

**No. 1405**

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**BELGIUM, CANADA, DENMARK, FRANCE,  
IRELAND, etc.**

**North Atlantic Ocean Weather Stations Agreement (with  
annexes). Signed at London, on 12 May 1949**

*Official texts: English, French and Spanish.*

*Registered by the United Kingdom of Great Britain and Northern Ireland on  
14 September 1951.*

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**BELGIQUE, CANADA, DANEMARK, FRANCE,  
IRLANDE, etc.**

**Accord (avec annexes) sur les stations météorologiques  
flottantes de l'Atlantique du Nord. Signé à Londres,  
le 12 mai 1949**

*Textes officiels anglais, espagnol et français.*

*Enregistré par le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord le  
14 septembre 1951.*

No. 1405. NORTH ATLANTIC OCEAN WEATHER STATIONS AGREEMENT<sup>1</sup>. SIGNED AT LONDON, ON 12 MAY 1949

The Governments of Belgium, Canada, Denmark, France, Ireland, Netherlands, Norway, Portugal, Sweden, United Kingdom and United States of America, being Member States of the International Civil Aviation Organisation (hereinafter called "the Organisation"),

Having, at a Conference convened in London by the Council of the Organisation (hereinafter called "the Council") pursuant to Article 7 of the International Agreement on North Atlantic Ocean Weather Stations signed in London on 25th September, 1946,<sup>2</sup> considered the revision and renewal of this Agreement, and

Having resolved to conclude a new agreement to secure the continued provision, financing, maintenance and operation of ocean station vessels at weather stations in the North Atlantic and thereby to contribute to the safety, regularity, efficiency and economy of air navigation in that region in accordance with the general aims and objectives of the Organisation,

Have appointed for this purpose the undersigned Representatives, who have agreed as follows:—

*Article I*

1. The Contracting Governments named in this Article shall provide, maintain and operate, subject to the conditions prescribed in this Agreement, suitable ocean station vessels (hereinafter referred to as "vessels"), at weather stations in the North Atlantic (hereinafter, together with such additional stations as may be provided under Article II, referred to as "the Stations"), as specified in the following table and in paragraph 2 of this Article:—

<sup>1</sup> The Governments of the United States of America and the United Kingdom of Great Britain and Northern Ireland, responsible for the operation of eighteen ocean station vessels, having deposited their instruments of acceptance with the Secretary-General of the International Civil Aviation Organization on 23 August 1949 and 13 January 1950 respectively, the Agreement, in accordance with article XV, came into force as between those two Governments on 13 January 1950. It came subsequently into force in respect of other signatory Governments on the respective dates of deposit of the instrument of acceptance as follows:

Canada . . . . .	8 February 1950
Ireland . . . . .	2 May 1950
Norway . . . . .	28 June 1950
Portugal . . . . .	3 August 1950

\* United Kingdom: Appendix to "Treaty Series No. 29 (1949)," Cmd. 7688.

<i>S station</i>	<i>Location</i>	<i>Governments responsible</i>	<i>Number of vessels to be operated</i>
A	{ 62°00 N	{ Netherlands	1
	{ 33°00 W		2
B	{ 56°30 N	{ Canada	1
	{ 51°00 W		2
C	{ 52°45 N	{ United States	3
	{ 35°30 W		
D	{ 44°00 N	{ United States	2½
	{ 41°00 W		
E	{ 35°00 N	{ United States	2½
	{ 48°00 W		
H	{ 36°00 N	{ United States	2
	{ 70°00 W		
I	{ 59°00 N	{ United Kingdom	2
	{ 19°00 W		
J	{ 52°30 N	{ United Kingdom	2
	{ 20°00 W		
K	{ 45°00 N	{ France	2
	{ 16°00 W		
M	{ 66°00 N	{ Norway	2
	{ 02°00 E		

The locations of the Stations are indicated on the map in Annex I to this Agreement.

2. The Government of the Netherlands shall provide one vessel to be operated at Station J in relief of the United Kingdom vessels and at Station K in relief of the French vessels, in accordance with paragraph 3 of this Article.

3. The operation of Stations I, J and K shall be shared among the vessels of France, the Netherlands and the United Kingdom, as the authorities of the Governments of those countries shall arrange, on the following basis:—

France (at Station K) . . . . . 15 patrols annually;  
 The Netherlands (at Stations J and K) . . . . . 7 patrols annually;  
 The United Kingdom (at Stations I and J) 30 patrols annually.

4. Since the number of vessels to be provided under this Article by the Governments of France, the Netherlands and the United Kingdom to maintain

Stations I, J and K is more than is operationally necessary for this purpose, those Governments shall, if necessary and practicable, arrange to provide relief vessels to assist the Government of Norway in operating Station M in case of emergency. In such event, the Government of Norway shall reimburse the Government providing the relief vessel at the rate of £7,500 for each patrol.

5. For the purposes of this Article a patrol shall consist of 21 days on station.

### *Article II*

1. The location of any of the Stations may be changed :

- (a) by the Contracting Government or Governments responsible for operating vessels thereat, provided that the consent of a majority of the other Contracting Governments is first obtained by or through the Council, or
- (b) by the Council, provided that the consent of a majority of Contracting Governments, including the consent of the Contracting Government or Governments responsible for operating vessels at the Station concerned, is first obtained.

2. The Council may make arrangements, with the consent of a majority of the Contracting Governments, for the provision of one or more stations, or for the provision, maintenance and operation of one or more vessels, in the North Atlantic in addition to those specified in paragraph 1 of Article I. In the event of provision being made for one or more additional stations, the Council shall arrange, in accordance with paragraph 1 of this article, such changes as may be necessary in the location of the existing Stations.

### *Article III*

1. The Government of Belgium shall pay annually to the Government of Norway an amount in Belgian francs equivalent to £25,000, and the Government of Denmark shall pay annually to the Government of Norway an amount in Danish Kroner equivalent to Norwegian Kroner 460,000, towards the financing of the vessels operated by the Government of Norway under this Agreement. These amounts shall be paid in half-yearly instalments on 1st October and 1st April of each year.

2. The Government of Sweden shall pay to the Government of Norway an amount equivalent to 64 per cent. of the cost to Norway of operating Station M after taking account of amounts received by the Government of Norway from

the Governments of Belgium and Denmark as provided in paragraph 1. The Government of Sweden shall be entitled to provide up to 50 per cent. of the meteorological personnel necessary for the operation of Station M.

3. The Government of Belgium shall pay annually to the Government of the Netherlands an amount in Belgian francs equivalent to £1,000 towards the financing of the vessels operated by the Government of the Netherlands under this Agreement.

#### *Article IV*

The Governments of Ireland and Portugal shall each pay to the Organisation an annual contribution in cash of £1,000.

#### *Article V*

1. The Contracting Governments undertake that the vessels operated by them at the Stations shall perform the services specified in Annex II to this Agreement.

2. Annex II to this Agreement may be amended by the Council with the consent of three-quarters of the Contracting Governments, including the consent of the Governments responsible for operating at least eighteen vessels under this Agreement.

#### *Article VI*

The Council shall co-ordinate the general programme of operation of the Stations in consultation with such other international organisations as it considers appropriate. It shall keep the International Meteorological Organisation<sup>1</sup> advised of the meteorological aspects of any action which it proposes to take in connexion with such co-ordination and shall invite the International Meteorological Organisation to send representatives to any meeting called for the purpose of accomplishing such co-ordination.

#### *Article VII*

Subject to the provisions of Annex II to this Agreement,

- (a) the Stations shall be operated in accordance with the applicable standards, recommended practices, procedures and specifications of services approved by the Council in so far as they affect the safety of air navigation;

<sup>1</sup> United Kingdom: "Treaty Series No. 36 (1950)," Cmd. 7989.

- (b) the manner of making meteorological observations and of collecting reports at the Stations and transmitting them to main meteorological offices or forecasting centres shall be in accordance with the appropriate procedures and specifications prescribed by the International Meteorological Organisation.

#### *Article VIII*

No charges shall be imposed by any Contracting Government for any of the services, required under this Agreement, rendered by the vessels operated by them at the Stations, except as agreed by all the Contracting Governments.

#### *Article IX*

1. Each Contracting Government shall furnish to the Council such reports as may reasonably be required by the Council concerning the utilisation of the services provided by the vessels operated at the Stations.

2. Each Contracting Government operating any of the vessels at the Stations shall furnish to the Council such reports as may reasonably be required by the Council concerning the operation of the vessel or vessels so operated by them.

3. The Council shall furnish to the Contracting Governments each year a report on the operation and utilisation of the Stations based on the reports furnished by Contracting Governments.

#### *Article X*

Any Contracting Government may agree with any other Contracting Government to take over all or any of its obligations under this Agreement. Any such agreement shall be notified by the Contracting Government concerned to the Secretary-General of the Organisation, who shall notify the other Contracting Governments.

#### *Article XI*

The Organisation shall be reimbursed for its extraordinary expenses incidental to this Agreement so far as possible from the contributions provided for in Article IV and from any contributions in cash received by it from acceding Governments under Article XVI. Any balance remaining from such contributions, after the extraordinary expenses of the Organisation have been met, shall be allocated by the Council to the Governments of France, the Netherlands and the United Kingdom as follows :—

France . . . . .	25 per cent.
The Netherlands . . . . .	25 per cent.
The United Kingdom . . . . .	50 per cent.

If the contributions are insufficient to reimburse the Organisation, the balance remaining due shall be met by the Contracting Governments in equal shares.

#### *Article XII*

In the event that a Contracting Government, without the consent of the other Contracting Governments, ceases to operate any vessel which it is responsible for operating under this Agreement, the Council shall consult with the other Contracting Governments as to appropriate action and shall convene a conference if an arrangement acceptable to a majority of the Governments, including all those whose financial responsibilities are affected, cannot be concluded through such consultation.

#### *Article XIII*

The Council may at any time convene a conference of interested Governments to consider any matter connected with this Agreement if it is requested to do so by one or more Contracting Governments and is satisfied that a conference is necessary.

#### *Article XIV*

Any dispute relating to the interpretation or application of this Agreement or Annex II, which is not settled by negotiation, shall, upon the request of any Contracting Government party to the dispute, be referred to the Council for its recommendation.

#### *Article XV*

1. This Agreement shall remain open until 30th June, 1949, for signature by the Governments named in the preamble thereof.
2. This Agreement shall be subject to acceptance by signatory Governments. Instruments of acceptance shall be deposited as soon as possible with the Secretary-General of the Organisation.
3. This Agreement shall come into force, as between the signatory Governments which have notified their acceptance, when instruments of acceptance have been deposited by Governments responsible for the operation of not less than eighteen of the vessels referred to in Article I of this Agreement. As regards any Government notifying its acceptance thereafter, the Agreement shall come into force as from the date on which that Government deposits its instrument of acceptance.

*Article XVI*

Any non-signatory Government may accede to this Agreement by depositing with the Secretary-General of the Organisation an instrument of accession, together with an undertaking to make, on the terms and subject to the conditions of this Agreement, such contributions, in cash or otherwise, as the Council may consider reasonable having regard primarily to the aeronautical benefits derived by that Government from the operation of the Stations.

*Article XVII*

1. This Agreement shall terminate on 30th June, 1953.

2. The Council shall convene a conference of all interested Governments not later than 1st October, 1952, to consider the revision and renewal of this Agreement.

*Article XVIII*

As regards Contracting Governments, this Agreement shall, after it has come into force, supersede the International Agreement on North Atlantic Ocean Weather Stations signed in London on 25th September, 1946.

IN WITNESS WHEREOF, the undersigned, being duly authorised thereto, have affixed their signatures on behalf of their respective Governments.

DONE in London, the twelfth day of May of the year nineteen hundred and forty-nine, in the English, French and Spanish languages, in a single copy which shall be deposited in the Archives of the International Civil Aviation Organisation. Certified copies thereof shall be transmitted by the Secretary-General of the Organisation to all signatory and acceding Governments.

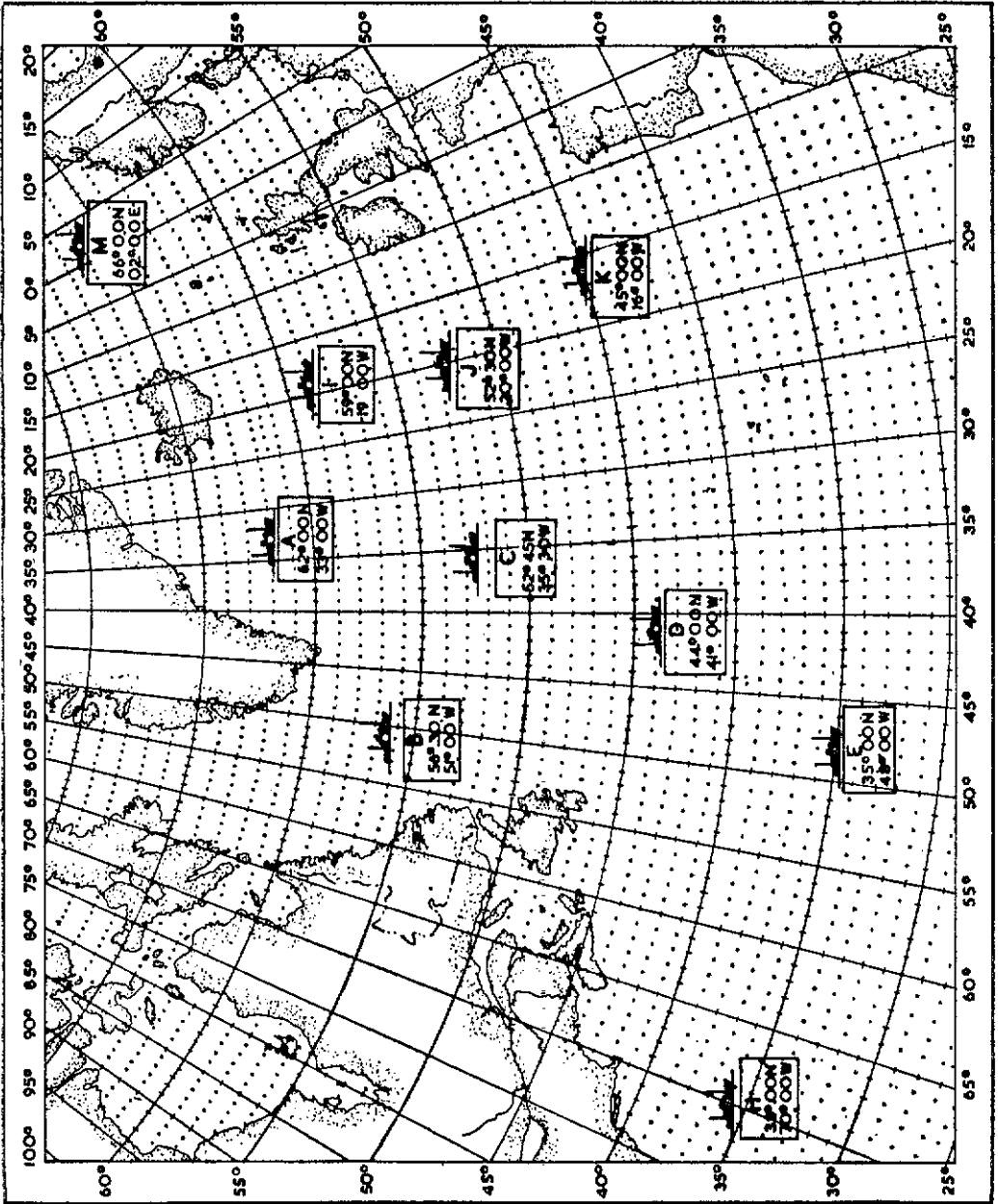


Belgium Belgique Bélgica	)	M. NEUVILLE
Canada :		C. S. BOOTH
Denmark Danemark Dinamarca	)	G. CRONE-LEVIN
France Francia	)	D. HAGUENAU Michel FONTAINE
Netherlands Pays-Bas Holanda	)	A. S. DE BATS
Norway Norvège Noruega	)	Carl C. LOUS
Portugal :		H. AMORIM FERREIRA
Sweden Suède Suecia	)	Gustaf SLETTENMARK
United Kingdom Royaume-Uni Reino Unido	)	Nelson K. JOHNSON
United States États-Unis Estados Unidos	)	Paul J. DAVID

ADDITIONAL SIGNATURE  
SIGNATURE ADDITIONNELLE  
FIRMA ADICIONAL

Irish Republic République d'Irlande República de Irlanda	)	Andrew KENNAN (27th June, 1949)
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ANNEX I — ANNEXE I — ANEXO I  
 MAP INDICATING THE LOCATIONS OF THE STATIONS  
 CARTE INDIQUANT LA POSITION DES STATIONS  
 MAPA INDICANDO LA POSICION DE LAS ESTACIONES



## ANNEX II

## SERVICES TO BE PERFORMED BY OCEAN STATION VESSELS

A.—*Meteorological Services*

1. Meteorological observations shall be made on all ocean station vessels in accordance with the following programme :—
  - (a) surface observations, eight times daily, the observations to include all elements prescribed by the International Meteorological Organisation for ships' observations;
  - (b) special observations of meteorological phenomena and of important changes, which may occur between the regular observations;
  - (c) upper wind observations not less than four times daily, such observations to be made normally by radar methods. In the event of failure of the radar equipment, however, the observations shall be made by visual methods;
  - (d) upper air pressure, temperature and humidity observations four times daily, whenever practicable, and, in any case, not less than twice daily.
2. Reports of the observations referred to in paragraph 1 above shall be transmitted to the appropriate shore stations in the prescribed International Codes.
3. Reports of observations from other ocean station vessels may be received and retransmitted in accordance with national or bilateral arrangements.
4. Reports of observations from an ocean station vessel shall be transmitted to aircraft, on request, in plain language, Q Code or in the appropriate International Code.
5. Meteorological reports required by aircraft contemplating ditching shall be given in plain language, or, if language difficulties are anticipated, in Q Code. The report shall consist of the following elements in the order given :—
  - (a) surface wind direction in degrees;
  - (b) surface wind speed in knots;
  - (c) swell—length, height and speed of waves and direction from which they are moving;
  - (d) state of sea—length, height and speed of waves and direction from which they are moving;
  - (e) visibility;
  - (f) present weather;
  - (g) amount and height of base of low cloud (both the main layer and any scattered clouds below);
  - (h) sea level pressure;
  - (i) remarks.
6. Each Contracting Government operating one or more ocean station vessels shall provide, to all other Contracting Governments, copies of all regular surface and upper air meteorological observations made by such vessel or vessels.
7. Statistical meteorological records and summaries of the observations made by the ocean station vessels shall be maintained in standard form and copies exchanged between the Contracting Governments.

### B.—*Search and Rescue Services*

1. The ocean station vessels shall form part of the general search and rescue organisation and shall participate in search and rescue operations in accordance with ICAO procedures and with those of the Convention for the Safety of Life at Sea.<sup>1</sup> To this end they shall remain as close as practicable to the assigned locations, unless it becomes necessary for them to leave such location for search and rescue operations.

2. The ocean station vessels shall, as far as possible, assist aircraft, which have signified their intention of ditching alongside the vessel, to execute this manœuvre successfully.

3. The ocean station vessels shall carry such search and rescue equipment as is necessary in effecting sea rescue, and such medical equipment as is necessary to succour survivors.

4. The crews on the ocean station vessels shall be expertly trained in effecting sea rescues.

### C.—*Communication Services*

The communication equipment on ocean station vessels shall be sufficient to ensure—

- (a) the receipt of safety, distress or emergency calls from mobile units, air or surface;
- (b) communication with surface vessels or aircraft for distress, emergency and safety purposes;
- (c) communication on the regional search and rescue and scene of action frequencies;
- (d) the provision of normal aeronautical mobile communications with aircraft;
- (e) communication with shore stations.

### D.—*Radio Navigational Aids to Aircraft*

The ocean station vessels shall provide, when circumstances so require, radio navigational aid to aircraft by the following means:—

- (a) direction finding;
- (b) radio beacon;
- (c) microwave search radar.

### E.—*Incidental Services*

In addition to the services specified in paragraphs A, B, C and D above, the ocean station vessels shall perform such incidental services as may be required, on the under-

<sup>1</sup> League of Nations, *Treaty Series*, Vol. CXXXVI, p. 81; Vol. CXLII, p. 393; Vol. CXLVII, p. 354; Vol. CLVI, p. 257; Vol. CLX, p. 417; Vol. CLXIV, p. 394; Vol. CLXXII, p. 423; Vol. CLXXVII, p. 420; Vol. CLXXXV, p. 406; Vol. CC, p. 513; and United Nations, *Treaty Series*, Vol. 34, p. 427, and Vol. 92, p. 434.

standing that the performance of such services does not involve any appreciable addition to the obligatory personnel and equipment carried. These incidental services include—

- (a) collection and retransmission of reports of observations from merchant ships when practicable;
- (b) any supplementary air traffic control functions which may be prescribed.

*F.—Other Services to be performed in connexion with the operation of Ocean Station Vessels*

The Contracting Governments shall use their best endeavours to facilitate the inclusion, in the observational programme of the ocean station vessels, of such oceanographical and other scientific observations as may be found desirable.

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