



Merchant Shipping (Safety And Load Line Conventions) Act 1932

1932 CHAPTER 9 22 and 23 Geo 5

PART I **U.K.**

SAFETY OF LIFE AT SEA

Modifications etc. (not altering text)

C1 As it applies to the Isle of Man, Part I, except ss. 12, 24, 27, 29 and 30, repealed by [Statute Law \(Repeals\) Act 1989 \(c. 43\)](#), s. 1(1), [Sch. 1 Pt. X](#)

1-4 ^{F1} **U.K.**

Textual Amendments

F1 Ss. 1-4, 5(1) repealed by [Merchant Shipping \(Safety Convention\) Act 1949 \(c. 43\)](#), [Sch. 3](#)

[^{F2}5 **Amendments of Merchant Shipping Acts as to life-saving appliances.** **U.K.**

(1) . . . ^{F3}

(2) Subsection (1) of section four hundred and thirty of the principal Act (which imposes penalties for failure to comply with with the rules for life-saving appliances) shall be amended by inserting after paragraph (d) thereof the following paragraph:—

“(e) if any provision of the rules for life-saving appliances applicable to the ship is contravened or not complied with.”

(3) The following section shall be substituted for section four hundred and thirty-one of the principal Act:—

Status: Point in time view as at 01/05/1994.

Changes to legislation: There are currently no known outstanding effects for the Merchant Shipping (Safety And Load Line Conventions) Act 1932, Part I. (See end of Document for details)

- (1) A surveyor of ships may inspect any ship for the purpose of seeing that the rules for life-saving appliances have been complied with in her case, and for the purpose of any such inspection shall have all the poeres of a Board of Trade Inspector under this Act.
- (2) If the surveyor finds that the rules for life-saving appliances have not been complied with, he shall give written notice to the owner or master stating in what respect the said rules have not been complied with, and what, in his opinion, is required to rectify the matter.
- (3) Every notice so given shall be communicated in manner directed by the Board of Trade to the Chief Officer of Customs of any port at which the ship may seek to obtain a clearance or transire, and a clearance or transire shall not be granted to the ship and the ship shall be detained until a certificate under the hand of a surveyor of ships is produced to the effect that the matter has been rectified.”

(4) . . . ^{F4}]

Textual Amendments

F2 Ss. 1–11, 13–23, 25, 26, 28, 31–39 as they apply to the Isle of Man repealed by Statute Law (Repeals) Act 1989 (c. 43), s. 1(1), **Sch. 1 Pt. X**

F3 Ss. 1–4, 5(1) repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), **Sch. 3**

F4 Ss. 5(4)(5), 6, 7, 9(2) repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), **Sch. 3**

Modifications etc. (not altering text)

C2 The text of S. 5(2) (3) is in the form in which it was originally enacted: it was not reproduced in Statutes in Force and does not reflect any amendments or repeals which may have been made prior to 1.2.1991.

Wireless Telegraphy

6, 7. ^{F5} **U.K.**

Textual Amendments

F5 Ss. 5(4)(5), 6, 7, 9(2) repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), **Sch. 3**

[^{F6}8 **Appointment of wireless telegraphy surveyors. U.K.**

A person appointed to be a surveyor of ships under section seven hundred and twenty-four of the principal Act may be appointed as a wireless telegraphy surveyor:

. . . ^{F7}]

Status: Point in time view as at 01/05/1994.

Changes to legislation: There are currently no known outstanding effects for the Merchant Shipping (Safety And Load Line Conventions) Act 1932, Part I. (See end of Document for details)

Textual Amendments

- F6** Ss. 1–11, 13–23, 25, 26, 28, 31–39 as they apply to the Isle of Man repealed by Statute Law (Repeals) Act 1989 (c. 43), s. 1(1), **Sch. 1 Pt. X**
- F7** S. 8 proviso repealed by Post Office Act 1969 (c. 48), **Sch. 8 Pt. II**

[^{F8}9 Survey of passenger steamers by wireless telegraphy surveyors. U.K.]

(1) The surveys of a passenger steamer required by the principal Act shall, in the case of every survey made after the commencement of this Part of this Act in respect of a sea-going steamer which is not exempt under the ^{M1}Merchant Shipping (Wireless Telegraphy) Act 1919, from the obligations imposed by that Act, include a survey by a wireless telegraphy surveyor, . . . ^{F9}]

(2) . . . ^{F10}

[^{F8}(3) Section two hundred and seventy-five of the principal Act (which provides for appeals to a court of survey by persons aggrieved by the declaration of survey of a ship or engineer surveyor) shall be amended by inserting the words “or wireless telegraphy surveyor” after the words “engineer surveyor” in both places where they occur.]

Textual Amendments

- F8** Ss. 1–11, 13–23, 25, 26, 28, 31–39 as they apply to the Isle of Man repealed by Statute Law (Repeals) Act 1989 (c. 43), s. 1(1), **Sch. 1 Pt. X**
- F9** Words amend Merchant Shipping Act 1894 (c. 60), **s. 272(1)**
- F10** Ss. 5(4)(5), 6, 7, 9(2) repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), **Sch. 3**

Modifications etc. (not altering text)

- C3** Reference to exemption from obligations imposed by radio rules substituted for reference to exemption from obligations imposed by Merchant Shipping (Wireless Telegraphy) Act 1919 (c. 38) by Merchant Shipping (Safety Convention) Act 1949 (c. 43), **s. 35(6)**
- C4** The text of S. 9(3) is in the form in which it was originally enacted: it was not reproduced in Statutes in Force and does not reflect any amendments or repeals which may have been made prior to 1.2.1991.

Marginal Citations

- M1** 1919 c. 38.

10 ^{F11} **U.K.**

Textual Amendments

- F11** Ss. 10, 11, 13–22 repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), **Sch. 3**.

Certificates

11 ^{F12} **U.K.**

Status: Point in time view as at 01/05/1994.

Changes to legislation: There are currently no known outstanding effects for the Merchant Shipping (Safety And Load Line Conventions) Act 1932, Part I. (See end of Document for details)

Textual Amendments

F12 Ss. 10, 11, 13–22 repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), Sch. 3.

^{F13} 12 **U.K.**

Textual Amendments

F13 S. 12 repealed (1.5.1994) by 1993 c. 22, s. 8(4), Sch. 5 Pt.II; S.I. 1993/3137, art.3(2), Sch. 2

13–21 ^{F14} **U.K.**

Textual Amendments

F14 Ss. 10, 11, 13–22 repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), Sch. 3.

Miscellaneous Provisions for further Safety of Life at Sea

22 ^{F15} **U.K.**

Textual Amendments

F15 Ss. 10, 11, 13–22 repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), Sch. 3.

23 ^{F16} **U.K.**

Textual Amendments

F16 S. 23 repealed by Merchant Shipping (Load Lines) Act 1967 (c. 27), s. 33, Sch. 2

24 **Report of dangers to navigation.** **U.K.**

- (1) The master of any British ship registered in the United Kingdom, on meeting with dangerous ice, a dangerous derelict, a tropical storm or any other direct danger to navigation, shall send information accordingly, by all means of communication at his disposal and in accordance with rules to be made for the purposes of this section, to ships in the vicinity and to such authorities on shore as may be prescribed by those rules.
- (2) Rules for the purposes of this section shall be made by the Board of Trade . . . ^{F17}
- (3) If the master of a ship fails to comply with the provisions of this section, he shall for each offence be liable to a fine not exceeding [^{F18}level 4 on the standard scale].

Status: Point in time view as at 01/05/1994.

Changes to legislation: There are currently no known outstanding effects for the Merchant Shipping (Safety And Load Line Conventions) Act 1932, Part I. (See end of Document for details)

(4) Every person in charge of a wireless telegraph station which is under the control of the Postmaster General, or which is established or installed under licence of the Postmaster General, shall, on receiving the signal prescribed by the said rules for indicating that a message is about to be sent under this section, refrain from sending messages for a time sufficient to allow other stations to receive the message, and, if so required by the Board of Trade, shall transmit the message in such manner as may be required by the Board, and compliance with this subsection shall be deemed to be a condition of every licence granted by the Postmaster General under the ^{M2}Wireless Telegraphy Act 1904:

... ^{F19}

(5) For the purposes of this section, the expression “tropical storm” means a hurricane, typhoon, cyclone, or other storm of a similar nature, and the master of a ship shall be deemed to have met with a tropical storm if he has reason to believe that there is such a storm in his vicinity.

(6) ... ^{F20}

Textual Amendments

- F17** Words repealed by [Merchant Shipping \(Safety Convention\) Act 1949 \(c. 43\), Sch. 3](#)
- F18** Words substituted by virtue of (E.W.) [Criminal Justice Act 1982 \(c. 48, SIF 39:1\), s. 46](#); (S.) [Criminal Procedure \(Scotland\) Act 1975 \(c. 21, SIF 39:1\), s. 289G](#) and (N.I.) [S.I. 1984/703 \(N.I. 3\), art. 5](#)
- F19** [S. 24\(4\) proviso](#) repealed by [Merchant Shipping \(Safety Convention\) Act 1949 \(c. 43\), Sch. 3](#)
- F20** [S. 24\(6\)](#) repealed by [Statute Law Revision Act 1950 \(c. 6\)](#)

Modifications etc. (not altering text)

- C5** [S. 24](#) extended by [Merchant Shipping Act 1964 \(c. 47\), s. 16](#)

Marginal Citations

- M2** [1904 c. 24.](#)

25, 26. ^{F21} **U.K.**

Textual Amendments

- F21** [Ss. 25, 26, 28, 32–35, 37, 38](#) repealed by [Merchant Shipping \(Safety Convention\) Act 1949 \(c. 43\), Sch. 3](#)

^{F22}**27** **U.K.**

Textual Amendments

- F22** [S. 27](#) repealed (1.5.1994) by [1993 c. 22, s. 8\(4\), Sch. 5 Pt.II](#); [S.I. 1993/3137, art.3\(2\)](#), [Sch. 2](#)

28 ^{F23} **U.K.**

Status: Point in time view as at 01/05/1994.

Changes to legislation: There are currently no known outstanding effects for the Merchant Shipping (Safety And Load Line Conventions) Act 1932, Part I. (See end of Document for details)

Textual Amendments

F23 Ss. 25, 26, 28, 32–35, 37, 38 repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), Sch. 3

F24 **29** **U.K.**

Textual Amendments

F24 S. 29 repealed (1.5.1994) by 1993 c. 22, s. 8(4), Sch. 5Pt. II; S.I. 1993/3137, art. 3(2), Sch.2.

F25 **30** **U.K.**

Textual Amendments

F25 S. 30 repealed (1.5.1994) by 1993 c. 22, s. 8(4), Sch. 5Pt. II; S.I. 1993/3137, art. 3(2), Sch.2.

F26 **31** **U.K.**

Textual Amendments

F26 S. 31 repealed (1.5.1994) by 1993 c. 22, s. 8(4), Sch. 5Pt. II; S.I. 1993/3137, art. 3(2), Sch.2.

32 **F27** **U.K.**

Textual Amendments

F27 Ss. 25, 26, 28, 32–35, 37, 38 repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), Sch. 3

Supplemental

33–35 **F28** **U.K.**

Textual Amendments

F28 Ss. 25, 26, 28, 32–35, 37, 38 repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), Sch. 3

F29 **36** **U.K.**

Status: Point in time view as at 01/05/1994.

Changes to legislation: There are currently no known outstanding effects for the Merchant Shipping (Safety And Load Line Conventions) Act 1932, Part I. (See end of Document for details)

Textual Amendments

F29 S. 36 repealed (1.5.1994) by 1993 c. 22, s. 8(4), **Sch. 5Pt. II**; S.I. 1993/3137, art. 3(2), **Sch.2**.

37, 38. ^{F30} **U.K.**

Textual Amendments

F30 Ss. 25, 26, 28, 32–35, 37, 38 repealed by Merchant Shipping (Safety Convention) Act 1949 (c. 43), **Sch. 3**

39 ^{F31} **U.K.**

Textual Amendments

F31 S. 39 repealed by Statute Law Revision Act 1950 (c. 6)

Status:

Point in time view as at 01/05/1994.

Changes to legislation:

There are currently no known outstanding effects for the Merchant Shipping (Safety And Load Line Conventions) Act 1932, Part I.