of vessels and aircraft shall be carried out by the sea rescue services of Sweden and of the Soviet Union with the personnel and rescue equipment at their disposal.

If the sea rescue service of either State receives information that a vessel or aircraft is in distress in the Baltic Sea, it shall be the duty of that service to take such steps for rendering assistance to the crew and passengers as are considered most appropriate. If the place of the disaster is situated nearer to the coast of the other State or if for any other reason it appears necessary to do so, the sea rescue service receiving news of the disaster shall get into touch with the sea rescue service of the other State and the rescue operations shall be planned in consultation between the two sea rescue services. Such consultation shall invariably take place whenever the sea rescue service of one State is informed that a vessel or aircraft belonging to the other State is in distress.

Rescue operations in the territorial waters of Sweden or of the Soviet Union shall be carried out in accordance with the law of the State concerned.

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*Article 3.* The sea rescue service which first dispatches personnel and rescue equipment to render assistance or which first institutes rescue operations may, if necessary for carrying out the rescue, call upon the other sea rescue service for aid as provided in article 2.

The sea rescue service receiving such a call shall dispatch all available personnel and rescue equipment to the position given.

In conducting rescue operations, vessels belonging to the sea rescue services of each State shall communicate by radio with each other and with the vessel or aircraft in distress either over station SDJ or UMQ respectively or, if possible, directly on a frequency of 500 kilocycles per second (600 metres) or 2182 kilocycles per second (1375 metres).

Radio communication shall be carried on according to the International Code of Signals or, if possible, in plain language in English.

*Article 4.* The parties undertake to provide their rescue ships and the organs concerned with detailed instructions for complying with the provisions of this Agreement.

*Article 5.* The provisions of this Agreement shall not supersede the International Convention for the unification of certain rules of law respecting assistance and salvage at sea, signed at Brussels on 23 September 1910, or the International Convention for the safety of life at sea, signed in London on 10 June 1948.

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(c) AGREEMENT BETWEEN THE GOVERNMENT OF FINLAND AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS CONCERNING CO-OPERATION FOR THE SAVING OF LIVES IN THE BALTIC SEA

*Signed at Helsinki, 7 December 1956. Entered into force 1 January 1957. "United Nations Treaty Series", vol. 258, No. 3673*

*Article 1.* The sea rescue services of Finland and the USSR shall use the personnel and equipment at their disposal for rescuing the passengers and crews of vessels and aircraft in distress in the Baltic Sea, including the Gulf of Finland and the Gulf of Bothnia.

If the sea rescue service of either Contracting Party receives information that a vessel or aircraft is in distress at sea, it shall be the duty of that service to take such steps for rendering assistance as are considered most appropriate. If the place of the disaster is situated nearer to the coast of the other Contracting Party or if for any other reason it appears necessary to do so, the sea rescue service receiving news of the disaster shall get into touch with the sea rescue service of the other Contracting Party, and the rescue operations shall in such case be organized as agreed upon between them.

This procedure shall invariably be followed whenever the sea rescue service of one Contracting Party is informed that a vessel or aircraft belonging to the other Contracting Party is in distress.

Rescue operations in the territorial waters of Finland or of the USSR shall be carried out in accordance with the law of the country concerned.

*Article 5.* The sea rescue service which first dispatches its rescue equipment to render assistance or which first institutes rescue operations may, if necessary for the saving of human life, call upon the sea rescue service of the other Contracting Party to render joint assistance.

The sea rescue service receiving such a call shall do its utmost to dispatch the requested rescue equipment to the position given.

The sea rescue service receiving the call shall in all cases communicate its decision as soon as possible.

*Article 6.* At the request of the sea rescue service of one Contracting Party, the sea rescue service of the other Contracting Party shall render assistance in searching for vessels and aircraft lost without trace in the area to which this Agreement applies.

*Article 8.* The provisions of this Agreement shall not supersede the International Convention for the unification of certain rules of law respecting assistance and salvage at sea, signed at Brussels on 23 September 1910, or the International Convention for the safety of life at sea, signed in London on 10 June 1948.

(d) ISRAEL. PORTS REGULATIONS (PREVENTION OF COLLISIONS AT SEA). RESHUMOT, KOVETZ HA - TAKKANOT, 5716 - 1955, p. 955. TRANSLATION BY THE SECRETARIAT OF THE UNITED NATIONS.

By virtue of the authority vested in me under article 17 of the Harbours Ordinance,<sup>10</sup> and articles 14 (a) and 2 (d) of the Administration and Justice Ordinance, 5709 (1948),<sup>11</sup> I hereby issue the following regulations:

1. Definitions. In these regulations "Convention" means the International Regulations for Preventing Collisions at Sea, 1948, which were approved in London on 10 June 1948 and accepted by Israel on 29 December 1953, entering into force in 1 January 1954, the text whereof is given in the Annex.

2. Application of the Convention. The provisions of the Convention shall apply in respect of all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels.

3. Compliance with the provisions of the Convention.

(a) The master or pilot of any vessel or seaplane to which the provisions of the Convention apply (hereinafter called "the responsible officer") shall be under a duty to comply with all the provisions of the Convention.

<sup>10</sup> *Hukkei Eretz Israel*, vol. 2, section 114, p. 1146; *Sefer ha-Hukkim*, 130, 5713 (1952). p. 130.

<sup>11</sup> *Iton Rishmi*, 5709 (1948), Supplement 1, No. 2, p. 1.

(b) Without prejudices to the severality of the provisions referred to in sub-regulation (a) above, the responsible officer shall not navigate, or permit others to navigate, his vessel or seaplane, or drop anchor unless:

(1) It is equipped with all the devices, lights and signals required by the Convention, in good condition, ready for use, and carried in the manner specified therein, and

(2) Such devices, lights and signals are operated in the way specified in the Convention.

(c) The responsible officer shall not operate, pilot, navigate or anchor, or permit others to operate, pilot, navigate or anchor, his vessel or seaplane except in conformity with the provisions of the Convention and in compliance with its rules.

4. Sailing of a vessel which is not fit for navigation, and its navigation.

(a) A vessel which does not satisfy the requirements of the Convention referred to in regulation 3 (b) (1) above shall be deemed not fit for navigation.

(b) Any vessel in Israel which for the above reason is not fit for navigation is prohibited from sailing, and a vessel registered in Israel which for the above reason is not fit for navigation is prohibited from sailing even if it is not in Israel.

(c) The responsible officer of a vessel which for the above reason is not fit for navigation shall not navigate the same and shall not authorize its sailing so long as it is not fit for navigation.

5. Inspection of vessels and prevention of their sailing. A marine inspector within the meaning of the Harbours (Seagoing Vessels) Regulations, 1935,<sup>12</sup> or any other person acting by virtue of his authority, is empowered to board any vessel and to inspect it, and no responsible officer or other person on board shall interfere with him while he is carrying out the inspection. He is also empowered to prevent, or to order the prevention of, the sailing or navigation of any vessel which, for the reasons indicated in these regulations, is not fit for navigation.

6. Application. Nothing in these regulations shall affect any statutory provision governing navigation in an internal harbour, river, lake or sea.

7. Classification. These regulations are supplementary regulations and are without prejudice to the validity of any other statutory provisions.

8. Penalties. Any person who contravenes these regulations shall be liable to imprisonment for three months or a fine of fifty pounds, or both.

9. Title. These regulations may be cited as "The Ports (Prevention of Collisions at Sea) Regulations, 5716-1955".

(c) FRANCE. DECREE OF 1 JUNE 1953 ON RULES FOR THE PREVENTION OF COLLISIONS AT SEA. "JOURNAL OFFICIEL DU 7 JUIN," p. 5101.

*Note.* This decree, referred to in the Supplement to volume II under France, applies solely to French vessels.

#### ANNEX

### Chapter 1. Continental Shelf

[No change]

### Chapter 2. Contiguous Zones

[No change]

<sup>12</sup> *Iton Rishmi*, 1935, Supplement 2, No. 490, p. 85.