

L.N. 64 of 1965

MERCHANT SHIPPING ACT
(1962, No. 30)

Merchant Shipping (Radio and Direction Finders)
(Amendment) Rules 1965

Commencement : 26th May 1964

In exercise of the powers conferred by sections 159 and 160 of the Merchant Shipping Act 1962 and of all other powers enabling me in that behalf, I hereby make the following rules—

1. These rules may be cited as the Merchant Shipping (Radio and Direction Finders) (Amendment) Rules 1965.

2. The Merchant Shipping (Radio and Direction Finders) Rules 1964, hereinafter referred to as the "principal rules" are amended as follow—

(a) Delete the word "a" and substitute the word "ships" for the word "ship" in line 1 of paragraph (a) of classification I of rule 4 of the principal rules.

(b) (i) Add the word "then" immediately after the word "required" where it secondly occurs in rule 26 (d) of the principal rules, and

(ii) Delete the words "and" and "sub" in line 6 and insert the words "and the card of instructions required by paragraph (e)" after letter "(c)" of the same line.

(c) Add the following new paragraph to rule 26, thus—

"(e) A card of instructions as set out in Schedule Sixteen giving a clear summary of the Radio Telephone distress procedure is to be displayed in full view of the radio telephone operating position."

(d) Add a new Schedule immediately after Fifteenth Schedule as follows :

SIXTEENTH SCHEDULE

Rule 26 (e)

On the printed cards the letters in heavy type shall be in Red.

RADIO TELEPHONE PROCEDURES

Name of Ship.....

Callsign.....

RECEPTION OF SAFETY MESSAGES

Any message which you hear prefixed by one of the following words concerns **SAFETY**—

MAYDAY (Distress) Indicates that a ship, aircraft or other vehicle is threatened by grave and imminent danger and requests immediate assistance.

PAN (Urgency) Indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or the safety of a person.

SECURITE (Safety) Indicates that the station is about to transmit a message concerning the safety of navigation or giving important meteorological warnings.

If you hear these words pay particular attention to the message and call the Master or the Officer on watch.

DISTRESS TRANSMITTING PROCEDURE

(To be used only if IMMEDIATE ASSISTANCE is required)

When transmitting, ensure that the transmitter is switched to the international distress frequency (2182 kc/s) or, in the case of VHF to the international Safety Channel (Number 16).

USE PLAIN LANGUAGE. If it is necessary to spell out words and figures, use the system set out in the table below.

To indicate DISTRESS—

1. If possible transmit the **ALARM SIGNAL** (i.e. two-tone signal) for 30 seconds to one minute, but do not delay the message if there is insufficient time in which to transmit the Alarm Signal.
2. Send the following **DISTRESS CALL**—
Mayday Mayday Mayday This is(name or callsign of ship spoken three times).
3. Then send the **DISTRESS MESSAGE** composed of—
Mayday followed by the name or callsign of ship ;
Position of ship ;
Nature of distress ;

And, if necessary, transmit the nature of the aid required and any other information which will help the rescue.

NOTE : Whenever practicable, the **POSITION** of the ship should be given as a true bearing and distance from a known geographical point or in terms of latitude and longitude.

EXAMPLES OF DISTRESS PROCEDURE

1. Where possible, transmit **ALARM SIGNAL** followed by spoken words Mayday Mayday Mayday This is.....(name or callsign of ship spoken three times) Mayday.....(name or callsign of ship) Position 015 Degrees Ushant 40 miles I am sinking.

2. Where possible, transmit **ALARM SIGNAL** followed by spoken words Mayday Mayday Mayday This is.....(name or call sign of ship spoken three times) Mayday.....(name or callsign of ship) Position 54 25 North 016 33 West I am on fire and require immediate assistance.

PHONETIC ALPHABET AND FIGURE CODE

Figure	Letter	Word	Pronounced as	Letter	Word	Pronounced as
1	A	Alfa	<u>AL</u> FAH	N	November	NO <u>VEM</u> BER
2	B	Bravo	<u>BRAH</u> VOH	O	Oscar	<u>OSS</u> CAH
3	C	Charlie	<u>CHAR</u> LEE or <u>SHAR</u> LEE	P	Papa	<u>PAH</u> PAH
4	D	Delta	<u>DELL</u> TAH	Q	Quebec	<u>KEH</u> BECK
5	E	Echo	<u>ECK</u> OH	R	Romeo	<u>ROW</u> ME OH
6	F	Foxtrot	<u>FOKS</u> TROT	S	Sierra	<u>SEE</u> AIR RAH
7	G	Golf	<u>GOLF</u>	T	Tango	<u>TANG</u> GO
				U	Uniform	<u>YOU</u> NEE FORM or <u>OO</u> NEE FORM
8	H	Hotel	HOH <u>TELL</u>	V	Victor	<u>VIK</u> TAH
9	I	India	<u>IN</u> DEE AH	W	Whiskey	<u>WISS</u> KEY
0	J	Julieta	<u>JEW</u> LEE <u>ETT</u>	X	X-ray	<u>ECKS</u> RAY
	K	Kilo	<u>KEY</u> LOH	Y	Yankee	<u>YANG</u> KEY
	L	Lima	<u>LEE</u> MAH	Z	Zulu	<u>ZOO</u> LOO
	M	Mike	<u>MIKE</u>			

NOTES

1. The syllables to be emphasized are underlined.
2. Each transmission of figures is preceded and followed by the words "as a number" spoken twice, e.g., the number 1959 will read: "as a number, as a number, Alfa, India, Echo, India, as a number, as a number".

MADE at Lagos this 17th day of June 1965.

Z. B. DIPCHARIMA,
Minister of Transport

EXPLANATORY NOTE

These amendments correct minor printing errors and bring the rules into line with the requirements of the 1960 Convention on the Safety of Life at Sea.