

2. In the case of a ship which is fully complete on the date of the coming into force of this Convention for the territory or registration and which is below the standard set by Part III of this Convention, the competent authority may, after consultation with the organization of shipowners and/or the shipowners and with *bona fide* trade unions of seafarers, require such alterations for the purpose of bringing the ship into conformity with the requirements of the Convention as it deems possible, having regard to the practical problems involved, to be made when—

(a) The ship is re-registered ;

(b) Substantial structural alterations or major repairs are made to the vessel as a result of long-range plans and not as a result of an accident or emergency.

3. In the case of a ship in the process of building and/or reconversion on the date of the coming into force of this Convention for the territory of registration, the competent authority may, after consultation with the organizations of shipowners and/or the shipowners and with the *bona fide* trade unions of seafarers, require such alterations for the purpose of bringing the ship into conformity with the requirements of the Convention as it deems possible having regard to the practical problems involved ; such alterations shall constitute final compliance with the terms of this Convention, unless and until the ship be re-registered.

4. In the case of a ship, other than such a ship as is referred to in paragraphs 2 and 3 of this Article or a ship to which the provisions of this Convention were applicable while she was under construction, being re-registered in a territory after the date of the coming into force of this Convention for that territory, the competent authority may, after consultation with the organizations of shipowners and/or the shipowners and with the *bona fide* trade unions of seafarers, require such alterations for the purpose of bringing the ship into conformity with the requirements of the Convention as it deems possible having regard to the practical problems involved ; such alterations shall constitute final compliance with the terms of this Convention unless and until the ship is again re-registered.

(g) *Article 18 of the Wages, Hours of Work and Manning (Sea) Convention (Revised), 1949 (replaces Article 18 of the Wages, Hours of Work and Manning (Sea) Convention, 1946) :—*

1. The consistent working of overtime shall be avoided whenever possible.

2. Time spent in the following work shall not be included in normal hours of work or be regarded as overtime for the purpose of this Part of this Convention :—

(a) Work that the master deems to be necessary and urgent for the safety of the vessel, cargo or persons on board ;

(b) Work required by the master for the purpose of giving assistance to other vessels or persons in distress ;

(c) Musters, fire, lifeboat and similar drills of the kind prescribed by the International Convention for the Safety of Life at Sea for the time being in force ;

(d) Extra Work for the purposes of Customs or quarantine or other health formalities ;