
STATUTORY INSTRUMENTS

1991 No. 347

MERCHANT SHIPPING

**The General Lighthouse Authorities
(Beacons: Hyperbolic Systems) Order 1991**

Made - - - - 26th February 1991

Coming into force - - 12th March 1991

Whereas a draft of this Order has been approved by resolution of each House of Parliament;
Now, therefore, the Secretary of State for Transport, in exercise of the powers conferred on him by section 34(3) of the Merchant Shipping Act 1979(1) and of all other powers enabling him in that behalf, hereby makes the following Order:

1. This Order may be cited as the General Lighthouse Authorities (Beacons: Hyperbolic Systems) Order 1991 and shall come into force on the fourteenth day after the day on which it is made.

2.—(1) In the circumstances specified in paragraph (2) below, all references to a beacon in Part XI of the Merchant Shipping Act 1894(2) shall be construed as including equipment and support facilities provided for broadcasts in the frequency range 90kHz 100kHz from any transmitters situate in the United Kingdom which form part of a position fixing system known as the Loran C system.

(2) The circumstances are that the United Kingdom is party to an international agreement concerning the establishment and operation of the Loran C system.

Signed by authority of the Secretary of State for Transport

26th February 1991

Patrick McLoughlin
Parliamentary Under Secretary of State,
Department of Transport

(1) 1979 c. 39.
(2) 1894 c. 60.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order provides for the references to a beacon in Part XI of the Merchant Shipping Act 1894 to include equipment and facilities in the United Kingdom which form part of a position fixing system known as the Loran C system so long as the United Kingdom is party to an international agreement concerning the establishment and operation of the system. The equipment and facilities would thus become subject to the superintendence and management of the General Lighthouse Authorities if the system were introduced into the United Kingdom.