

## CHAPTER V.—SAFETY OF NAVIGATION

### Regulation 1

#### *Application*

Notwithstanding the provisions of Regulation 3 of Chapter I, this Chapter, unless otherwise expressly provided in this Chapter, refers to all ships on all voyages, except ships of war.

### Regulation 2

#### *Danger Messages*

(a) The master of every ship which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, is bound to communicate the information by all the means at his disposal to ships in the vicinity, and also to the competent authorities at the first point on the coast with which he can communicate. The form in which the information is sent is not obligatory. It may be transmitted either in plain language (preferably English) or by means of the International Code of Signals (Radio Section). It should be broadcast to all ships in the vicinity and sent to the first point on the coast to which communication can be made, with a request that it be transmitted to the appropriate authorities.

(b) Each Administration will take all steps which it thinks necessary to ensure that when intelligence of any of the dangers specified in paragraph (a) is received, it will be promptly brought to the knowledge of those concerned and communicated to other Administrations interested.

(c) The transmission of messages respecting the dangers specified is free of cost to the ships concerned.

(d) All messages issued under this Regulation shall be preceded by the Safety Signal, using the procedure as prescribed by the Radio Regulations.

### Regulation 3

#### *Information required in Danger Messages*

The following information is desired in danger messages, the time in all cases being Greenwich Mean Time :

(a) Ice, Derelicts and other Direct Dangers to Navigation.

- (i) the kind of ice, derelict or danger observed ;
- (ii) the position of the ice, derelict or danger when last observed ;
- (iii) the time and date when the observation was made.

(b) Tropical Storms—(Hurricanes in the West Indies, Typhoons in the China Sea, Cyclones in Indian waters, and storms of a similar nature in other regions).

(i) A statement that a tropical storm has been encountered. This obligation should be interpreted in a broad spirit, and information transmitted whenever the master has good reason to believe that a tropical storm exists in his neighbourhood.

(ii) Meteorological Information. Each shipmaster should add to his warning message as much of the following meteorological information as he finds practicable:—

—the Greenwich Mean Time, date and position of the ship when the observations were taken ;