

Uniform Shipping Laws Code 2008

Section 15: Emergency Procedures and Safety of Navigation (CTH, NSW, NT, QLD, SA, TAS, VIC & WA)

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EMERGENCY PROCEDURES AND SAFETY OF NAVIGATION SECTION
PART 1—PRELIMINARY

1. Preliminary

- 1.1 This Section shall be read in conjunction with the Introduction, Definitions and General Requirements Section.
- 1.2 For the purposes of this Section 'crew' includes special personnel.
- 1.3 The Authority may require that a notice required under this Section shall be printed in other languages, in addition to the English language.

PART II—EMERGENCY PROCEDURES

2. Application

- 2.1 This Part shall apply to all vessels, both new and existing, other than Class 1A and 2A vessels which shall comply with the requirements of the Commonwealth Marine Orders Part 29 (Emergency Procedures and Drills)

(Amendment dated 23 August 1996)

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- 2.2 Where the Master is the only crew members, he shall not be subject to the requirements of Schedules I to IV for the crew provided that he shall ensure that the lifesaving, firefighting and other emergency equipment is in working order and ready for immediate use at all times.
 - 2.3 An Authority may modify the requirements of any of this Part for vessels not exceeding 25 metres in length.

3. Allocation of Crew and Passengers to Emergency Stations

- 3.1 The Master of a vessel shall ensure that each crew member on joining the vessel, is allocated an emergency station and is properly informed of emergency station duties.
- 3.2 Where the number of persons on board, excluding passengers, exceeds four, an Emergency Station List shall be displayed in a conspicuous position and so placed as to be readily observed by all persons on the vessel.
- 3.3 The Emergency Station List shall be in accordance with Form 1.
- 3.4 Each cabin allocated for crew or passengers shall be given a number and where there is more than one berth in a cabin, each berth shall be given a letter.
- 3.5 Crew member identification on the Emergency Station List shall be by name, or designated capacity or in the case of berthed crew, the cabin number for single accommodation and the cabin number with berth letter as a suffix for multi-berth accommodation.
- 3.6 In the allocation of duties the Authority may require the person nominated to take charge of survival craft to possess an appropriate certificate.

4. Crew Cabin Emergency Station Notice

- 4.1 Each berth shall have affixed to the head or side of the berth a notice with the following information:
 - (a) Cabin number and berth letter as applicable;
 - (b) Emergency Station and emergency duty to be performed;
 - (c) Emergency Station Signal; and
 - (d) Abandon ship signal.

5. Crew Emergency Practice Procedures

- 5.1 Crew Emergency Practice Procedures shall be conducted in accordance with the procedures specified in Schedule 1 at intervals of not more than 1 month.

6. Emergency Procedures for Passengers

- 6.1 After completion of embarkation at any port or place and prior to departure from that port or place the Master of a sea going vessel shall ensure that passengers are informed of the location of Emergency Procedures Notices applicable to passengers.
- 6.2 Passenger Emergency Procedures Notices shall be located in conspicuous places throughout the passenger spaces as required by the Authority.
- 6.3 Sufficient conspicuous signs shall be displayed indicating the direction to and position of Emergency Stations.
- 6.4 Passenger Emergency Procedures Notices, in the case of berthed passengers, shall be placed adjacent to the berth of each passenger.
- 6.5 Passenger Emergency Procedures Notices shall include the following information:
 - (a) Cabin number and berth letter where applicable;
 - (b) Emergency Signal;
 - (c) Action to take on hearing emergency signal when in or near own cabin;
 - (d) Action to take when not in or near own cabin;
 - (e) Location of lifejackets;
 - (f) Location of Emergency Station;
 - (g) Survival Craft allocation; and
 - (h) Abandon Ship Signal.
- 6.6 Notices showing how to don and secure lifejackets shall be displayed in every passenger cabin and in conspicuous places throughout the passenger spaces and these notices shall include information on how to adjust the lifejackets of children.
- 6.7 When considered necessary by the Authority, demonstrations shall be given on the donning and securing of lifejackets.

7. Survival Craft Drills

- 7.1 The Master of the vessel shall ensure that each passenger and crew member is allocated a survival craft where applicable.
- 7.2 A survival craft list shall be in accordance with Appendix B approved by the Authority, or may form additional columns to Appendix A as approved by the Authority.
- 7.3 Passengers should remain at their emergency stations during a survival craft drill, but may be dismissed at the discretion of the Master.
- 7.4 Vessels of Class 1B, 1C, 1D and 1E which are provided with a lifeboat shall conduct lifeboat drill in accordance with the procedure specified in Schedule II at intervals of not more than 2 months.
- 7.5 Vessels in Class 2B, 2C, 2D, 2E, 3B, 3C, 3D and 3E which are provided with a lifeboat shall conduct lifeboat drill in accordance with the procedure specified in Schedule II at intervals of not more than 3 months.
- 7.6 Lifeboat drill shall be arranged so that each lifeboat carried on the vessel is placed in the water with its crew at least once in each period of 6 consecutive months.
- 7.7 The Master of a vessel which does not carry a lifeboat, but which is provided with a rescue boat, should exercise his crew with that boat as though it were a lifeboat, except that the crew for the boat should not exceed that which is normally used in rescue operations.
- 7.8 The Master of a vessel which carries a liferaft shall at intervals referred to in sub-clauses 7.5 and 7.6 ensure that the liferaft or liferafts carried are ready for launching and that the crew are familiar with the procedure for launching the liferaft or liferafts and their subsequent operation.

- 8. Crew Fire Drills**
- 8.1 The Master of a vessel shall ensure that crew members are allocated special fire duties.
- 8.1.1 The crew members assigned crew fire duties may have those duties recorded on a crew fire duty list or at the discretion of the Authority included with the Emergency Station List.
- 8.2 Vessels of Class 1B, 1C, 1D and 1E shall conduct crew fire drill in accordance with the procedure specified in Schedule III at intervals of not more than 2 months.
- 8.3 Vessels of Class 2B, 2C, 2D, 2E, 3B, 3C, 3D and 3E shall conduct crew fire drill in accordance with the procedure specified in Schedule III at intervals of not more than 3 months.
- 9. Crew Collision Drills**
- 9.1 The Master of a vessel shall ensure that crew members are allocated special collision duties.
- 9.1.1 The crew members assigned crew collision duties may have those duties recorded on a crew collision duty list or at the discretion of the Authority included with the Emergency Station List.
- 9.2 Vessels of Class 1B, 1C, 1D and 1E shall conduct crew collision drill in accordance with the procedure specified in Schedule IV at intervals of not more than 2 months.
- 9.3 Vessels of Class 2B, 2C, 2D, 2E, 3B, 3C, 3D and 3E shall conduct crew collision drill in accordance with the procedure specified in Schedule IV at intervals of not more than 3 months.
- 10. Crew Rocket Drill**
- 10.1 Rocket drill for Class 1B vessels having a length in excess of 45 metres shall be conducted in accordance with the Commonwealth Marine Orders Part 29 (Emergency Procedures and Safety of Navigation).
- 11. Emergency Signals**
- 11.1 The general signal to call the crew and passengers to their emergency stations is a signal consisting of a succession of not less than seven short blasts followed by one long blast given on the vessel's whistle or siren. The signal may be supplemented by an identical signal on the vessel's general alarm bell system, and supplemented by warnings given on the vessel's public address system.
- 11.2 When the crew are to carry out a drill, the general emergency signal should be used to call the crew to their emergency stations. Then the Master shall, by messenger, public address system or other method at his disposal direct the crew to carry out a specific drill.
- 11.3 The signal to inform the crew and passengers that the vessel will be abandoned is a signal consisting of a short blast followed by a long blast given on the whistle or siren at least three times in succession, and may be supplemented by an identical signal on the general alarm bell system, or may be supplemented by a warning over the public address system.
- 11.4 Where possible the Master shall ensure that all crew members working in the engineroom or other parts of the vessel distant from the survival craft are warned that the vessel is to be abandoned. Such warning shall be given in sufficient time to allow them to reach the survival craft.
- 11.4.1 Where possible the Master shall ensure that the engineroom controls are placed on 'Finished with Engines' before giving the signal to abandon ship. In the case of bridge control engines he should stop the engines.
- 11.5 Where, for the purpose of practice drills, in the opinion of the Master, the blowing of the whistle or siren of the vessel would constitute a nuisance out-

side the vessel, the general emergency signal may be made on the vessel's alarm bell system, vessel's public address system, or by hand blown whistles.

12. Records

12.1 Official Log Book Entries

- 12.1.1 In a vessel which maintains an official log book an entry shall be made following any emergency practice or drill, giving details of such practice or drill.
- 12.1.2 Where an official log book is not maintained, an entry required by paragraph 12.1.1 shall be made in the vessel's record book.
- 12.1.3 Where a practice or drill, which is required by this Section to be held is not held, an entry shall be made in the official log book or record book giving reasons for the omission.
- 12.1.4 When it has not been possible to hold a practice or drill required by this Section and which has required an entry in accordance with paragraph 12.1.3, that practice or drill shall be held as soon as practicable after the entry and a further entry shall be made in accordance with paragraph 12.1.1 or 12.1.2.

12.2 Crew List

12.2.1 On all Class 1A, 1B, 1C, 2A, 2B and 2C vessels a crew list shall be maintained:

- (i) on board the vessel; and
- (ii) at a place required by the Authority
and shall contain the following particulars:
 - (a) the name of the vessel and official number;
 - (b) the name of the owner and his address;
 - (c) the name of the employer of the crew and his address; and
 - (d) in respect of every employee from time to time in the vessel whether or not he is employed under a crew agreement:
 - (i) his name;
 - (ii) his address;
 - (iii) date and place of birth;
 - (iv) capacity in which he is employed;
 - (v) grade and number of any qualification certificate held by him; and
 - (vi) dates of joining and leaving the vessel.

12.2.2 If a new crew list is made or any change made in an existing crew list, the employer or his agent shall within two days thereafter deliver to the Authority a copy of the new list or a list of the changes made.

12.2.3 The Master, or the employer or their agent, shall within two days after a crew list ceases to apply to a vessel deliver such list to the Authority.

12.2.4 A Master shall on demand produce to the Authority the list of crew which is required to be kept on board the vessel.

12.3 List of All Persons on Board

12.3.1 On all Class 3A, 3B and 3C vessels a list of all persons on board shall be left ashore so that it will be readily available to the Authority in the case of an emergency. Such list shall contain:

- (a) the name and/or identification number of the vessel; and
 - (b) the name and address of each person on board the vessel.
- 13.1 On completion of loading of the ship and prior to its departure, the master shall determine the ship's trim and stability and also ascertain that the ship is in compliance with stability criteria in relevant regulations. The Authority may accept the use of an electronic loading and stability computer or equivalent means for this purpose.
- 13.2 The following doors, located above the margin line, shall be closed and locked before the ship proceeds on any voyage and shall remain closed and locked until the ship is at its next berth:
- .1 cargo loading doors in the shell or boundaries of enclosed superstructures;
 - .2 bow visors fitted in positions as indicated in .1;
 - .3 cargo loading doors in the collision bulkhead; and
 - .4 any weathertight ramps forming alternative closure to those defined in .1 to .3 inclusive;
- provided that where a door cannot be opened or closed while the ship is at the berth such a door may be opened or left open while the ship approaches or draws away from the berth, but only as far as may be necessary to enable the door to be immediately operated. In any case, the inner bow door must be kept closed.
- 13.3 Notwithstanding the requirements of 13.2.1 and 13.2.4, the Authority may authorise that particular doors can be opened at the discretion of the master, if necessary for the operation of the ship or the embarking and disembarking of passengers when the ship is at safe anchorage and provided that the safety of the ship is not impaired.
- 13.4 The master shall ensure that an effective system of supervision and reporting of the closing and opening of the doors referred to in 13.2 is implemented.
- 13.5 The master shall ensure, before the ship proceeds on any voyage, that an entry in the log book is made of the time of the last closing of the doors specified in 13.2 and the time of any opening of the doors in accordance with 13.3.

Form 1

APPENDIX A

Survey Authority

EMERGENCY STATION LIST

Name of Vessel

Crew Member Identification	Emergency Station	Emergency Duty Allocation

Date / /

Master

Amendment List No. 1 October 1993

APPENDIX B

Survey Authority

SURVIVAL CRAFT LIST

Name of Vessel

Crew Member Identification	Survival Craft Station		Survival Craft Duty	
	Lifeboat	Liferaft	Lifeboat	Liferaft

SCHEDULE I

CREW EMERGENCY PRACTICE PROCEDURES

1. On hearing the general emergency signal, or an equivalent order the crew members, except personnel on duty who, in the opinion of the Master, cannot be relieved from those duties shall proceed to their emergency station and report to the person in charge. Where possible the operation of non-essential electrical, heating and ventilation appliances should be stopped.
2. Every crew member shall wear a lifejacket.
3. The crew member in charge at the emergency station shall ensure that every person is wearing a lifejacket properly adjusted and secured.
4. After reporting to the emergency station, each crew member who has been assigned an emergency duty shall attend to such duty when so directed and then report back to his emergency station. Crew members not assigned specific emergency duties shall remain at their emergency station.
 - 4.1 Crew members assigned to take charge of a survival craft or a group of survival craft shall ensure that they are ready to be released.
 - 4.1.1. Crew members assigned to assist with the preparation of survival craft shall report to the person in charge of the survival craft and comply with any orders given by that person.
 - 4.2 Crew members assigned to fire fighting duties shall prepare that equipment for use.
 - 4.3 Crew members assigned to close hull openings, internal watertight doors, fire doors, fire dampers and ensure that the mechanical ventilation machinery is stopped, shall carry out that duty.
 - 4.4 Crew members assigned to passenger control shall simulate assisting and directing passengers to their emergency station(s) and maintain order in passages and on stairways.

SCHEDULE II
SURVIVAL CRAFT DRILLS

1. At least half the total number of lifeboats carried shall, weather permitting:
 - (i) be lowered or placed at the embarkation position;
 - (ii) have the painters passed and made fast;
 - (iii) have the rudders fitted, plugs fitted or valves closed;
 - (iv) have the engine or mechanical propulsion system operated; and
 - (v) have the stores and equipment checked.
2. To comply with sub-clause 7.6 of this Section a lifeboat placed in the water shall be:
 - (i) manned with its crew; and
 - (ii) exercised at the discretion of the Master.
3. Liferrafts shall be checked to ensure that:
 - (i) painters are secured to a strong point on the vessel;
 - (ii) liferafts are free and clear for launching;
 - (iii) liferaft hydrostatic releases (where fitted) operate;
 - (iv) liferaft davits (where fitted) operate; and
 - (v) rigid liferafts are sound and stores and equipment are satisfactory.
4. Crew to be instructed in search and rescue and survival procedures including the operation of the survival craft and use of the equipment and stores.
5. Side ladders shall be rigged and checked.
6. Rescue boats (these are not survival craft) are swung out, lowered into the water and crew exercised at the discretion of the Master in accordance with sub-clause 7.7 of this Section.

SCHEDULE III
CREW FIRE DRILL

A fire drill shall be conducted as follows:

- (a) A crew member appointed for that purpose by the Master shall direct a simulated attack on a fire which, for the purpose of the drill, shall be assumed to have occurred in a selected part of the vessel, this selected part should be varied from drill to drill.
- (b) On receipt of the fire warning the fire pumps shall be prepared.
- (c) The members of the crew forming the fire party shall be sent to the location of the assumed fire.
- (d) The fire party shall be exercised in fire fighting in the vicinity of the assumed fire by:
 - (i) suitable fire extinguishers being brought to the vicinity of the assumed fire; and
 - (ii) on a vessel having a fire hydrant using at least one fire hose supplied with water at working pressure from a fire pump.
- (e) Not less than once in each period of three consecutive months, a practical demonstration of the use of the portable fire extinguishers shall be given by expending the charge of at least one extinguisher of each type aboard which can be refilled aboard.
- (f) The crew shall be exercised in:
 - (i) the closing of doors, ventilating shafts and other openings so as to isolate the assumed fire from other parts of the vessel, and in particular stairways and lifts shafts, and to reduce the supply of air to the assumed fire;
 - (ii) the use of breathing apparatus and safety lamps; and
 - (iii) any other emergency procedures considered necessary to combat the assumed fire.
- (g) The crew shall be instructed in the use of all fire fighting appliances provided in the vessel.

SCHEDULE IV
CREW COLLISION DRILL

Collision drill shall be conducted as follows:

- (a) Bulkhead doors in the various sections of the vessel shall be closed immediately by members of the crew allotted to that duty.
- (b) A messenger from each party that has been allotted to a section of the vessel shall report to the Master, or to the officer appointed for that purpose by the Master, when all bulkhead doors in that section are closed.
- (c) Doors other than those in the shell, which were already closed at the commencement of the drill, shall be opened and then closed.
- (d) Nothing in the last preceding paragraph shall be taken to authorise the opening while the vessel is at sea of any watertight door or other contrivance which is required by the Authority to be kept closed.
- (e) An officer appointed by the Master to be the officer in charge of the drill shall indicate a section of the vessel where the emergency is assumed to have occurred for the purposes of the drill.
- (f) Members of the crew allotted to sounding duty shall immediately sound tanks and bilges in the section of the vessel indicated for the purposes of the drill.
- (g) A messenger from the sounding party shall communicate with, as required:
 - (i) the officer in charge of the drill; and
 - (ii) the Chief Engineer.
- (h) As many pumps as are available and operated from the engine room shall be connected to the section of the vessel indicated for the purposes of the drill.
- (i) A report shall be made to the bridge by messenger or other means when the pumps are ready for action.
- (j) Ship's side doors, side scuttles, valves and similar contrivances shall be closed as directed.
- (k) A report shall be made to the bridge by messenger or other means when the side doors, side scuttles, valves and similar contrivances have been closed.
- (l) The stability of the vessel shall be estimated assuming the damaged condition, including an assessment of the necessary corrective action to maintain an adequate positive stability condition.

PART III—SAFETY OF NAVIGATION

13. Application

13.1 This Part shall apply to all vessels.

14. Automatic Pilot

14.1 An automatic pilot shall not be used in areas of high traffic density, in conditions of restricted visibility and in other hazardous navigational situations unless it is possible to establish human control of the vessel's steering immediately.

14.2 In the circumstances set out in sub-clause 14.1, it shall be possible for the officer of the watch to have available without delay the services of a qualified helmsman who shall be ready at all times to take over steering control.

14.3 The change over from automatic to manual steering and vice versa shall be made by or under the supervision of a responsible officer.

14.4 In vessels which have an automatic pilot fitted the manual steering shall be tested after prolonged use of the automatic pilot, and before entering areas where navigation demands special caution.

15. Operation of Steering Gear

15.1 In areas where navigation demands special caution, vessels so fitted shall have more than one steering gear power unit in operation when such units are capable of simultaneous operation.

16. Steering Gear—Testing and Drills

- 16.1 Within 12 hours before departure, the vessel's steering gear shall be checked and tested by the vessel's crew. The test procedure shall include, where applicable, the operation of the following:
- (i) the main steering gear;
 - (ii) the auxiliary steering gear;
 - (iii) the remote steering gear control systems;
 - (iv) the steering positions located on the navigating bridge;
 - (v) the emergency power supply;
 - (vi) the rudder angle indicators in relation to the actual position of the rudder;
 - (vii) the remote steering gear control system power failure alarms; and
 - (viii) the steering gear power unit failure alarms.
- 16.2 The checks and tests shall include:
- (i) the full movement of the rudder according to the required capabilities of the steering gear;
 - (ii) a visual inspection of the steering gear and its connecting linkage; and
 - (iii) the operation of the means of communication between the navigating bridge and steering gear compartment.
- 16.3 Simple operating instructions with a block diagram showing the change-over procedures for remote steering gear control systems and steering gear power units shall be permanently displayed on the navigating bridge and in the steering gear compartment.
- 16.4 All officers concerned with the operation and/or maintenance of steering gear shall be familiar with the operation of the steering systems fitted on the vessel and with the procedures for changing from one system to another.
- 16.5 In addition to the routine checks and tests required by sub-clauses 16.1 and 16.2 emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control from within the steering gear compartment, the communications procedure with the navigating bridge and, where applicable, the operation of alternative power supplies.
- 16.6 The Authority may waive the requirement to carry out the checks and tests required by sub-clauses 16.1 and 16.2 for vessels which regularly ply on voyages of short duration. Such vessels shall carry out these checks and tests at least once every week.
- 16.7 The date upon which the checks and tests prescribed in sub-clauses 16.1 and 16.2 are carried out and the date and details of emergency steering drills carried out under sub-clause 16.5 shall be recorded in the log book or vessel record book or in such manner as may be required by the Authority.

17. Danger Messages

- 17.1 The Master of every vessel which meets with dangerous ice, a dangerous derelict, or any other direct danger to navigation, or a tropical storm, or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above on the Beaufort scale for which no storm warning has been received is bound to communicate the information by all the means at his disposal to vessels in the vicinity, and also to the competent authorities at the first point on the coast with which he can communicate. The form in which the information is sent is not obligatory. It may be transmitted either in plain language (preferably English) or by means of the International Code of Signals. It should be broadcast to all vessels in the vicinity and sent to the first point on the coast to which communication can be made, with a request that it be transmitted to any appropriate Authority.

10 *Section 15*

- 17.2 The Authority will take all steps necessary to ensure that when intelligence of any of the dangers specified in sub-clause 17.1 is received, it will be promptly brought to the knowledge of those concerned.
- 17.3 All radio messages issued under sub-clause 17.1 shall be preceded by the Safety Signal, using the procedure as prescribed by the Radio Regulations as defined in the Radio Equipment Section.

18. Information Required in Messages

18.1 The following information is required in danger messages:

- (a) Ice, Derelicts and other direct dangers to Navigation:
- (i) the kind of ice, derelict or danger observed;
 - (ii) the position of the ice, derelict or danger when last observed; and
 - (iii) the time and date when danger last observed.
- (b) Tropical Storms:
- (i) a statement that a tropical storm has been encountered. This obligation should be interpreted in a broad spirit, and information transmitted whenever the Master has good reason to believe that a tropical storm is developing or exists in his neighbourhood;
 - (ii) time, date and position of vessel when the observation was taken; and
 - (iii) as much of the following information as is practicable should be included in the message:
 - barometric pressure, preferably corrected (stating millibars, millimetres, or inches, and whether corrected or uncorrected);
 - barometric tendency (the change in barometric pressure during the past three hours);
 - true wind direction;
 - wind force (Beaufort scale);
 - state of the sea (smooth, moderate, rough, high);
 - swell (slight, moderate, heavy) and the true direction from which it comes. Period or length of swell (short, average, long) would also be of value; and
 - true course and speed of vessel.
- (c) Subsequent Observations
- When a Master has reported a storm, it is desirable, but not obligatory, that further observations be made and transmitted hourly, if practicable, but in any case at intervals of not more than three hours, so long as the vessel remains under the influence of the storm.
- (d) Winds of force 10 or above on the Beaufort scale for which no storm warning has been received
- This is intended to deal with storms other than the tropical storms referred to in paragraph (b); when such a storm is encountered, the message should contain similar information to that listed under that paragraph but excluding the details concerning sea and swell.
- (e) Sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures:
- (i) Time and date;
 - (ii) Air temperature;
 - (iii) Sea temperature (if practicable); and
 - (iv) Wind force and direction.

- 19. Meteorological Services**
- 19.1 Any vessel engaged in transmitting or receiving transmissions 'to all stations' of Meteorological Forecasts and Warnings shall conform to the provisions of the Radio Regulations.
- 20. Speed Near Ice**
- 20.1 When ice is reported on or near his course the Master of every vessel at night is bound to proceed at a moderate speed or to alter his course so as to go well clear of the danger zone.
- 21. Routeing**
- 21.1 The practice of following, particularly in converging areas, routes adopted for the purpose of separation of traffic including avoidance of passage through areas designated as areas to be avoided by vessels or certain classes of vessels or for the purpose of avoiding unsafe conditions, is to be followed by all vessels concerned.
- 22. Distress Messages—Obligations and Procedures**
- 22.1 The Master of a vessel at sea, on receiving a signal from any source that a vessel or aircraft or survival craft thereof is in distress, is bound to proceed with all speed to the assistance of the persons in distress informing them if possible that he is doing so. If he is unable or, in the special circumstances of the case, considers it unreasonable or unnecessary to proceed to their assistance, he must enter in the logbook or vessel record book the reason for failing to proceed to the assistance of the persons in distress.
- 22.2 The Master of a vessel in distress, after consultation so far as may be possible, with the Masters of the vessels which answer his call for assistance, has the right to requisition such one or more of those vessels as he considers best able to render assistance, and it shall be the duty of the Master or Masters of the vessel or vessels requisitioned to comply with the requisition by continuing to proceed with all speed to the assistance of persons in distress.
- 22.3 The Master of a vessel shall be released from the obligation imposed by sub-clause 22.1 when he learns that one or more vessels other than his own have been requisitioned and are complying with the requisition.
- 22.4 The Master of a vessel shall be released from the obligation imposed by sub-clause 22.1 and if his vessel has been requisitioned, from the obligation imposed by sub-clause 22.2 if he is informed by the persons in distress or by the Master of another vessel which has reached such persons that assistance is no longer necessary.
- 22.5 The provisions of this clause do not prejudice the International Convention for the unification of certain rules with regard to Assistance and Salvage at Sea, signed at Brussels on 23 September 1910, particularly the obligation to render assistance imposed by Article 11 of that Convention.