1965 No. 1051

MERCHANT SHIPPING

SAFETY

The Merchant Shipping (Navigational Warnings) Rules 1965

Made - - - - 28*th April* 1965
Coming into Operation 26*th May* 1965

The Board of Trade in exercise of their powers under Section 24 of the Merchant Shipping (Safety and Load Line Conventions) Act 1932(a) and Section 16 of the Merchant Shipping Act 1964(b) and of all other powers enabling them in that behalf hereby make the following Rules:—

1.—(1) These Rules shall come into operation on the 26th May 1965 and may be cited as the Merchant Shipping (Navigational Warnings) Rules 1965.

(2) In these Rules, unless the context otherwise requires, the following expressions have the following meanings respectively—

"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.

(3) The Interpretation Act 1889(c) shall apply to the interpretation of these Rules as it applies to the interpretation of an Act of Parliament, and as if these Rules and the Rules hereby revoked were Acts of Parliament.

(4) The Merchant Shipping (Navigational Warnings) Rules 1954(d) are hereby revoked.

2.—(1) The master of every British ship registered in the United Kingdom on meeting with dangerous ice, a dangerous derelict, a tropical storm or any other direct danger to navigation, or on encountering air temperatures below freezing point 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 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 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.

(a) 22 & 23 Geo. 5. c. 9.
(b) 1964 c. 47.
(c) 52 & 53 Vict. c. 63.
(d) S.I. 1954/104 (1954 I, p. 1229).

(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.

Roy Mason,
Minister of State,
Board of Trade.

28th April 1965.

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 lies within his power:—

(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).

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 air temperatures below freezing point 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 supersede the Merchant Shipping (Navigational Warnings) Rules 1954.

The 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, or encountering air temperatures below freezing point 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 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 include such requirements as appear to the Board of Trade to implement the provisions of the International Convention for the Safety of Life at Sea 1960 relating to danger messages.