



**THE SHIPPING (NAVIGATIONAL WARNINGS) REGULATIONS
1988**

RONALD DAVISON
Administrator of the Government

ORDER IN COUNCIL

At Wellington this 26th day of April 1988

Present:

HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT IN COUNCIL

PURSUANT to sections 294, 504, and 504A of the Shipping and Seamen Act 1952, His Excellency the Administrator of the Government, acting by and with the advice and consent of the Executive Council, hereby makes the following regulations.

REGULATIONS

1. Title and commencement—(1) These regulations may be cited as the Shipping (Navigational Warnings) Regulations 1988.

(2) These regulations shall come into force on the 28th day after the date of their notification in the *Gazette*.

2. Interpretation—(1) In these regulations, unless the context otherwise requires,—

“Coast radio station” means a coast station intended to receive communications from ships by means of radio:

“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.

Expressions defined in the Act have the meanings so defined.

(2) A master of a ship shall be deemed to have met with a tropical storm if the master has reason to believe that such a storm is developing or exists in the vicinity of the ship.

3. Dangers to navigation—The master of every New Zealand ship and every coastal ship shall send navigational warnings in accordance with these regulations on meeting any of the following dangers to navigation:

- (a) Dangerous ice:
- (b) A dangerous derelict:
- (c) A tropical storm:
- (d) Air temperatures below freezing point associated with gale force winds causing severe ice accretion on the superstructure of ships:
- (e) Winds of force 10 or above on the Beaufort scale for which no storm warning has been received:
- (f) Any other direct danger to navigation.

4. Navigational warnings—(1) The master of every New Zealand ship and every coastal ship shall, on meeting a danger to navigation, send by the most efficient means of communication at the master's disposal the relevant information specified in the Schedule to these regulations.

(2) The information shall be sent, either in English or by means of the current International Code of Signals adopted by the International Maritime Organisation, to—

- (a) Ships in the vicinity; and
- (b) The nearest coast station with which it is possible for the ship to communicate.

(3) Where the nearest coast 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.

(4) When sent by the master of the ship by means of radio, the information shall—

- (a) Commence with an indication of the nature of the danger to which it relates; and
- (b) Be preceded by the safety signal consisting—
 - (i) If the information is sent by radiotelegraphy, of the group TTT in the Morse Code, repeated 3 times, with the letters of each group and the successive groups clearly separated from each other; or
 - (ii) If the information is sent by radiotelephony, of the spoken word "SECURITE" (pronounced "SAYCURITAY") repeated 3 times.

5. Revocation—The Shipping Navigational Warnings Rules 1966* are hereby revoked.

SCHEDULE

Reg. 4 (1)

INFORMATION REQUIRED FOR NAVIGATIONAL WARNINGS

1. *Ice, derelicts, and other direct dangers to navigation*—On meeting with dangerous ice, a dangerous derelict, or any other direct danger to navigation (except the dangers referred to in clauses 2, 3, and 4 of this Schedule), the master of the ship shall send information relating to the following matters:

- (a) The kind of ice, derelict, or other danger observed:
- (b) The position of the ice, derelict, or other danger when last observed:
- (c) The time and date (Greenwich Mean Time) when the observation was made.

2. *Tropical storms*—(1) On meeting with a tropical storm the master of the ship shall send information relating to the following matters:

- (a) The position of the storm so far as it can be ascertained:
- (b) The time and date (Greenwich Mean Time) when the storm was encountered:
- (c) The position, true course, and speed of the ship when the observation was made.

(2) In addition the master of the ship shall send as much of the following information as is practicable:

- (a) The barometric pressure, with an indication whether that pressure is given in millibars, inches, or millimetres, and whether the reading is corrected or uncorrected:
- (b) The change in barometric pressure during the previous three hours:
- (c) The true direction of the wind:
- (d) The wind force according to the Beaufort scale:
- (e) The state of the sea (smooth, moderate, rough, or high):
- (f) The swell (slight, moderate, or heavy) and the true direction from which it comes:
- (g) The period of length of the swell (short, average, or long).

3. *Winds of force 10 or above on Beaufort scale for which no storm warning received*—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 specified in clause 2 of this Schedule but excluding the details concerning sea and swell.

4. *Sub-freezing air temperatures and winds leading to severe ice accretion*—On encountering air temperatures below freezing point which are 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:

- (a) The time and date (Greenwich Mean Time) when the encounter was made, and the position of the ship:
- (b) The air temperature and (if practicable) the sea temperature at such time:
- (c) The force of the wind encountered (Beaufort scale) and the true direction thereof.

MARIE SHROFF,
Clerk of the Executive Council.

EXPLANATORY NOTE

This note is not part of the regulations, but is intended to indicate their general effect.

These regulations (which revoke and replace the Shipping Navigational Warnings Rules 1966) prescribe the nature of the information to be sent by the masters of New Zealand ships and coastal ships on meeting with various dangers to navigation.

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 update the provisions contained in the 1966 Rules to accord with the requirements of the International Convention for the Safety of Life at Sea, 1974.

Issued under the authority of the Regulations Act 1936.

Date of notification in *Gazette*: 28 April 1988.

These regulations are administered in the Ministry of Transport.