

No. 25950

**UNITED KINGDOM OF GREAT BRITAIN
AND NORTHERN IRELAND**
and
UNION OF SOVIET SOCIALIST REPUBLICS

Agreement concerning the prevention of incidents at sea beyond the territorial sea. Signed at London on 15 July 1986

Authentic texts: English and Russian.

Registered by the United Kingdom of Great Britain and Northern Ireland on 23 May 1988.

**ROYAUME-UNI DE GRANDE-BRETAGNE
ET D'IRLANDE DU NORD**
et
**UNION DES RÉPUBLIQUES
SOCIALISTES SOVIÉTIQUES**

Accord relatif à la prévention d'accidents en mer au-delà de la mer territoriale. Signé à Londres le 15 juillet 1986

Textes authentiques : anglais et russe.

Enregistré par le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord le 23 mai 1988.

AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND AND THE GOVERNMENT OF THE UNION OF SOVIET SOCIALIST REPUBLICS CONCERNING THE PREVENTION OF INCIDENTS AT SEA BEYOND THE TERRITORIAL SEA

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Union of Soviet Socialist Republics;

Desiring to ensure the safety of navigation of the ships of their respective armed forces, and of the flight of their military aircraft beyond the territorial sea;

Acknowledging that actions prohibited by this Agreement should also not be taken against non-military ships of the Parties;

Guided by the principles and rules of international law;

Have agreed as follows:

Article I. For the purposes of this Agreement the following definitions shall apply:

1. "Ship" means:

- (a) A warship belonging to the armed forces of the Parties bearing the external marks distinguishing warships of its nationality, under the command of an officer duly commissioned by the Government and whose name appears in the appropriate service list or its equivalent, and manned by a crew who are under regular armed forces discipline; and
- (b) Auxiliary ships belonging to the armed forces of the Parties, which include all ships authorised to fly the auxiliary ship flag where such a flag has been established by either Party;

2. "Aircraft" means all military manned heavier-than-air and lighter-than-air craft, excluding space craft;

3. "Formation" means an ordered arrangement of two or more ships proceeding in company and normally manoeuvring together.

This Agreement shall apply to ships and aircraft operating beyond the territorial sea.

Article II. The Parties shall take measures to instruct the Commanding Officers of their respective ships to observe strictly the letter and spirit of the 1972 International Regulations for Preventing Collisions at Sea,² hereinafter referred to as "the 1972 Collision Regulations". The Parties recognise that their freedom to conduct operations beyond the territorial sea is based on the principles established under recognised international law and codified in the 1958 Geneva Convention on the High Seas.³

¹ Came into force on 15 July by signature, in accordance with article VIII.

² United Nations, *Treaty Series*, vol. 1050, p. 16.

³ *Ibid.*, vol. 450, p. 11.

Article III. 1. In all cases ships of the Parties operating in proximity to each other, except when required to maintain course and speed under the 1972 Collision Regulations, shall remain well clear to avoid risk of collision.

2. Ships meeting or operating in the vicinity of a formation of the other Party shall, while conforming to the 1972 Collision Regulations, avoid manoeuvring in a manner which would hinder the evolutions of the formation.

3. Formations shall not conduct manoeuvres through areas of heavy traffic where internationally recognised traffic separation schemes are in effect.

4. Ships engaged in surveillance of ships of the other Party shall stay at a distance which avoids the risk of collision and shall also avoid executing manoeuvres embarrassing or endangering the ships under surveillance. Except when required to maintain course and speed under the 1972 Collision Regulations, a surveillant shall take positive early action so as, in the exercise of good seamanship, not to embarrass or endanger ships under surveillance.

5. When ships of both Parties manoeuvre in sight of one another, such signals (flag, sound and light) as are prescribed by the 1972 Collision Regulations, the International Code of Signals and the Table of Special Signals set forth in the Annex to this Agreement shall be adhered to for signalling operations and intentions. At night or in conditions of reduced visibility, or under conditions of lighting and at such distances when signal flags are not distinct, flashing light or Very High Frequency Radio Channel 16 (156.8 MHz) should be used.

6. Ships of the Parties shall not simulate attacks by aiming guns, missile launchers, torpedo tubes and other weapons in the direction of passing ships of the other Party; nor launch any object in the direction of passing ships of the other Party in such a manner as to be hazardous to those ships or to constitute a hazard to navigation; nor use searchlights or other powerful illumination devices for the purpose of illuminating the navigation bridges of passing ships of the other Party.

Such actions shall also not be taken by ships of each Party against non-military ships of the other Party.

7. When conducting exercises with submerged submarines, supporting ships shall show the appropriate signals prescribed by the International Code of Signals, or in the Table of Special Signals set forth in the Annex to this Agreement, to warn ships of the presence of submarines in the area.

8. Ships of one Party when approaching ships of the other Party conducting operations which in accordance with Rule 3(g) of the 1972 Collision Regulations are restricted in their ability to manoeuvre, and particularly ships engaged in launching or landing aircraft as well as ships engaged in replenishment underway, shall take appropriate measures not to hinder manoeuvres of such ships and shall remain well clear.

Article IV. 1. Commanders of aircraft of the Parties shall use the greatest caution and prudence in approaching aircraft and ships of the other Party, in particular ships engaged in launching or landing aircraft, and, in the interest of mutual safety, shall not permit simulated attacks by the simulated use of weapons against aircraft and ships of the other Party, or the performance of aerobatics over ships of the other Party, or dropping objects near them in such a manner as to be hazardous to ships or to constitute a hazard to navigation.

Such actions shall also not be taken by aircraft of each Party against non-military ships of the other Party.

2. Aircraft of the Parties flying in darkness or under instrument conditions shall, whenever feasible, display navigation lights.

Article V. The Parties shall take measures to notify the non-military ships of each Party about the provisions of this Agreement directed at securing mutual safety.

Article VI. The Parties shall provide through the established system of radio broadcasts of information and warning to mariners, normally not less than three to five days in advance, notification of actions beyond the territorial sea which represent a danger to navigation or to aircraft in flight.

Article VII. The Parties shall exchange in a timely manner appropriate information concerning instances of collisions, incidents which result in damage, and other incidents at sea between ships and aircraft of the Parties. The Royal Navy shall provide such information through the Soviet Naval or other Military Attaché in London and the Soviet Navy shall provide such information through the British Naval or other Military Attaché in Moscow.

Article VIII. This Agreement shall enter into force on the date of its signature. It may be terminated by either Party giving six months' written notice of termination to the other Party.

Article IX. Representatives of the Parties shall meet within one year after the date of the signing of this Agreement to review the implementation of its terms, as well as possible ways of promoting a higher level of safety of navigation of their ships and flight of their aircraft beyond the territorial sea. Similar consultations shall be held thereafter annually, or more frequently as the Parties may decide.

IN WITNESS WHEREOF the undersigned, duly authorised thereto by their respective Governments, have signed this Agreement.

DONE in duplicate at London this 15th day of July, 1986, in the English and Russian languages, both texts being equally authoritative.

For the Government of the United Kingdom of Great Britain and Northern Ireland:

For the Government of the Union of Soviet Socialist Republics:

[Signed]

GEOFFREY HOWE

[Signed]

E. SHEVARDNADZE

ANNEX

TABLE OF SPECIAL SIGNALS*

YANKEE VICTOR ONE (YV1)

The following signals are to be preceded by the above group:

<i>Signal</i>	<i>Meaning of signal</i>
IR1	I am engaged in oceanographic operations.
IR2 (...)	I am streaming/towing hydrographic survey equipment meters astern.
IR3	I am recovering hydrographic survey equipment.
IR4	I am conducting salvage operations.
JH1	I am attempting to retract a grounded vessel.
MH1	Request you not cross my course ahead of me.
NB1 (...)	I have my unattached hydrographic survey equipment bearing in a direction from me as indicated (Table 3 of ICS).
PJ1	I am unable to alter course to my starboard.
PJ2	I am unable to alter course to my port.
PJ3	Caution, I have a steering casualty.
PP8 (...)	Dangerous operations in progress. Request you keep clear of the direction indicated from me (Table 3 of ICS).
QF1	Caution, I have stopped the engines.
QS6 (...)	I am proceeding to anchorage on course
QV2	I am in a fixed multiple leg moor using two or more anchors or buoys fore and aft. Request you remain clear.
QV3	I am anchored in deep water with hydrographic survey equipment streamed.
RT2	I intend to pass you on your port side.
RT3	I intend to pass you on your starboard side.
RT4	I will overtake you on your port side.
RT5	I will overtake you on your starboard side.
RT6 (...)	I am manoeuvring (or the formation is manoeuvring). Request you keep clear of the direction indicated from me (Table 3 of ICS).
RT7 (...)	I shall approach your ship on starboard side to a distance of 100's of meters (yards).
RT8 (...)	I shall approach your ship on port side to a distance of 100's of meters (yards).
RT9 (...)	I shall cross astern at a distance of 100's of meters (yards).
RU2 (...)	I am beginning a port turn in approximately minutes.
RU3 (...)	I am beginning a starboard turn in approximately minutes.
RU4	The formation is preparing to alter course to port.
RU5	The formation is preparing to alter course to starboard.
RU6	I am engaged in manoeuvring exercises. It is dangerous to be inside the formation.
RU7	I am preparing to submerge.
RU8	A submarine will surface within two miles of me within 30 minutes. Request you remain clear.
SL2	Request your course speed and passing intention.
TX1	I am engaged in fisheries patrol.

* Both Parties will issue mutually agreed instructions for the use of the signals of this Table.

The representatives of the Parties may by mutual agreement introduce into this Table necessary alterations and additions.

- UY1 (...) I am preparing to launch/recover aircraft on course
- UY2 (...) I am preparing to conduct missile exercises. Request you keep clear of the direction indicated from me (Table 3 of ICS).
- UY3 (...) I am preparing to conduct gunnery exercises. Request you keep clear of the direction indicated from me (Table 3 of ICS).
- UY4 I am preparing to conduct/am conducting operations employing explosive charges.
- UY5 (...) I am manoeuvring in preparation for torpedo launching exercises in a direction from me as indicated (Table 3 of ICS).
- UY6 (...) I am preparing to conduct/am conducting underway replenishment on course Request you remain clear.
- UY7 I am preparing to conduct extensive small boat and ship to shore amphibious training operations.
- UY8 I am manoeuvring to launch/recover landing craft/boats.
- UY9 I am preparing to conduct/am conducting helicopter operations over my stern.
- UY10 I am checking gunnery systems.*
- UY11 I am checking rocket systems.*
- UY12 I am preparing to conduct/I am conducting/gunnery exercises/bombing/by aircraft of the towed target. Request you keep clear of the direction indicated from me (Table 3 of ICS).
- ZL1 I have received and understood your signal.
- ZL2 Do you understand? Request acknowledgement.
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* Those signals are transmitted by ships when they conduct their routine checking work and testings of gunnery and rocket rotating mechanisms, the activities provided for by certain technical requirements.