

## SUPPLY TO SHIPS OF CHARTS, NAUTICAL DOCUMENTS AND INSTRUMENTS

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In continuation of articles on the above subject already published in *Hydrographic Review*, Vol. VII, N<sup>o</sup> 1, May 1930, pp. 214-237 and Vol. VII, N<sup>o</sup> 2, November 1930, pp. 135-174, the following information is given concerning the regulations in force in Belgium. This information has very kindly been communicated to the International Hydrographic Bureau by the Director General of the Naval Administration, Ministry of Transport, Brussels.

### BELGIUM.

I. Text of the law governing the issue and keeping up-to-date of navigational charts and nautical documents (*Sailing Directions, Light Lists, Notices to Mariners, Signal Codes, etc.*) on board ships of the various categories of the Merchant Service.

### CHARTS.

ART. 62 of the Royal Decree of 8th November 1920, regulating the application of the law of 25th August 1920 on the safety of ships at sea :—

All vessels without exception shall be provided with charts, Sailing Directions and ephemerides of recent date and in sufficient number for the voyage to be undertaken as well as for the ports of call which the circumstances of navigation may render necessary.

Sailing craft engaged in inshore fishing must be provided, in addition to the necessary charts, with copies of international agreements.

ART. 63 (of the same regulation). — All vessels shall be provided with the necessary instructions for finding the position on the charts.

II. Text of the law governing the supply, testing and replacing of navigational instruments (*compasses, sextants, chronometers, W/T apparatus, sounding machines, etc.*).

### COMPASSES.

ART. 62 (of the same regulation). — Sailing craft engaged in inshore fishing shall be provided with a compass in good condition, compensated and placed in a fixed position, and with a spare compass.

All other vessels shall have on board at least three compasses two of which shall be placed in fixed positions and compensated if necessary. One of the compasses shall be installed in an open position for taking bearings.

ART. 39 (of the same regulation). — The ordinary equipment of all lifeboats and of all rafts includes a suitable compass.

ART. 62 (continuation).— The Inspection Service shall ascertain, by the examination of the deviation tables or, in the absence of these, by examination of the ship's records, that the adjustment of the compasses is sufficient for the voyage and that the indications of deviation of at least two of the compasses are sufficient to ensure the safety of the vessel in all circumstances and in all weather conditions.

The Inspection Service has the right to demand that the compensation of at least one of the compasses be carried out by a recognised expert before the ship gets under way.

If the vessel is supplied with an electric installation, the compensation of the compasses must be made with the dynamos running and again with the dynamos stopped.

ART. 63. — All vessels shall be supplied with the same number of reserve compass cards as there are compasses on board.

**SEXTANTS.**

ART. 63. — All vessels shall be provided with a complete sextant; vessels engaged in inshore fishing, tugs, service boats coasting within sight of land are exempt from this requirement.

**CHRONOMETER.**

ART. 63. — There shall be on board all long-voyage vessels at least one chronometer, the error and rate of which are known.

At least one absolutely reliable eight-day watch shall be installed in a fixed position on board all coasting vessels.

Craft engaged in inshore fishing, tugs, service boats coasting within sight of land shall have available a watch similar to that provided for coasting vessels.

**SOUNDING MACHINES.**

ART. 63. — All vessels shall be supplied with two hand-leads, the line of one of which shall be at least 200 m. long.

**OTHER INSTRUMENTS OR APPARATUS.**

ART. 63. — In addition to the instruments and apparatus mentioned above, all vessels shall be supplied with the instruments hereafter enumerated, viz: a mechanical log, hand-log with sand-glass, telescope, binoculars, watch for steering compartment, barometer, thermometer.

The mechanical log and the telescope shall not be supplied on board craft engaged in inshore fishing, tugs and service boats coasting within sight of land.

**W. T. APPARATUS.**

ART. 64. — All Belgian vessels displacing more than 1,500 tons or carrying more than fifty persons (passengers and crew) shall be supplied with a wireless set, in good working condition and capable of receiving and transmitting, by day, from ship to ship, wireless signals clearly perceptible in normal circumstances and weather conditions at a distance of at least 100 sea-miles.

The Marine Inspection Service may exempt from this requirement, if it considers that the course to be followed and the conditions of the voyage are such that a wireless installation would be superfluous:—

a) Vessels whose course does not lie more than 150 sea-miles from the nearest coast;

b) Vessels on board which the number of persons has been increased exceptionally to fifty or more, as a consequence of having taken on board during a part of their voyage an extraordinary complement of officers or crew.

ART. 66. — Belgian vessels for which a wireless installation is obligatory are classified in three categories:—

**FIRST CATEGORY.** — *Vessels on board of which permanent wireless watch is kept.*

In the first category are placed all vessels having an average service speed of 15 knots or more, fitted to carry twenty-five or more passengers; also all vessels having an average speed greater than 13 knots, carrying more than 200 persons (passengers and crew) and which in the course of their voyage make more than 500 sea miles between two consecutive ports of call.

**SECOND CATEGORY.** — *Vessels on board of which permanent wireless watch must be kept during the hours of service mentioned on their license, at least during seven hours daily and during the first ten minutes of every hour.*

All vessels fitted to carry twenty-five or more passengers are placed in the second category, should they for some cause not be placed in the first category.

**THIRD CATEGORY.** — *Vessels on board of which no fixed wireless watch is kept.*

All vessels which are included neither in the first nor in the second category are placed in the third category.

If the wireless watch kept in a vessel placed in the second or in the third category fulfils all the requirements of a superior category, the shipowner has the right to demand that this fact be mentioned in the navigating license.

ART. 67. — W/T rooms shall be suitably installed and fitted-up, efficiently ventilated and protected from damp and outside noises; they shall be connected by voice-pipe or by telephone with the captain's bridge.

All vessels required by the terms of the above article 64 to be provided with a wireless installation, shall be provided with a distress call W/T installation conforming to the clauses of the International Radiotelegraphy Conventions.

The distress installation shall be entirely above the danger-draft line; it shall possess a source of electricity independent of the central source on board; be capable of being put into operation rapidly and of operating during at least six hours with a minimum range of 80 sea miles for vessels of the first category and of 50 sea miles for vessels of the other two categories.

If the auxiliary source of electricity is not usually in use, the operator shall ascertain at frequent intervals that it is ready to operate and, if it is an accumulator battery, shall see that it is constantly charged; the operator shall note the result of tests in his log.

If the ordinary installation the range of which, according to the requirements of art. 64, is at least 100 sea miles, fulfils all the conditions enumerated above, a distress call installation is not obligatory.

*III.* Marine Authority and Service appointed to administer and to inspect and verify the carrying-out of the above-mentioned laws and regulations.

A Marine Inspection Service shall be created in the Naval Administration, whose duties shall consist in ensuring the observance of clauses relative to the safety of ships and of human life at sea.

The Marine Inspection Service shall be carried out by inspectors assisted by technical agents and qualified medical officers as well as administrative officials or agents.

The functions of marine inspector will be carried out by naval constructors, by extra masters and by ships' engineers 1st class.

