

10B Danger Message Reporting

These systems are located in waters beyond Canadian jurisdiction, and details may be found in the radio aids to navigation publications of the appropriate administrations or in the relevant sections of the Admiralty List of Radio Signals, published by the United Kingdom. The master of every ship shall communicate the information required under section 112 of the Canada Shipping Act, 2001 by all means at the master's disposal to ships in the vicinity and to the shore station for the area if the ship encounters:

- a) dangerous ice, a dangerous derelict or any other direct danger to navigation;
- b) a tropical storm or a storm that the master has reasonable grounds to believe might develop into a tropical storm;
- c) winds of force 10 or higher on the Beaufort Scale for which no storm warning has been received by the ship; or
- d) sub-freezing air temperatures associated with gale force winds, causing severe ice accretion on superstructures.

All radio communications shall be preceded by the safety signal, using the procedure prescribed by the *International Radio Regulations*.

The following information is required in danger messages:

- a) if the ship encounters dangerous ice, a dangerous derelict or any other direct danger to navigation,
 - i) the kind of the ice, derelict or other danger encountered,
 - ii) the position of the ice, derelict or other danger when last observed, and
 - iii) the time and date, in coordinated universal time (UTC), when the danger was last observed;
- b) if the ship encounters a tropical storm or a storm that the master has reasonable grounds to believe might develop into a tropical storm,
 - i) a statement that a tropical storm has been encountered or a storm that the master has reasonable grounds to believe might develop into a tropical storm has been encountered, as the case may be,
 - ii) the time and date, in coordinated universal time (UTC), and the position of the ship when the storm was last observed, and
 - iii) if feasible,
 - A) the barometric pressure, with the reading corrected if practicable, the unit of measure (such as millibars, millimetres or inches) and whether the reading is corrected or not,
 - B) the barometric tendency that indicates the change in barometric pressure during the past three hours,
 - C) the true wind direction,
 - D) the wind force on the Beaufort Scale,
 - E) the state of the sea, such as smooth, moderate, rough or high,
 - F) the size of swell, such as slight, moderate or heavy, the true direction from which it comes and, if practicable, the period or length of swell, such as short, average or long, and
 - G) the true course and speed of the ship;

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- c) if the ship encounters winds of a force of 10 or more on the Beaufort Scale for which no storm warning has been received by the ship,
 - i) a statement that winds of a force of 10 or more on the Beaufort Scale have been encountered, and
 - ii) the information set out in subparagraph (b)(ii) and as much of the information set out in clauses (b)(iii)(A) to (D) and (G) as practicable; and
- d) if the ship encounters sub-freezing air temperatures associated with gale force winds, causing severe ice accretion on superstructures,
 - i) the time and date, in coordinated universal time (UTC), and position of the ship when the observation was made,
 - ii) the air temperature,
 - iii) the sea temperature, if practicable, and
 - iv) the wind force and direction.

Examples of the information required to be communicated in danger messages are set out in the schedule below.

Danger Messages

Item	Danger	Examples of Danger Messages
1	Dangerous ice	TTT ICE. LARGE BERG SIGHTED IN 4506N, 4410W, AT 0800 UTC. MAY 15.
2	Dangerous derelicts	TTT DERELICT. OBSERVED DERELICT ALMOST SUBMERGED IN 4006N, 1243W, AT 1630 UTC. APRIL 21.
3	Other direct dangers to navigation	TTT NAVIGATION. ALPHA LIGHTSHIP NOT ON STATION. 1800 UTC. JANUARY 3.
4	A tropical storm or a storm that the master has reasonable grounds to believe might develop into a tropical storm	TTT STORM. 0030 UTC. AUGUST 18. 2004N, 11354E. BAROMETER CORRECTED 994 MILLIBARS, TENDENCY DOWN 6 MILLIBARS. WIND NW, FORCE 9, HEAVY SQUALLS. HEAVY EASTERLY SWELL. COURSE 067, 5 KNOTS. TTT STORM. APPEARANCES INDICATE APPROACH OF HURRICANE. 1300 UTC. SEPTEMBER 14. 2200N, 7236W. BAROMETER CORRECTED 29.64 INCHES, TENDENCY DOWN .015 INCHES. WIND NE, FORCE 8, FREQUENT RAIN SQUALLS. COURSE 035, 9 KNOTS. TTT STORM. CONDITIONS INDICATE INTENSE CYCLONE HAS FORMED. 0200 UTC. MAY 4. 1620N, 9203E. BAROMETER UNCORRECTED 753 MILLIMETRES, TENDENCY DOWN 5 MILLIMETRES. WIND S BY W, FORCE 5. COURSE 300, 8 KNOTS. TTT STORM. TYPHOON TO SOUTHEAST. 0300 UTC. JUNE 12. 1812N, 12605E. BAROMETER FALLING RAPIDLY. WIND INCREASING FROM N.
5	Winds of force 10 or higher on the Beaufort Scale for which no storm warning has been received by the ship	TTT STORM. WIND FORCE 11, NO STORM WARNING RECEIVED. 0300 UTC. MAY 4. 4830N, 30W. BAROMETER CORRECTED 983 MILLIBARS, TENDENCY DOWN 4 MILLIBARS. WIND SW, FORCE 11 VEERING. COURSE 260, 6 KNOTS.
6	Sub-freezing air temperatures associated with gale force winds, causing severe ice accretion on superstructures	TTT EXPERIENCING SEVERE ICING. 1400 UTC. MARCH 2. 69N, 10W. AIR TEMPERATURE 18°F (-7.8°C). SEA TEMPERATURE 29°F (-1.7°C). WIND NE, FORCE 8.

Authority: Transport Canada