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SCHEDULES.

FIRST SCHEDULE

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1929.

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ANNEX II

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

FINAL ACT OF THE INTERNATIONAL CONFERENCE ON SAFETY OF LIFE AT SEA.

III

AS REGARDS SAFETY OF NAVIGATION.

9. Radio Aids to Navigation.

The International Conference on Safety of Life at Sea recommends that the Contracting Governments should establish and maintain an adequate system of radio aids to navigation, and should take all necessary measures to ensure the efficiency and reliability of such services.

10. Synchronised Radio and Under-Water Signals.

The International Conference on Safety of Life at Sea favours the extension of the installation of distance-finding apparatus capable of emitting synchronised radio and under-water signals, as necessary to meet navigational needs in distance-finding and position finding by vessels.

11. Depth-Sounding Apparatus.

The International Conference on Safety of Life at Sea recommends that the Contracting Governments should encourage the development and use of echo depth-sounding apparatus.

12. Life-Saving Signals.

The International Conference on Safety of Life at Sea considers that the signals for life-saving stations communicating with vessels in distress and signals for vessels in distress communicating with life-saving stations should be international

13. Shore Lights.

The International Conference on Safety of Life at Sea considers that, so far as practicable, steps should be taken by the Administrations concerned to regulate the position and the intensity of lights on land in the vicinity of the entrances to ports so as to ensure that such lights cannot be mistaken for, or do not impair the visibility of, the navigation lights of the port.

14. Collision Regulations,—Aircraft.

Under the International Collision Regulations, aircraft on the surface of the water are within the definition of " steam vessels." As such, they are required to carry lights, make sound signals and manoeuvre, both in respect of surface vessels and of each other, in a manner that is not, in some instances, possible for them, due to the physical limitations of aircraft. At the same time, they can and should take upon themselves some definite measure of responsibility for the avoidance of collisions between surface vessels and aircraft on the surface of the water, and it is necessary that their rights and duties, when on the surface of the water, should be defined.

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In order that an international agreement may be reached covering those provisions of the International Collision Regulations which apply to surface vessels and to aircraft on the surface of the high seas and on the waters connected therewith, navigable by sea-going vessels, the Conference recommends, in the interests of safety of life at sea, that this question should be studied by the competent authorities in the countries concerned, so that there may be an exchange of views, and an endeavour made to arrive at an international agreement. The Conference requests the Government of the United Kingdom of Great Britain and Northern Ireland to take the necessary action in the matter.