1956 No. 899

The Oil in Navigable Waters (Prohibited Sea Areas) (Protection of United Kingdom Coasts) Order, 1956

Made - - - -	*8th June*, 1956
Laid before Parliament	*14th June*, 1956
Coming into Operation	*8th September*, 1956

The Minister of Transport and Civil Aviation, considering it necessary for the purpose of protecting the coasts and territorial waters of the United Kingdom against pollution by oil to designate as prohibited sea areas for the purposes of the Oil in Navigable Waters Act, 1955(**a**), (hereinafter referred to as "the Act") the areas of the sea hereinafter specified, in exercise of his powers under subsection (5) of Section 2 of the Act and of all other powers him enabling in that behalf hereby makes the following Order:—

1. This Order shall come into operation on the eighth day of September, 1956, and may be cited as the Oil in Navigable Waters (Prohibited Sea Areas) (Protection of United Kingdom Coasts) Order, 1956.

2. The Interpretation Act, 1889(**b**), shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

3.—(1) So much of the areas of the sea specified in the Schedule hereto as is not a prohibited sea area by virtue of subsection (2) (*a*) of Section 2 of the Act and Part I of the Schedule thereto is hereby designated as a prohibited sea area in relation to tankers.

(2) So much of the areas of the sea specified in the Schedule hereto as is not a prohibited sea area by virtue of subsection (2) (*b*) of Section 2 of the Act is hereby designated as a prohibited sea area in relation to vessels other than tankers.

Given under the Official Seal of the Minister of Transport and Civil Aviation this eighth day of June, 1956.

(L.S.)

Harold Watkinson,
The Minister of Transport and Civil Aviation.

SCHEDULE

(*a*) So much of the North Sea outside the territorial waters of the United Kingdom as lies south of latitude 62° north; and

(*b*) So much of the Atlantic Ocean outside the territorial waters of the United Kingdom as lies within a line drawn from a point on the Greenwich meridian 100 miles in a north-north-easterly direction from the Shetland Islands; thence northwards along the Greenwich meridian to latitude 64° north; thence westwards along the 64th parallel to longitude 10° west; thence to latitude 60° north, longitude 14° west; thence to latitude 54° 30′ north, longitude 30° west; thence to latitude 53° north, longitude 40° west; thence to latitude 42° north, longitude 40° west; thence to latitude 44° 20′ north, longitude 30° west; thence to latitude 48° north, longitude 14° west; thence eastwards along the 48th parallel to the coast of France.

(**a**) 3 & 4 Eliz. 2. c. 25. (**b**) 52 & 53 Vict. c. 63.

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order extends the areas of the sea specified in Parts I and II of the Schedule to the Oil in Navigable Waters Act, 1955, within which the discharge of oils of a persistent character is prohibited.

1956 No. 1423

The Oil in Navigable Waters (Ships' Equipment) (No. 1) Regulations, 1956

Made - - - -	10*th September*, 1956
Laid before Parliament	17*th September*, 1956
Coming into Operation	1*st June*, 1957

The Minister of Transport and Civil Aviation in exercise of his powers under subsection (1) of Section 5 of the Oil in Navigable Waters Act, 1955(**a**), and of all other powers him enabling in that behalf, hereby makes the following Regulations:—

1. These Regulations shall come into operation on the 1st day of June, 1957, and may be cited as the Oil in Navigable Waters (Ships' Equipment) (No. 1) Regulations, 1956.

2. The Interpretation Act, 1889(**b**), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

3. These Regulations shall apply to British ships registered in the United Kingdom which use oil as fuel for either engines or boilers.

4. Every ship to which these Regulations apply shall be fitted so as effectively to prevent oil fuel from leaking or draining from machinery spaces into bilges unless the contents of the bilges are subjected to an effective means of separating the oil therefrom before they are pumped into the sea.

Given under the Official Seal of the Minister of Transport and Civil Aviation this tenth day of September, 1956.

(L.S.)

Harold Watkinson,
The Minister of Transport and Civil Aviation.

EXPLANATORY NOTE

(This note is not part of the Regulations, but is intended to indicate their general purport.)

These Regulations require certain British ships registered in the United Kingdom to be so fitted as to prevent oil fuel from leaking or draining from machinery spaces into bilges.

(a) 3 & 4 Eliz. 2. c. 25. (b) 52 & 53 Vict. c. 63.