(6) The match composition, the striker composition, the ferrule and the whole of the external surface of the rocket shall be water-proofed.

(7) The rocket shall be capable of functioning properly after immersion in water for one minute and removal of the adhering water by shaking.

(8) All components, compositions and ingredients shall be of such a character and of such a quality as to enable the rocket to maintain its serviceability under good average storage conditions for a period of at least two years.

(9) The rocket shall be packed in a metal container hermetically sealed.

(10) The date on which rockets are filled shall be stamped indelibly on the rockets and on the containers.

EXPLANATORY NOTE

(This Note is not part of the Rules, but is intended to indicate their general purport.)

These Rules arrange ships into classes and provide for the life-saving appliances to be carried by ships of each class. The Rules include such requirements as appear to the Minister of Transport to implement the provisions of the International Convention for the Safety of Life at Sea, 1948, relating to life-saving appliances.

1952 No. 1951

The Merchant Shipping (Musters) Rules, 1952

Made - - - -	11*th November*, 1952
Laid before Parliament	13*th November*, 1952
Coming into Operation	19*th November*, 1952

The Minister of Transport in exercise of his powers under Section 427 of the Merchant Shipping Act, 1894(**a**), as substituted by Section 2 of the Merchant Shipping (Safety Convention) Act, 1949(**b**), and of all other powers him enabling in that behalf, hereby makes the following Rules:—

Interpretation and Repeal

1.—(1) These Rules shall come into operation on the 19th day of November, 1952, and may be cited as the Merchant Shipping (Musters) Rules, 1952.

(2) In these Rules, unless the context otherwise requires, the expression "muster" includes a boat-drill and a fire-drill.

(3) These Rules apply to—

(*a*) British ships, except ships registered in Canada, the Commonwealth of Australia, New Zealand, the Union of South Africa, India, Pakistan, Ceylon, the Republic of Ireland, or in any territory administered by the Government of any of the aforesaid countries;

(*b*) other ships while they are within any port in the United Kingdom.

Provided that these Rules shall not apply to a ship by reason of her being within a port in the United Kingdom if she would not have been in any such

(a) 57 & 58 Vict. c. 60. (b) 12, 13 & 14 Geo. 6. c. 43.

port but for stress of weather or any other circumstance that neither the master nor the owner nor the charterer (if any) of the ship could have prevented or forestalled.

(4) The Interpretation Act, 1889(a), shall apply to the interpretation of these Rules as it applies to the interpretation of an Act of Parliament.

(5) The Merchant Shipping (Musters) Rules, 1948(b), and the Merchant Shipping (Musters) (No. 2) Rules, 1948(c), are hereby revoked.

Classification of Ships

2. For the purposes of these Rules the ships to which these Rules apply shall be arranged in the same classes in which ships are arranged for the purposes of the Merchant Shipping (Life-Saving Appliances) Rules, 1952(d), and any reference in these Rules to a ship of any class shall be construed accordingly.

Muster List

3.—(1) The Master of every ship of Classes I, II, II (A), III, VII, VII (A) and VIII shall prepare a muster list showing in respect of each member of the crew the special duties which are allotted to him and the station to which he shall go in the event of an emergency, including duties and stations applicable for extinguishing fire.

(2) The muster list shall specify definite signals for calling all the crew to their boat and fire stations in an emergency, and for indicating when the ship is to be abandoned.

(3) The muster list shall assign duties to the different members of the crew in connection with :—

(*a*) The closing of the watertight doors, valves and closing mechanism of scuppers, ash-shoots, etc.

(*b*) The equipment of the boats and buoyant apparatus generally.

(*c*) The launching of the boats attached to davits.

(*d*) The general preparation of any other boats and buoyant apparatus.

(*e*) The muster of the passengers (if any).

(*f*) The extinction of fire.

(4) The duty of seeing that the boats and buoyant apparatus and other life-saving apparatus are at all times ready for use shall be assigned by the muster list to one or more officers.

(5) The muster list shall assign to the members of the stewards' department their several duties in relation to the passengers at a time of emergency. These duties shall include :—

(*a*) Warning the passengers.

(*b*) Seeing that they are suitably clad and have put on their lifejackets in a proper manner.

(*c*) Assembling the passengers at muster stations.

(*d*) Keeping order in the passages and on the stairways, and, generally controlling the movements of the passengers.

(*e*) Seeing that a supply of blankets is taken to the lifeboats.

(a) 52 & 53 Vict. c. 63. (b) S.I. 1948/1011; Rev. XIV, p. 370; 1948 I, p. 1946.
(c) S.I. 1948/1012; Rev. XIV, p. 372; 1948 I, p. 1949. (d) S.I. 1952/1949, p. 1889 above.

(6) The muster list shall be prepared, or, if a new list is not necessary, revised after the Agreement with the crew has been signed and before the ship proceeds to sea, and shall be dated and signed by the Master.

(7) If, after the muster list has been prepared, any change takes place in the crew which necessitates an alteration in the muster list the Master shall either revise the list or prepare a new list.

(8) Copies of the muster list shall be posted in several parts of the ship, and in particular in the crew's quarters, before the ship proceeds to sea and shall be kept so posted while the ship is at sea.

Emergency Signal for Passengers

4.—(1) Assembly stations for all passengers shall be appointed for the event of an emergency and the position of those stations and the meaning of all signals affecting passengers shall be clearly stated in English and such other languages as are appropriate on cards posted in their cabins and in conspicuous places in other passenger quarters.

(2) The emergency signal for summoning passengers to the assembly stations shall be a succession of more than six short blasts followed by one long blast on the whistle or siren.

Training

5.—(1) In ships of Class I a muster of the crew shall be held before the ship leaves her final port of departure in the United Kingdom and a muster of the passengers shall be held within twenty-four hours after leaving such port.

(2) In ships of Classes I, II, II (A) and III musters of the crew shall take place at intervals of not more than seven days, when practicable, to ensure that the crew understand and are drilled in the duties assigned to them for the event of an emergency.

(3) In ships of Classes VII, VII (A), VIII, VIII (A), IX, and in ships of Class X which proceed north of latitude 61° N., or south of latitude 48° 30′ N., or west of longitude 12° W., and in ships of Class XI which proceed beyond Home trade limits, musters of the crew shall take place at intervals of not more than fourteen days to ensure that the crew understand and are drilled in the duties assigned to them for the event of an emergency. In all other ships of Classes X and XI the master shall take steps to ensure that the crew understand the uses of the life-saving equipment and fire appliances carried on board and know where they are kept.

(4) Different groups of boats shall be used in turn at successive boat drills. The drills and inspections shall be so arranged that the crew thoroughly understand and are practised in the duties they have to perform, and that all life-saving appliances and fire appliances with the gear appertaining to them are always ready for immediate use.

Given under the Official Seal of the Minister of Transport this eleventh day of November, 1952.

(L.S.) *Gilmour Jenkins,*
Secretary of the Ministry of Transport.

EXPLANATORY NOTE

(This Note is not part of the Rules, but is intended to indicate their general purport.)

These Rules arrange ships into classes, the classification being uniform with that in the Merchant Shipping (Life-Saving Appliances) Rules, 1952 (S.I. 1952/1949). The Rules provide for the assignment of the duties to be performed by members of the crew in case of emergency, for training in those duties, and for the emergency signal for passengers. The Rules include such provisions as appear to the Minister of Transport to implement the provisions of the International Convention for the Safety of Life at Sea, 1948, relating to musters.

1952 No. 1952

The Merchant Shipping (Pilot Ladders) Rules, 1952

Made - - - -	11*th November*, 1952
Laid before Parliament	13*th November*, 1952
Coming into Operation	19*th November*, 1952

The Minister of Transport in exercise of the powers conferred upon him by Section 427 of the Merchant Shipping Act, 1894(a), as substituted by Section 2 of the Merchant Shipping (Safety Convention) Act, 1949(b), and of all other powers him enabling in that behalf hereby makes the following Rules:—

Interpretation

1.—(1) These Rules shall come into operation on the 19th day of November, 1952, and may be cited as the Merchant Shipping (Pilot Ladders) Rules, 1952.

(2) In these Rules, the expression "the Minister" means the Minister of Transport.

(3) These Rules apply to—

(*a*) British ships, except ships registered in Canada, the Commonwealth of Australia, New Zealand, the Union of South Africa, India, Pakistan, Ceylon, the Republic of Ireland or in any territory administered by the Government of any of the aforesaid countries;

(*b*) other ships while they are within any port in the United Kingdom.

Provided that these Rules shall not apply to a ship by reason of her being within a port in the United Kingdom if she would not have been in any such port but for stress of weather or any other circumstance that neither the master nor the owner nor the charterer (if any) of the ship could have prevented or forestalled.

(4) The Interpretation Act, 1889(c), shall apply to the interpretation of these Rules as it applies to the interpretation of an Act of Parliament.

(a) 57 & 58 Vict. c. 60. (b) 12, 13 & 14 Geo. 6. c. 43. (c) 52 & 53 Vict. c. 63.