

**BERMUDA STATUTORY INSTRUMENT**

**MARINE BOARD (NAVIGATION) (SHIP CHANNELS) (No. 2)  
REGULATIONS 1962**

*[made under section 8 of the Board of Trade Act 1930 [repealed] and  
brought into operation on 29 August 1938]*

*[now deemed to have been made under the Marine Board Act 1962]*

ARRANGEMENT OF REGULATIONS

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**Interpretation**

- 1 In these Regulations—

"Island boat" means every vessel, hulk, steamboat, lighter or other boat, not being a row-boat, and not ordinarily employed in voyages to any place beyond the sea;

"master" means the person in charge of any ship or Island boat;

"ship" means every description of seagoing vessel fitted as such and every hulk and every lighter used for loading or unloading any ship or for the discharge, transport or reception of any cargo, coals, goods, ballast or rubbish;

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"the ship channel" (hereinafter referred to in these Regulations as "the channel") means the Main Ship Channel leading from Five Fathom Hole by way of the Narrows, Murray's Anchorage and the North Shore of Bermuda to Grassy Bay.

**Right of way**

2 On two ships approaching the channel in opposite directions, so that, if they both proceed, they will meet in the channel, the inward bound ship shall have the right of way.

**Hoisting national flag as signal of claiming priority**

3 It shall be the duty of the master or pilot of every inward bound ship on entering, while in, and until such ship has cleared the channel, to hoist and keep hoisted at the mast head of such ship the national flag of such ship, as a signal for her claiming priority of the right of way.

**Duty of master or pilot of outward bound ship**

4 It shall be the duty of the master or pilot of any outward bound ship, on the International Signal "WZ" being flown from Fort George Signal Station (which will indicate that an inward bound ship claims priority to enter the channel) to keep such ship off and from the channel at a safe and sufficient distance and until the inward bound ship has cleared the channel.

**Island boat to give way**

5 It shall be the duty of the master of every Island boat using the channel at all times to give way to any inward or outward bound ship.

**No anchoring in channel unless under stress**

6 No ship or Island boat shall, except under the stress of weather or circumstances beyond the control of the master thereof, be anchored or moored in the channel or so near thereto, as to obstruct, delay or endanger any ship in or about to enter the channel.

**Ship anchored in channel under stress**

7 The master of any ship or Island boat who has been forced by stress of weather or other circumstances beyond his control to anchor in or near the channel, shall not permit such ship or Island boat to remain in the channel or in any approach thereto any longer than is absolutely necessary under the circumstances.

**Speed limit**

8 Except under circumstances beyond the control of the master, ships navigating in the channel shall proceed at moderate speed.

**Offences**

9 Any breach of these Regulations shall render the offender liable to the penalties provided by section 112 of the Marine Board Act 1962 [title 22 item 3]

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[Amended by  
1970 : 32.]