or has ceased to apply to any country in pursuance of the provisions of Article 21 thereof, may, by Order in Council, make a declaration to that effect;

'And Whereas Her Majesty is satisfied that the Governments of the countries specified in Part I of the Schedule to this Order have acceded to the Load Line Convention; and that the Load Line Convention has been applied to the country specified in Part II of the said Schedule.

Now, therefore, Her Majesty, in pursuance of the powers vested in Her by the aforesaid section and of all other powers enabling Her in that behalf, by and with the advice of Her Privy Council, is pleased to order and doth hereby order as follows:—

1. It is hereby declared that the Governments of the countries specified in Part I of the Schedule to this Order have acceded to the Load Line Convention.

2. It is hereby declared that the Load Line Convention has been applied to the country specified in Part II of the said Schedule.

3. This Order may be cited as the Merchant Shipping (Load Line Convention) (Various Countries) Order, 1954, and shall come into operation upon the date of its publication in the London Gazette.

W. G. Agnew.

SCHEDULE

PART I

Republic of Korea
Swiss Confederation

PART II

Federation of Malaya

1954 No. 104

The Merchant Shipping (Navigational Warnings) Rules, 1954

Made - - - - 27*th January*, 1954
Coming into Operation 10*th February*, 1954

The Minister of Transport and Civil Aviation, in exercise of his powers under Section 24 of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932(**a**), as amended by sub-section (5) of Section 37 of the Merchant Shipping (Safety Convention) Act, 1949(**b**), and the Third Schedule thereto, and of all other powers him enabling in that behalf, hereby makes the following Rules:—

1.—(1) These Rules shall come into operation on the 10th day of February, 1954, and may be cited as the Merchant Shipping (Navigational Warnings) Rules, 1954.

(2) In these Rules, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them, that is to say:—

"Coast radio station" means a coast station intended to receive communications from ships by means of radio.

(a) 22 & 23 Geo. 5. c. 9. (b) 12, 13 & 14 Geo. 6. c. 43.

"Coast station" means a station situated on land for the purpose of receiving communications from ships.

"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.

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

(4) The Merchant Shipping (Distress Messages and Navigational Warnings) Rules, 1932(b), are hereby revoked.

2.—(1) The master of every British ship registered in the United Kingdom shall, on meeting with dangerous ice, a dangerous derelict, a tropical storm or any other direct danger to navigation, send by all means of communication at his disposal information relating to the matters set forth in the Schedule to these Rules.

(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 with which it is possible for the ship to communicate. If that station is not a coast radio station, the information shall be accompanied by a request that it be sent forthwith to the nearest coast radio station.

(3) Such information shall be sent by the master of the ship in English or by means of the 1931 International Code of Signals (Volume II, For Radio Signalling).

(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 "SAYCURITAY") repeated three times.

Given under the Official Seal of the Minister of Transport and Civil Aviation this 27th day of January, 1954.

(L.S.)

P. Faulkner,

An Under-Secretary of the Ministry of Transport and Civil Aviation.

SCHEDULE

A. On meeting with dangerous ice, a dangerous derelict or any other direct danger to navigation (except a tropical storm) 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 observation was made.

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.

(a) 52 & 53 Vict. c. 63. (b) S.R. & O. 1932/1036 (Rev. XIV, p. 528: 1932, p. 933).

In addition the master of the ship shall send as much of the following information as lies within his power:—

(3) The barometric pressure, with an indication 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).

EXPLANATORY NOTE

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

These Rules prescribe the nature of the information to be sent by the masters of British ships registered in the United Kingdom on meeting with dangerous ice, a dangerous derelict, a tropical storm or any other direct danger to navigation. The Rules 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 Rules implement provisions of the International Convention for the Safety of Life at Sea, 1948, relating to danger messages.

1954 No. 143

The Merchant Shipping (Safety Convention Countries) (Various) Order, 1954

Made - - - - 10*th February*, 1954
Laid before Parliament 11*th February*, 1954
*Coming into Operation upon the date of publication in the London Gazette**

At the Court of Saint James, the 10th day of February, 1954

Present,

Her Majesty Queen Elizabeth The Queen Mother.
Her Royal Highness The Princess Margaret.
His Royal Highness The Duke of Gloucester.

Lord President — **Captain Thorneycroft**
Lord De L'Isle and Dudley — **Mr. Boyd-Carpenter**
Mr. Buchan-Hepburn — **Sir Lionel Heald**

Whereas Her Majesty, in pursuance of the Regency Acts, 1937 to 1953, was pleased, by Letters Patent dated the twentieth day of November, 1953, to

* 16th February, 1954.