STATUTORY INSTRUMENTS

1980 No. 534

MERCHANT SHIPPING

SAFETY

The Merchant Shipping (Navigational Warnings) Regulations 1980

Made - - - -	17*th April* 1980
Laid before Parliament	2*nd May* 1980
Coming into Operation	25*th May* 1980

The Secretary of State, after consultation with the persons referred to in section 22(2) of the Merchant Shipping Act 1979**(a)**, in exercise of the powers conferred on him by subsections (1), (3)(*l*) and (*q*) and (6)(*b*) of section 21 of that Act and of all other powers enabling him in that behalf, hereby makes the following Regulations:—

1.—(1) These Regulations may be cited as the Merchant Shipping (Navigational Warnings) Regulations 1980 and shall come into operation on 25th May 1980.

(2) In these Regulations:

"coast station" means a station on land intended to provide communication with ships by means of radio;

"signal station" means a station on land for the purpose of providing communication with ships by means other than radio;

"tropical storm" means a hurricane, typhoon, cyclone, or other storm of a similar nature, and the master of a ship shall be deemed to have met with a tropical storm if he has reason to believe that there is such a storm in his vicinity;

"United Kingdom ship" has the same meaning as in section 21(2) of the Merchant Shipping Act 1979.

(3) The Merchant Shipping (Navigational Warnings) Rules 1965**(b)** are hereby revoked.

2.—(1) The master of every United Kingdom ship, on meeting with dangerous ice, a dangerous derelict or any other direct danger to navigation, or a tropical storm, or on encountering subfreezing air temperatures associated with gale force winds causing severe ice accretion on the superstructure of ships or winds of force 10 or above on the Beaufort Scale for which no storm warning has been received, shall send, by all means of communication at his disposal, information relating to the matters set forth in the Schedule to these Regulations.

(a) 1979 c. 39. (b) S.I. 1965/1051.

(2) Such information shall be sent to ships in the vicinity and to the person in charge for the time being of the nearest coast station or signal station with which it is possible for the ship to communicate. If that station is a signal station, the information shall be accompanied by a request that it be sent forthwith to the nearest coast station.

(3) Such information shall be sent by the master of the ship in English or by means of the International Code of Signals.

(4) Such information, when sent by the master of the ship by means of radio, shall commence with an indication of the nature of the danger to which it relates and shall be preceded by the safety signal consisting, if the information is sent by radio telegraphy, of the group TTT in the Morse Code, repeated three times, with the letters of each group and the successive groups clearly separated from each other, or if the information is sent by radiotelephony, of the spoken word "SÉCURITÉ" (pronounced "SAY-CURE-E-TAY") repeated three times.

3. If a master fails to report a danger to navigation as prescribed by these Regulations, he shall be guilty of an offence and liable on summary conviction to a fine not exceeding £500.

Norman Tebbit,
Parliamentary Under-Secretary of State,
Department of Trade.

17th April 1980.

SCHEDULE

A. On meeting with dangerous ice, a dangerous derelict or any other direct danger to navigation (except the dangers mentioned in paragraphs B, C and D of this Schedule) the master of the ship shall send information relating to the following matters:—

(1) The kind of ice, derelict or other danger observed.

(2) The position of the ice, derelict or other danger when last observed.

(3) The Greenwich Mean Time and date when the danger was last observed.

B. On meeting with a tropical storm the master of the ship shall send information relating to the following matters:—

(1) The position of the storm so far as it can be ascertained, together with the Greenwich Mean Time and date when the storm was encountered.

(2) The position, true course and speed of the ship when the observation was made.

In addition the master of the ship shall send as much of the following information as is practicable:—

(3) The barometric pressure, corrected if possible, indicating whether such pressure is given in millibars, inches or millimetres and whether the reading is corrected or uncorrected.

(4) The change in barometric pressure during the previous three hours.

(5) The true direction of the wind.

(6) The wind force according to the Beaufort Scale.

(7) The state of the sea (smooth, moderate, rough or high).

(8) The swell (slight, moderate or heavy) and the true direction from which it comes.

(9) The period or length of the swell (short, average or long).

(10) True course and speed of ship.

C. On encountering winds of force 10 or above on the Beaufort Scale (not being a tropical storm) for which no storm warning has been received the master of the ship shall send the same information as that listed under paragraph B of this Schedule but excluding the details concerning sea and swell.

D. On encountering subfreezing air temperatures associated with gale force winds causing severe ice accretion on the superstructure of ships the master of the ship shall send information relating to the following matters:—

(1) The Greenwich Mean Time and date when the encounter was made.

(2) The air temperature and (if practicable) the sea temperature at such time.

(3) The force of the wind encountered (Beaufort Scale) and the true direction thereof.

EXPLANATORY NOTE

(This Note is not part of the Rules.)

These Rules revoke and re-enact the provisions of the Merchant Shipping (Navigational Warnings) Rules 1965. The Regulations prescribe the nature of the information to be sent by the masters of United Kingdom ships on meeting with dangerous ice, a dangerous derelict or any other direct danger to navigation or a tropical storm or encountering subfreezing air temperatures associated with gale force winds causing severe ice accretion on the superstructure of ships or winds of force 10 or above on the Beaufort Scale for which no storm warning has been received. The Regulations also prescribe the authorities on shore to which the information is to be sent in addition to being sent to ships in the vicinity. The Regulations include such requirements as appear to the Secretary of State to implement the provisions of the International Convention for the Safety of Life at Sea 1974 (Cmnd. 7874) relating to danger messages.

The International Code of Signals is obtainable from Her Majesty's Stationery Office.