

Safety at Sea

a guide published by the Malta Maritime Authority

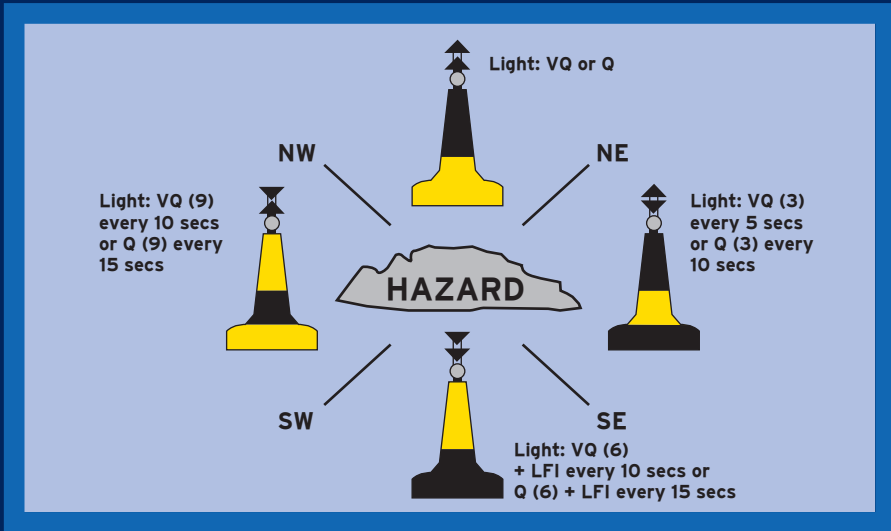


Third Edition



MALTA MARITIME AUTHORITY

Cardinal Marks



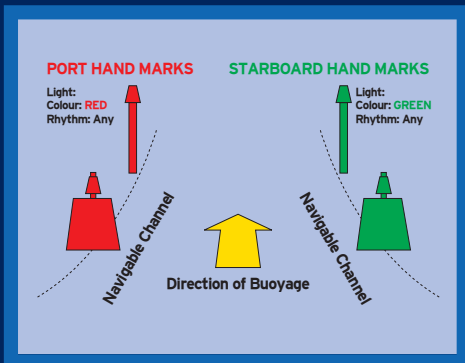
Tip 1

When trying to remember which direction the cones on top of the buoys point, North and South are easy, East and West can be distinguished because the West Marker looks a bit like a "W" tipped on its side.

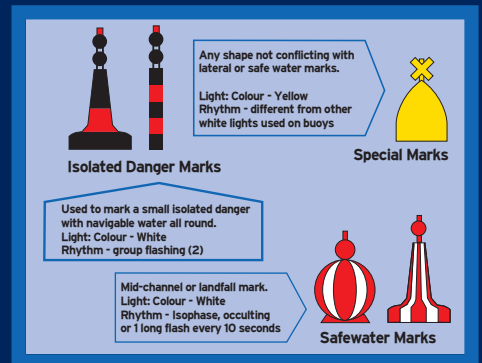
Tip 2

The number of flashes for each light can be remembered by imagining the face of a clock. East has 3 flashes for 3 o'clock, South has 6 flashes + 1 long one for 6 o'clock, West has 9 flashes for 9 o'clock and North flashes continuously at the top of the clock.

Lateral Marks



Other Marks



Index

Page 2	Emergency telephone numbers
Page 2	Introduction
Page 3	Before you set sail
Page 4	Navigate safely
Page 5	"Rules of the Road"
Page 7	Light and shapes
Page 7	Consideration of divers & swimmers
Page 8	Small sailing boats and boardsailing
Page 8	Zones for swimmers
Page 9	Launching lanes for vessels
Page 9	Wind forces
Page 10	Speed in harbours and in general
Page 10	Speed limits
Page 10	Personal survival at sea
Page 11	Leaving and entering Maltese territorial waters
Page 11	Before final departure
Page 11	Arrival (in Malta)
Page 12	Marine VHF communications
Page 13	Insurance and identification numbers
Page 13	Registration
Page 13	Identification
Page 14	Manners at sea
Page 14	Related legislation
Page 15	Protecting our marine environment

Useful telephone numbers

Emergency

Rescue Co-Ordination Centre (AFM)	21 809279
Valletta Port Control / Turretta	21 241363/4
Police	191
Ambulance	196
Fire	199

For VHF radio users

In distress at sea, contact the Valletta Port Control (Turretta) on Channels 12 or 09.

Other useful telephone numbers

Malta Maritime Authority
 Maritime House, Lascaris Wharf, Valletta VLT 01
 E-mail: info@mma.gov.mt <http://www.mma.gov.mt>

Yachting Centres Directorate 21 332800 Fax: 21 332141
 Merchant Shipping Directorate 21 250360-4
 Fax: 21 241460

Ports Directorate 21 222203 Fax: 21 222208
 Corporate Office 21 222203 Fax: 21 250365

Weather information

Professional User 50043858
 (each call costs Lm2.10 for the first 5 minutes)

Basic service 50043848
 24-hour local forecast and 3-day 50 nautical miles forecast.
 (each call costs 21c for the first 5 minutes)

<http://www.maltairport.com>

Maritime Squadron (AFM)	21 238797
Air Squadron (AFM)	21 244372
Oil Pollution Response Module	21 257027
Port Health Inspector	21 220003
Port Medical Officer	21 224810
Civil Protection (Control Room)	21 462610-3
Department of Wireless Telegraphy	25993624/624/627
Malta Radio	21 456767
Police Immigration (Yachting)	21 342396
Customs (Yachting Centres)	21 335691

Introduction

The Malta Maritime Authority (MMA) was set up as a distinct and autonomous corporate body, established by law in 1991 as a Government Agency and hence vested with detailed regulatory powers.

The Yachting Centres Directorate forms part of the MMA, which is the Government agency responsible to administer, regulate and control yachting centres in Malta. The Authority is also responsible for the overall control and keeping of good order in the territorial and internal waters of Malta, in the ports and in their land and sea approaches.

This guide is not intended to be comprehensive but provides basic information for local users of pleasure boats and other craft including jet skis.

No publication can ever replace the need for professional training and education. It is strongly advisable that owners of any craft attend a professional training programme held at the Nautical School and/or a recognised Maritime Training Centre. The Directorate welcomes any suggestions the general public, especially the boating community, may make to achieve these aims and render our seas safer.

Read this guide carefully and keep it on board for reference - It could save your life, or that of others!

Before you set sail

Going through a systematic and thorough check-list before setting sail is essential for a safe day at sea.

Know the limitations of your craft

Is your vessel seaworthy? Remember that weather conditions may change and that you must be fully aware of the vessel's limitations. Have your craft and equipment tested and serviced periodically or whenever you suspect something is not perfectly safe.

Sail within your own ability and that of your crew and ensure that you have sufficient experienced crew for the trip, particularly if it is overnight. Do not overload the boat as it will make it unstable.

Safety equipment

Ensure that there is life saving equipment on board, and that it is in working order and readily available if needed. This includes radio, flares, fire extinguishers, personal buoyancy aids/life jackets (right sizes) and a first aid kit.

Passengers or crew must know how to operate these aids and equipment. Alert everyone on board of any potential dangers, and insist on them wearing the right buoyancy aids if there is a risk of falling overboard, especially in rough seas or at night. Children and non-swimmers should always wear buoyancy aids/life jackets.

Other equipment

Other equipment that should be checked include:

- Anchor and adequate anchor chain/rope
- Batteries • Fenders • Fire extinguishers
- Fog horn • Navigation lights
- Safety harness • Ropes • Tool-kit • Torch

Wear hats and sunglasses and use sunblocks for protection against harmful rays of the sun.

Contact the Palace Tower Signal Station (PTSS) k/a Valletta Port Control

Before you sail, contact Valletta Port Control on VHF Channel 12 or 09, and inform them of your destination and Estimated Time of Arrival (ETA).

- Make sure you leave details of your planned trip with someone ashore.
- Include departure and arrival times.
- Include point of destination and route.
- Give a description of the boat.
- Indicate names of all persons on board.

If you change any of the above, remember to inform your contact ashore.

- Ensure that parked vehicles and trailers do not obstruct slipways.

Check the weather

Listen to the radio for the weather forecast or phone the Met office operated by the Malta International Airport for an updated forecast (refer to Page 2.) The forecast is also transmitted daily on VHF by Valletta Port Control - Channel 12, 09, at:

Summer time: 09:03 - 13:03 - 19:03 - 00:03

Winter time: 08:03 - 12:03 - 23:03

Malta Radio - Channel 4 transmits the forecast one hour ahead of Valletta Port Control's schedule.

Supplies

Have you checked that there are adequate supplies of food, drink, water, garbage bags, clothing, fuel and gas? You should also check that your insurance and registration papers, equipment manuals, log book and charts are in order.

Navigate safely

Remember that man isn't in his natural element when at sea and a full understanding of navigation rules, regulations as well as a good measure of common sense and courteous behaviour will make the seas a safer place for all. As already mentioned, the purpose of this booklet is to emphasise the more important points, and is not a substitute to a navigational course.

Navigational courses

The Nautical School and a number of registered yachting organisations organise courses which prepare participants for the responsibilities of navigating all classes of sea-craft. Attend one of these courses.

Basic rules

The International Regulations for Preventing Collisions at Sea (Rules of the Road - also known as the "Highway Code" at sea) should be complied with at all times. A short explanation of some of the most important rules can be found on pages 5-7 of this booklet.

Navigational lights and signals

Always use the correct lights to make oncoming craft aware of your own. During fog or heavy rain, sound fog signals appropriately. Improper use of lights and other signals may confuse other craft.

When at anchor, show your anchor light to avoid the risk of collision.

Charts and equipment

Plan your trip meticulously, especially if you're navigating the area for the first time.

The proper use of charts and navigational equipment will minimise the risk of getting lost at sea and help to avoid collision. Updated charts will also alert you to any reefs, underwater cables or restricted areas which should be avoided. Navigational hazards are marked with appropriate markers to signal the danger. Report anything which in your opinion may constitute a danger to navigation by contacting Valletta Port Control. Refer to Cardinal Marks on inside cover.

Keeping a watchful eye

Always keep a proper look-out, whether cruising or having weighed anchor, for any oncoming craft or obstacles at sea. Do remember that your navigational skills and observations cannot be substituted by an auto pilot. Keep an eye on the weather and sea conditions - seek shelter in good time. Drinking alcohol impairs your judgement - remember, less is always better and if you smoke be careful - a fire at sea can be disastrous.

Other craft

Do not assume that all other approaching craft are helmed by experienced people, and bear in mind that technical faults in radar detection and other equipment can occur. Also, manoeuvrability at sea, especially for large vessels can be cumbersome. It is therefore advisable to keep a safe distance away from other craft.

Notices to mariners and navigational warnings

The Malta Maritime Authority issues regular Notices to Mariners which are reproduced in the government gazette and the local newspapers. It is very important to be aware of such notices.

“Rules of the road”

When you find yourself close to another vessel you need to know what to do.

The rules of the road - otherwise known as the International Regulations for Preventing Collisions at Sea - are designed to cover every type of confrontation between sea-going vessels, regardless of size, speed and purpose. You need to be aware of them, so that you understand your rights and obligations on the water. It is not simply a matter of power giving way to sail. For example, a deep-drafted cargo vessel in a narrow channel has no obligation to give way to a small yacht.

It is important to realise that the rules are intended to cover close encounters between vessels. In congested waters such close encounters are inevitable, but in the open sea you can avoid them. If you keep well clear of other craft, the question of who gives way will not arise. This is good seamanship. But if you get so close that there is a real risk of collision, you must know what to do. It's no good searching for the rule book when you are in danger. You have to be prepared.

Some of the most important rules are given here in readily-understood form.

It is in your interest and in the interest of others at sea to go beyond these basic rules by reading available books which discuss each point in depth.

Rule 5: Look-out

Maintain a proper look-out at all times. Use sight and hearing.

Rule 6: Safe speed

Moderate your speed to ensure that you have the stopping distance to avoid a collision. Take account of the visibility, state of wave, weather, traffic density, depth of water and manoeuvrability.

Rule 7: Risk of collision

Correct anti-collision procedures must be followed at all times. Even if there seems to be only a slight risk of collision, assume the worst and avoid the situation.

Take bearing on vessels approaching or crossing. If the visual or compass bearing does not change appreciably, then a collision could be imminent.

Rule 8: Action to avoid collision

Make all alterations of course and speed in good time. Over-emphasise any alteration of course to indicate to the other vessel your intentions. Do not stand on your rights. The other vessel may not be aware of the collision regulations. Stop and consider going into reverse.

Rule 9: Narrow channels

Keep to the starboard side of the channel, and pass oncoming craft port to port. Do not impede larger vessels. Ensure there is sufficient water when overtaking. Maintain a sensible speed at all times. Particular reference should be made to Section 22 of the Port Regulations as this applies specifically to Maltese ports.

Rule 13: Overtaking

The overtaking vessel shall keep clear (while the vessel being overtaken shall maintain its course).

“Rules of the road”

A vessel is overtaking when it approaches from astern of the other craft, anywhere in the area covered by the white stern light. If you are overhauling another vessels and you are in any doubt of the angle, then you should consider yourself to be overtaking.

Rule 14: Head-on situation

Two power-driven vessels approaching each other shall each alter course to starboard and shall pass port to port. If in any doubt, always alter course to starboard, never to port. However, if there is no danger of a collision, do not alter course merely to pass port to port. In practice, many vessels pass each other at a distance starboard to starboard. The rule is intended to remove confusion in the event of a potential collision, not as a rigid scheme of lane discipline.

Rule 15: Crossing situation

When two power-boats are crossing, the vessel which has the other on its starboard side shall keep out of its way. Avoid crossing ahead of the vessel that has right of way.

Rule 16: Action by “give-way” vessel

Every vessel taking avoiding action shall do so in plenty of time and keep well clear.

Rule 17: Action by stand-on vessel

If you have right of way, you should maintain your course and speed. However, if the "give-way" vessel fails to give way, you should take whatever action is necessary to avoid a collision (This rule does not relieve the "give-way" vessel of the obligation to keep out of the way).

If a crossing vessel fails to respond and give way, the "right of way" vessel should never alter course to port for a vessel on its port side. If in doubt, always alter course to starboard.

Rule 18: Responsibility between vessels

Power-driven vessels underway shall keep out of the way of the following:

- a vessel not under command.
- a vessel restricted in its ability to manoeuvre.
- a vessel engaged in fishing.
- a vessel under sail.

Note that a sailing vessel being propelled by its engine is considered a power-driven vessel, and should exhibit a conical shape, apex downwards, somewhere forward in the rigging.

Rule 34: Manoeuvring and warning signals

Power-driven vessels underway may indicate their intentions by the following sound signals:

- **One short blast** = I am altering my course to starboard.
- **Two short blasts** = I am altering my course to port.
- **Three short blasts** = I am operating astern propulsion (but could still be moving ahead).

These signals are usually given with the horn, but a flashing light can be used instead.

Light and shapes

Rule 23: Power-driven vessels underway

Vessels less than 50 metres in length should display:

1. A white light at the mast-head.
2. A red port light and green starboard light.
3. A white stern light.

Vessels less than 12 metres in length need only display:

1. An all-round white light.
2. Red port and green starboard side-lights.

Vessels less than seven metres in length, travelling at less than seven knots, need only display:

1. An all-round white light.

Larger vessels, and vessels engaged in special activities, all have prescribed lights to be displayed at night and shapes to be displayed by day. You should become familiar with these, since such vessels may have right of way over you, or may constitute a hazard.

Rule 35: Sound signals in restricted visibility

In Maltese waters, restricted visibility means fog or heavy rain. In such conditions, a power-driven vessel underway shall make one prolonged blast on the horn at intervals of not more than two minutes.

Consideration of divers & swimmers

From a swimmer's point of view, an oncoming vessel is terrifying, and can have fatal consequences. It is therefore the responsibility of the person at the helm to keep a watchful eye on the surrounding waters and ensure that the craft is a safe distance away from any swimmers zones, swimmers or divers (see page 8).

Notice to swimmers and divers

Swimmers should also exercise caution and avoid taking unnecessary risks when confronting sea-craft. For the safety and enjoyment of everyone, always swim within the swimmers' zones. Do not swim wherever powered boats are operating and

try to avoid areas where windsurfers or sail craft are being used.

Do not swim in rough seas or if you feel unwell or tired. Children should not be left alone and need to be supervised by an adult at all times. Inflatables can be fun but can also put you in danger. These should only be used when close to the beach and when the water is calm.

Divers are reminded to alert passing craft of their presence by keeping within a safe distance from their diving buoys, which must have the International Code Flag A (white/blue).

Small sailing boats & boardsailing

The Rules of the Road should be known by users of small sailing boats and sailboards.

It is never advisable to sail alone, and users of smaller seacraft should always head to shore if physically tired. Seacraft which are operated by one person should always be within sight of another vessel as a safety precaution.

Most small craft do not have safety equipment and this should be borne in mind both by the operators of such craft as well as the skippers of other larger vessels.

Smaller craft should always avoid sailing when the wind/current is in the opposite direction to the shore. Smaller craft are not usually detectable by radar, this coupled with the fact that they are not equipped with navigational lights, horns, flares or radio, may make them a hazard during inclement weather or at night time. Skippers of larger craft should be aware of potential collisions of this sort, while users of smaller craft should realise that they are prone to such danger and never sail under such conditions.

Zones for swimmers

In a move to improve safety standards for seacraft and swimmers alike, the Malta Maritime Authority has designated a number of beaches/zones around the Maltese Islands which are very popular with swimmers, exclusively as Swimmers' Zones for the period between 15 June and 30 September. The Malta Maritime Authority issues a "Notice to Mariners" to notify owners of seacraft with these regulations.

These particular "no navigation" zones are cordoned off to all types of mechanically-propelled seacraft or sailing boats including wind surfers, surf boards, jet skis and other related seacraft. These areas are indicated at a distance of about 100 metres from the shore, and are delineated by a line of single yellow buoys spaced at 50 metre intervals. It is forbidden for any seacraft whether mechanically driven or by sail, including

windsurfers or aqua-scooters, to navigate or circulate within these areas reserved as swimming zones. On the other hand, pedal boats, canoes and other small craft propelled by oars (and not equipped with motors) may be permitted to circulate in the enclosed area, on condition that all necessary precautions are taken to avoid disturbing or causing accidents to swimmers, as well as collisions with other craft.

Seacraft are allowed to cross the zones reserved for swimmers only under oars and taking the shortest possible perpendicular route out of the zone. In certain areas, the Authority shall be installing wire ropes, supported by floats, to delineate the prohibited areas. Mariners are thus warned to proceed with due caution. Any boats that have mooring permits within the enclosed areas are to proceed with extreme caution to avoid accidents to swimmers.

Launching lanes for vessels

In certain areas, launching lanes, have been set up to allow seacraft to cross zones reserved for swimmers. Launching lanes are between 5 and

20 metres wide and are marked by white marker buoys, 20 metres apart, with white flags at the entrance at the seaward side of the lane.

Wind forces

Weather forecasts quote wind speeds in the Beaufort Scale, which measures such speeds from new line Force 0 - 12. These forces are a measure of the average wind speeds from Force

0 - 12. These forces are a measure of the average wind speed and not of a sudden gust. The following table shows the speeds of such wind strengths and the effect on the open sea.

Beaufort	Knots	Effect on open sea
0	0	Sea like a mirror.
1	1 - 3	Ripples, without crests.
2	4 - 6	Small wavelets, already distinct.
3	7 - 10	Occasional white, braking crests.
4	11 - 15	Fairly frequent white horses breaking waves making constant sound.
5	16 - 21	White horses everywhere; breaking waves can be heard as a murmur.
6	22 - 27	Breaking wave crests leave sheets of white foam, spray begins to fly.
7	28 - 33	White foam begins to stream out along direction of wind.
8	34 - 40	Foam lies out along wind direction in pronounced streaks.
9	41 - 47	High waves with toppling crests of considerable length, sea begins to roll.
10	48 - 55	Spray interferes with vision, whole of sea appears white with foam.
11	56 - 63	Estimation of wind speed no longer possible.
12	64+	Hurricane, little chance of survival for a yacht.

Speed in harbours and in general

In Malta, a number of rules have been set by law to minimise the risk of accidents of this kind, these include the regulation of speed

of seacraft, zones for seacraft and zones for bathers.

Speed limits

Unless permitted by the authorities, no craft shall proceed at a speed in excess of ten knots:

- (a) inside any harbour; or
- (b) in any place within 300 metres of the foreshore of any sandy beach; or
- (c) in any place within 200 metres of any other part of the foreshore; or

(d) at any time, in such manner, and at such speed as to be dangerous to life or limb or likely to lead to a collision.

Naturally, skippers are expected to use their judgement and prevent any circumstances which could endanger swimmers or divers.

Personal survival at sea

If ever you have to abandon your boat, your life will be threatened by a variety of dangers. The most common cause of death after a boat has sunk is drowning, and most of the time this is due to body heat being lost to the surrounding water more rapidly than it can be generated. This leads to hypothermia (cold exposure), unconsciousness and death.

Although the sea around the Maltese Islands is normally warm, during the winter months, protective clothing should be worn as this will delay the onset of hypothermia.

Whatever you do, don't panic, think clearly and conserve your energy.

A life jacket will keep you afloat without effort or swimming no matter how much clothing is worn. If unconscious, a life jacket will keep your mouth clear of water. Make sure that enough life jackets are kept aboard.

Leaving and entering Maltese territorial waters

Long range voyages should only be attempted by an experienced and preferably qualified skipper.

The full navigational rules are beyond the scope of this booklet.

It is always recommended to study particular requirements imposed by the country being visited. Every such foreign trip must be planned in detail and the craft prepared and provisioned appropriately. There are certain formalities, which must be adhered to before final departure and at arrival.

Before final departure

Before departure from the Islands, a passenger/crew list has to be drawn up on the appropriate form and presented to the Customs

Officer, whilst all passports are to be submitted to the Immigration Officer.

Arrival (in Malta)

After proceeding to the visitors' berth, the yacht's registration book together with passports covering all crew members and passengers must be presented to Customs and Immigration Officials who will call on the yacht as early as possible to issue the necessary

pratique. Yachts may only remain on anchor in mid-stream within the Yachting Centre until a specific berth is allotted by the Berthing Master who must be contacted at the Yachting Centre Offices or on VHF Channel 9.

Marine VHF communications

The number of marine VHF users is constantly increasing. VHF radio equipment is subject to a radio station licence and should not be used as a substitute to a mobile phone, hence, long duration transmissions (private conversations, etc) especially on public channels are not permitted. Furthermore, legal action shall be taken against abusive users transmitting false distress alerts, using foul language and also against users not abiding to the correct procedure/s.

Routine calls

Normal VHF routine calls to other stations/seacraft can be made using open calling on Channel 16. When calling on Channel 16, all other stations/vessels monitoring this channel within a range of 25nm will hear your transmission. Once contact is established, select and switch to the correct working channel to continue your transmissions.

VHF marine distress/urgency calls on Ch16

Unlike the signal from mobile telephone, marine VHF provides longer range coverage and can be tracked by rescue centres and rescue craft.

With a normal VHF radio, emergency calls can be made on Channel 16, using either the international radiotelephone distress signal "MAYDAY" or the radiotelephone urgency signal "PAN PAN".

Correct procedure for distress or urgency calls

- MAYDAY MAYDAY MAYDAY (distress) or PAN PAN PAN PAN PAN PAN (urgency).
- THIS IS (NAME OF VESSEL / STATION) (spoken 3 times).
- MAYDAY or PAN PAN.
- Name of craft & call sign.
- Vessel's position relative to a well known geographical area.
- Nature of distress and kind of assistance required.
- Any other information which may assist rescuers - number of persons on board, description of craft.

The signal "MAYDAY" indicates that a vessel or person is in grave and imminent danger and requires immediate assistance. All stations hearing this signal must immediately cease transmission and listen for the distress call and message.

The signal "PAN PAN" indicates that the station making the call has a very urgent message concerning the safety of a vessel or person but does not necessarily imply the presence of imminent danger or requirement of immediate assistance. Where practicable, the urgency signal and message is to be addressed to a specific station (eg: Valletta Radio / Malta Radio) or craft known to be in the vicinity. It is a good idea to instruct everyone aboard, including any children, how to make proper use of the VHF radio during an emergency.

Other distress signals

- Raise and lower out-stretched arms.
- Use flares.

Insurance and identification numbers

Boats and other seacraft can be quite expensive. Insuring your property, as well as providing protection against risks to third parties, is not only advisable but compulsory in most cases.

Owners of mechanically driven vessels are bound by Maltese law to buy an insurance policy against any liability which may be incurred in

respect of the death or of bodily injury of any person caused by or arising out of the use of the vessel.

Most insurance offices in Malta can provide a wider cover in addition to the minimum requirements.

Registration

In terms of the Malta Maritime Act, 1991:

No boat or ship shall be used in the territorial or inland waters of Malta unless such boat or ship is registered with the Authority in a Small Ships Register established in terms of regulations made under this section, or unless such boat or

ship is registered under the Merchant Shipping Act or unless such boat or ship is registered or documented to the satisfaction of the Authority under the law of any other country other than Malta.

Identification

Every boat or ship so registered shall have its official number distinctly marked on the bow in the case of small seacraft, and the

registered name of the vessel in the case of larger boats.

Manners at sea

Boating is fun - but in our increasingly crowded waters, it can quickly cease to be so if we do not bear in mind the effect our behaviour has on others. Power boat owners have to be particularly careful as the noise, speed and wash created by their craft is seldom appreciated by sailors, oarsmen or fishermen - or, for that matter, by other power boat owners.

Apart from the suggestions and rules explained in this booklet, it is important to be courteous with others at sea. These are a few suggestions:

- Keep noise level to a minimum. Shouting and playing music at full blast spoils the enjoyment of others.
- Some people seem to enjoy giving other vessels a jumpy time with their wash.

When overtaking slower boats, do so at a good distance. It is particularly annoying having engine-powered dinghies circling the boat when you've dropped anchor; rubber dinghies were not intended to be used for fun by children in secluded anchorages. Make sure you're not one of these culprits!

- Certain popular locations can become quite crowded especially in summer. Give others the chance to drop anchor by occupying as little space as possible.
- Fishermen spend much time and resources laying out their fishing floats. It is illegal to fish in the vicinity of such floats or near fish farms, as this directly effects the fishermen's livelihood.

Related legislation

- Merchant Shipping Act, 1973
- Malta Maritime Authority Act, 1991
- Ports Regulations, 1966
- Merchant Shipping (Prevention of Collisions) Regulations, 1997
(International Collision Regulations as enacted under the Merchant Shipping Act)
- Berthing Regulations, 1975
- Yachting Centres Regulations, 1992
- Environment Protection Act, 1991

Protecting our marine environment

Despite the crystal waters that surround the Maltese Islands, the Mediterranean in general is one of the world's most polluted and over fished seas.

Dumping of solid and chemical waste into the seas has become a major concern and inter-governmental organisations are continuously adopting serious measures to prevent pollution and monitor its effect on marine life. The closed nature of the Mediterranean basin means that the water is only replaced approximately every eighty years.

The boating community should become aware of such issues by adopting a more environmentally friendly attitude towards the sea whenever possible.

The following points are not meant to be exhaustive but will contribute towards a healthier marine environment.

- Fuel, oil, detergents, chemicals and paint should not be disposed of at sea. Whenever possible, insist on brands which have lower levels of pollutants, even when these are more expensive.
- Bilge pumps must not be emptied in harbours or close to swimmers.
- A rubbish bin should always be kept on board and disposed of in bins on land. Under no circumstances should rubbish be dumped overboard as plastic bags and other inorganic materials can pollute the seas by sinking to the seabed or floating at the surface for centuries.
- Sea turtles, dolphins and a number of other marine life species are protected by law.
- Appreciate marine life and avoid over-fishing.



Marine Life Rescue Team

HELP US SAVE THEM

The Rescue Team of the Marine Life Care Group (Malta) has over the years been actively involved in various rescue missions of stranded dolphins and marine turtles around the Maltese islands

If you see or encounter a dolphin or marine turtle which is either stranded or in clear difficulty call the Rescue Team immediately. Professional people will rush to the spot to save the life of the dolphin or turtle.



Nature Trust (Malta)

Rescue Numbers: 9942 2085 / 9942 2086

E-mail: mlcg@waldonet.net.mt