



MERCHANT SHIPPING ACT 1985

MERCHANT SHIPPING (DISTRESS SIGNALS AND PREVENTION OF COLLISIONS) (AMENDMENT) REGULATIONS 2005

Coming into operation: 1st August 2005

In exercise of the powers conferred on the Department of Trade and Industry by sections 1 and 2 of the Merchant Shipping Act 1985¹, and of all other powers enabling it in that behalf, after consultation with the Secretary of State and those persons referred to in section 2(2) of the Merchant Shipping Act 1985, the following regulations are hereby made:

Citation and Commencement

1. (1) These Regulations may be cited as the Merchant Shipping (Distress Signals and Prevention of Collisions) (Amendment) Regulations 2005 and shall come into operation on 1st August 2005.

Amendment of SD389/96

2. Schedule 1 to the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996² shall be amended as follows:

- (a) Rule 3 (a) insert “, WIG craft” after “non-displacement craft”
- (b) Rule 3, after (l), insert as new (m) -

“The term “Wing-In-Ground” (WIG) craft means a multi modal craft which, in its main operational mode, flies in close proximity to the surface by utilising surface-effect action.”

¹ 1985 c.3 Functions transferred to the Department of Trade and Industry by Transfer of Functions (Marine Administration) Order 1997 SD 51/97

² SD 389/96

- (c) Rule 8(a), after “any action taken to avoid collision shall” insert “be taken in accordance with the Rules of this Part and shall,”
- (d) Rule 18, after (e), insert as new (f) -
 - “(i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation;
 - (ii) A WIG craft operating on the surface of the water shall comply with the Rules of this Part as a power driven vessel.”
- (e) Rule 23, renumber existing (c) as (d) and insert as new (c) -
 - “A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high-intensity all-round flashing red light.”
- (f) Rule 31, after “Where it is impracticable for a seaplane” insert “or a WIG craft”
- (g) Rule 33(a), for “and a bell” substitute “, a vessel of 20 metres or more in length shall be provided with a bell in addition to a whistle,”
- (h) Rule 35, renumber existing (i) and (j) as (j) and (k) and insert as new (j) -
 - “A vessel of 12 metres or more but less than 20 metres in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.”
- (i) Annex 1, paragraph 13 shall be substituted in its entirety with -

“High Speed Craft"*

(a) The masthead light of high speed-craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and the masthead light, when seen in end elevation, is not less than 27°.

(b) On high-speed craft of 50 metres or more in length the vertical separation between fore mast and main mast lights of 4.5 metres required by paragraph 2(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

$$y = \frac{(a+17\Psi)C}{1000} + 2$$

Where:

y = is the height of the main mast light above the fore mast light in metres;

a = the height of the fore mast light above the water surface in service condition in metres;

Ψ = the trim in service condition in degrees;

C = the horizontal separation of the masthead lights in metres.

* Refer to the International Code of Safety for High Speed Craft, 1994 and the International Code of Safety for High Speed Craft, 2000."

- (j) Annex III, paragraph 1 (a) after "which lie within the range 180-700 Hz (± 1 per cent)" insert "for a vessel of 20 metres or more in length, or 180-2100 Hz (± 1 per cent) for a vessel of less than 20 metres in length"
- (k) Annex III, paragraph 1 (c) after "a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180-700 Hz (± 1 per cent)" insert "for a vessel of 20 metres or more in length, or 180-2100 Hz (± 1 per cent) for a vessel less than 20 metres in length,"
- (l) Annex III, substitute the table in its entirety with:

<i>Length of vessel in metres</i>	<i>1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{ N/m}^2$</i>	<i>Audibility range in nautical miles</i>
200 or more	143	2
75 but less than 200	138	1.5
20 but less than 75	130	1
Less than 20	120 *	0.5
	115 †	
	111 ‡	

* When the measured frequencies lie within the range 180-450 Hz

† When the measured frequencies lie within the range 450-800Hz

‡ When the measured frequencies lie within the range 800-2100Hz"

- (m) Annex III, paragraph 2 (b) omit " , and shall be not less than 200mm

for vessels of 12 metres or more but of less than 20 metres in length.”

(o) Annex IV, paragraph 1 (d) for “-----” substitute “... - - - ...”

Made: 22nd June 2005

Alex F. Downie

Minister for Trade and Industry

Explanatory Note
(This note is not part of the Regulations)

These Regulations amend the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (SD 389/96) to give effect to amendments made to the COLREG Convention by IMO resolution A.910(22) adopted by the Assembly on 29 November 2001. The amendments came into effect internationally 29 November 2003.

The Regulations also correct a drafting error in the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (SD 389/96) at Schedule 1, Annex IV paragraph 1(d).

