

1972年国际海上避碰规则公约

颁发部门：伦敦

发布日期：1972-10-20

生效日期：1977-07-15

各缔约方，本着保持高度的海上安全的愿望，注意到有必要对1960年国际海上人命安全会议最终议定书所附的国际海上避碰规则进行修订并使之适应新的情况，经就该规则被认可以来的发展情况对之进行了审议，现协议如下：

第一条 一般义务

各缔约方保证实施本公约所附1972年国际海上避碰规则（以下简称“本规则”）所组成的各项条款及其他附录。

第二条 签署、批准、接受、认可和加入

1．本公约保持开放到1973年6月1日为止供签署，此后继续开放供加入。

2．联合国或其任何专门机构或国际原子能机构的会员国，或国际法院规约的当事方，可按照下列方式参加本公约：

- (a) 签署并对批准、接受或认可无保留；
 - (b) 签署而有待批准、接受或认可，随后予以批准、接受或认可；
- 或
- (c) 加入。

3 . 批准、接受、认可或加入须向政府间海事协商组织 (以下简称“本组织”) 交存相应的文件，方为有效。本组织应将每一上述文件的交存和交存日期通知已签署或已加入本公约的各国政府。

第三条 领土的适用范围

1 . 联合国如系某一领土的管理当局，或任一缔约方如负责某一领土的国际关系，可随时以书面通知本组织秘书长 (以下简称“秘书长”)，将本公约扩大适用于该领土。

2 . 本公约应自接到通知之日或通知中规定的其他日期起，扩大适用于通知中所述领土。

3 . 对根据本条第 1 款所作通知中所述的任何领土，均可撤销扩大适用，经 1 年后撤销时规定的更长期限后，本公约即不再适用于该领土。

4 . 秘书长应将根据本条所递交的任何扩大适用或撤销扩大适用的通知，通知所有缔约方。

第四条 生效

1 . (a) 本公约应在至少有 1 5 个国家参加本公约之日起 1 2 个月生效后，该 1 5 国的商船总和应不少于全世界 1 0 0 总吨及 1 0 0 总吨以上船舶的艘数或吨位的 6 5 % ，以先达到者为准。

(b) 尽管有本款 (a) 项的规定，本公约在 1 9 7 6 年 1 月 1 日之前不应生效。

2 . 对于在达到本条第 (1) 款 (a) 项所规定的条件之后而在本公约生效之前按照第二条规定批准、接受、认可或加入本公约的国家，应自本公约生效之日起生效。

3 . 对于在本公约生效之日以后批准、接受、认可或加入本公约的国家，应自按第二条规定交存文件之日起生效。

4 . 在本公约修正案按照第六条第 4 款规定生效之日后，任何批准、接受、认可或加入，都应适用修正后的公约。

5 . 本公约生效之日，本规则即代替并废除 1 9 6 0 年国际海上避碰规则。

6 . 秘书长应将生效日期通知已签署或已加入本公约的各国政府。

第五条 修订会议

1 . 本组织可以召开会议修订本公约或本规则，或修订二者。

2 . 经不少于 1 / 3 的缔约方请求，本组织应召开缔约方会议，以修订本公约或本规则，或修订二者。

第六条 本规则的修正

1 . 任一缔约方对本规则所提的任何修正案，经其请求后，应在本组织中予以审议。

2 . 如该修正案经出席本组织海上安全委员会并投票的 2 / 3 多数通过，则至少应在本组织大会对之审议前 6 个月将其通知所有缔约方和本组织会员。在大会审议该修正案时，非本组织会员的任何缔约方均有权参加。

3 . 如该修正案经出席大会并投票的 2 / 3 多数通过秘书长应将其通知所有缔约方以供接受。

4 . 该项修正案应在大会通过时所决定的日期生效，除非在大会所同时确定的一个较早日期之前，有 1 / 3 以上的缔约方通知本组织反对该修正案，本款所指经大会决定的两个日期，应由到会并投票的 2 / 3 多数通过。

5 . 任何修正案一经生效后，对于未曾对修正案提出反对的所有缔约方，即应代替并废止该修正案所涉及的任何原有的规定。

6 . 秘书长应将按本条所作的任何请求和通知以及修正案的生效日期，通知所有缔约方和本组织会员。

第七条 退出

1 . 任何缔约方，在本公约对其生效满 5 年后，可随时退出本

公约。

2 . 退出本公约应向本组织交存相应的文件。秘书长应将所收到的退出文件及该文件的交存日期通知所有其他缔约方。

3 . 退出应在交存文件 1 年后或该文件中规定的更长期限后生效。

第八条 保管和登记

1 . 本公约与本规则应交存本组织保管。秘书长应将核证无误的副本分送所有已签署或已加入本公约的各国政府。

2 . 当本公约生效时 , 秘书长应按照联合国宪章第 1 0 2 条的规定 , 将该文本送联合国秘书长处登记并公布。

第九条 文字

本公约连同本规则仅 1 份 , 用英文和法文写成。两种文本具有同等效力 , 另应备有俄文和西班牙文的正式译本 , 与签署的正本一并存放。

各国政府为此正式授权的下列具名代表 (略) , 特签署本公约 , 以昭信守。

1 9 7 2 年 1 0 月 2 0 日订于伦敦。

一九七二年国际海上避碰规则(附英文)

国际海事组织于 2001 年 11 月 29 日以第 A.910(22)号大会《1972 年国

际海上避碰规则》的修正案

第一章 总 则

第一条 适用范围

1 . 本规则各条适用于在公海和连接于公海而可供海船航行的一切水域中的一切船舶。

2 . 本规则各条不妨碍有关主管机关为连接于公海而可供海船航行的任何港外锚地、港口、江河、湖泊或内陆水道所制订的特殊规定的实施。这种特殊规定，应尽可能符合本规则各条。

3 . 本规则各条，不妨碍各国政府为军舰及护航下的船舶所制订的关于额外的队形灯、信号灯或笛号，或者为结队从事捕鱼的渔船所制定的关于额外的队形灯或信号灯的任何特殊规定的实施。这些额外的队形灯、信号灯或笛号，应尽可能不致被误认为本规则其他条文所规定的任何号灯或信号。

4 . 为实施本规则，本组织可以采纳分道通航制。

5 . 凡经有关政府确定，某种特殊构造或用途的船舶，如须完全遵守本规则任何一条关于号灯或号型的数量、位置、能见距离或弧度以及声号设备的配置和特性的规定，就不能不影响其特殊功能时，则应遵守其政府在号灯或号型的数量、位置、能见距离或弧度以及声号设备的配置和特性方面为之另行确定的尽可能符合本规则所要求的规定。

第二条 责任

1 . 本规则各条不免除任何船舶或其所有人、船长或船员由于对遵守

本规则各条的任何疏忽，或者对海员通常做法或当时特殊情况可能要求的任何戒备上的疏忽而产生的各种后果的责任。

2 . 在解释和遵行本规则各条规定时，应适当考虑到，为避免紧迫危险而须背离本规则各条规定的一切航行和碰撞的危险，以及任何特殊情况，其中包括当事船舶条件限制在内。

第三条 一般定义

除其他条文另有解释外，在本规则中：

1 “船舶”一词系指用作或者能够用作水上运输工具的各类水上船筏，包括非排水船舶、地效船和水上飞机。

2 “机动船”一词，指用机器推进的任何船舶。

3 “帆船”一词，指任何驶帆的船舶，包括装有推进机器而不在使用者。

4 “从事捕鱼的船舶”一词，指使用网具、绳钓、拖网或其他使其操纵性能受到限制的渔具捕鱼的任何船舶，但不包括使用曳绳钓或其他并不使其操纵性能受到限制的渔具捕鱼的船舶。

5 “水上飞机”一词，包括为能在水面操纵而设计的任何航空器。

6 “失去控制的船舶”一词，指由于某种异常的情况，不能按本规则各条的要求进行操纵，因而不能给他船让路的船舶。

7 “操纵能力受到限制的船舶”一词，指由于工作性质，使其按本规则要求进行操纵的能力受到限制，因而不能给他船让路的船舶。

下列船舶应作为操纵能力受到限制的船舶：

(1) 从事敷设、维修或起捞助航标志、海底电缆或管道的船舶；

- (2) 从事疏浚、测量或水下作业的船舶；
- (3) 在航中从事补给或转运人员、食品或货物的船舶；
- (4) 从事发放或回收航空器的船舶；
- (5) 从事扫雷作业的船舶；
- (6) 从事拖带作业的船舶，而该项拖带作业使该拖船及其被拖船偏离所驶航向的能力严重受到限制者。

8 “限于吃水的船舶”一词，指由于吃水与可用水深的关系，致使其偏离所驶航向的能力严重地受到限制的机动船。

9 “在航”一词，指船舶不在锚泊、系岸或搁浅。

10 船舶的“长度”和“宽度”是指其总长度和最大宽度。

11 只有当一船能自他船以视觉看到时，才应认为两船是在互见中。

12 “能见度不良”一词，指任何由于雾、霾、下雪、暴风雨、沙暴或任何其他类似原因而使能见度受到限制的情况。

13 . (m) “地效船”一词系指多式船艇，其主要操作方式是利用表面效应贴近水面飞行。

第二章 驾驶和航行规则

第一节 船舶在任何能见度情况下的行动规则

第四条 适用范围

本节各条适用于任何能见度的情况。

第五条 了望

每一船舶应经常用视觉、听觉以及适合当时环境和情况下一切有效的手段保持正规的了望，以便对局面和碰撞危险作出充分的估计。

第六条 安全航速

每一船舶在任何时候应用安全航速行驶,以便能采取适当而有效的避碰行动,并能在适合当时环境和情况的距离以内把船停住。

在决定安全航速时,考虑的因素中应包括下列各点:

1. 对所有船舶:

(1) 能见度情况;

(2) 通航密度,包括渔船或者任何其他船舶的密集程度;

(3) 船舶的操纵性能,特别是在当时情况下的冲程和施回性能;

(4) 夜间出现的背景亮光,诸如来自岸上的灯光或本船灯光的反向散射;

(5) 风、浪和流的状况以及靠近航海危险物的情况;

(6) 吃水与可用水深的关系。

2. 对备有可使用的雷达的船舶,还须考虑:

(1) 雷达设备的特性、效率和局限性;

(2) 所选用的雷达距离标尺带来的任何限制;

(3) 海况、天气和其他干扰源对雷达探测的影响;

(4) 在适当距离内,雷达对小船、浮冰和其他漂浮物有探测不到的可能性;

(5) 雷达探测到的船舶数目、位置和动态;

(6) 当用雷达测定附近船舶或其他物体的距离时,可能对能见度作出的更确切的估计。

第七条 碰撞危险

1 .每一船舶应用适合当时环境和情况的一切有效手段断定是否存在碰撞危险，如有任何怀疑，则应认为存在这种危险。

2 .如装有雷达设备并可使用的话，则应正确予以使用，包括远距离扫描，以便获得碰撞危险的早期警报，并对探测到的物标进行雷达标绘或与其相当的系统观察。

3 .不应当根据不充分的资料，特别是不充分的雷达观测资料作出推断。

4 .在断定是否存在碰撞危险时，考虑的因素中应包括下列各点：

(1)如果来船的罗经方位没有明显的变化，则应认为存在这种危险；

(2)即使有明显的方位变化，有时也可能存在这种危险，特别是在驶近一艘很大的船舶或拖带船组时，或是在近距离驶近他船时。

第八条 避免碰撞的行动

1 .应根据本章各条规定采取避免碰撞的任何行动，如当时环境许可，应是积极地，并应及早地进行和注意运用良好的船艺。

2 .为避免碰撞而作的航向和（或）航速的任何变动，如当时环境许可，应大得足以使他船用视觉或雷达观察时容易察觉到；应避免对航向和（或）航速作一连串的小变动。

3 .如有足够的水域，则单用转向可能是避免紧迫局面的最有效行动，倘若这种行动是及时的，大幅度的并且不致造成另一紧迫局面。

4 .为避免与他船碰撞而采取的行动，应能导致在安全的距离驶过。应细心查核避让行动的有效性，直到最后驶过让清他船为止。

5 . 如须避免碰撞或须留有更多时间来估计局面，船舶应当减速或者停止或倒转推进器把船停住。

第九条 狭水道

1 . 船舶沿狭水道或航道行驶时，只要安全可行，应尽量靠近本船右舷的该水道或航道的外缘行驶。

2 . 帆船或者长度小于 20 米的船舶，不应妨碍只能在狭水道或航道以内安全航行的船舶通行。

3 . 从事捕鱼的船舶，不应妨碍任何其他在狭水道或航道以内航行的船舶通行。

4 . 船舶不应穿越狭水道或航道，如果这种穿越会妨碍只能在这种水道或航道以内安全航行的船舶通行。后者若对穿越船的意图有怀疑时，可以使用第三十四条 4 款所规定的声号。

5 . (1) 在狭水道或航道内，如只有在被追越船必须采取行动以允许安全通过才能追越时，则企图追越的船，应鸣放第三十四条 3 款 (1) 项所规定的相应声号，以表示本船的意图。被追越船如果同意，应鸣放第三十四条 3 款 (2) 项所规定的相应声号，并采取使之能安全通过的措施。如有怀疑，则可以鸣放第三十四条 4 款所规定的声号。

(2) 本条并不解除追越船根据第十三条所负的义务。

6 . 船舶在驶近可能被居间障碍物遮蔽他船的狭水道或航道的弯头或地段时，应特别机警和谨慎地驾驶，并应鸣放第三十四条 5 款所规定的相应声号。

7 . 任何船舶，如当时环境许可，都应避免在狭水道内锚泊。

第十条 分道通航制

1 . 本条适用于本组织所采纳的各分道通航制。

2 . 使用分道通航制区域的船舶应：

(1) 在相应的通航分道内顺着该分道的船舶总流向行驶；

(2) 尽可能让开通航分隔线或分隔带；

(3) 通常在通航分道的端部驶进或驶出，但从分道的一侧驶进或驶出时应与分道的船舶总流向形成尽可能小的角度。

3 . 船舶应尽可能避免穿越通航分道，但如不得不穿越时，应尽可能与分道的船舶总流向成直角穿越。

4 . 凡可安全使用邻近分道通航制区域中相应通航分道的过境航行，通常不应使用沿岸通航带。

5 . 除穿越船外，船舶通常不应进入分隔带或穿越分隔线，除非：

(1) 在紧急情况下避免紧迫危险；

(2) 在分隔带内从事捕鱼。

6 . 船舶在分道通航制区域端部附近行驶时，应特别谨慎。

7 . 船舶应尽可能避免在分道通航制区域内或其端部附近锚泊。

8 . 不使用分道通航制区域的船舶，应尽可能远离该区。

9 . 从事捕鱼的船舶，不应妨碍按通航分道行驶的任何船舶的通行。

10 . 帆船或长度小于 20 米的船舶，不应妨碍按通航分道行驶的机动船的安全通行。

第二节 船舶在互见中的行动规则

第十一条 适用范围

本节各条适用于互见中的船舶。

第十二条 帆船

1 .两艘帆船相互驶近致有构成碰撞危险时，其中一船应按下列规定给他船让路：

- (1) 两船在不同舷受风时，左舷受风的船应给他船让路；
- (2) 两船在同舷受风时，上风船应给下风船让路；
- (3) 如左舷受风的船看到在上风的船而不能断定究竟该船是左舷受风还是右舷受风，则应给该船让路。

2 .就本条规定而言，船舶的受风舷侧应认为是主帆被吹向的一舷的对面舷侧；对于帆船，则应认为是最大纵帆被吹向的一舷的对面舷侧。

第十三条 追越

1 .不论本节各条规定如何，任何船舶在追越任何他船时，均应给被追越船让路。

2 .一船正从他船正横后大于 22.5° 的某一方向赶上他船时，即该船对其所追越的船所处位置，在夜间只能看见被追越船的尾灯而不能看见它的任一舷灯时，应认为是在追越中。

3 .当一船对其是否在追越他船有任何怀疑时，该船应假定是在追越，并应采取相应行动。

4 .随后两船间方位的任何改变，都不应把追越船作为规则各条含义中所指的交叉船，或者免除其让开被追越船的责任，直到最后驶过让清

为止。

第十四条 对遇局面

1 .当两艘机动船在相反的或接近相反的航向上相遇致有构成碰撞危险时，各应向右转向，从而各从他船的左舷驶过。

2 .当一船看见他船在正前方或接近正前方，并在夜间，能看见他船的前后桅灯成一直线或接近一直线，和（或）两盏舷灯；在日间，看到他船的上述相应形态时，则应认为存在这样的局面。

3 .当一船对是否存在这样的局面有任何怀疑时，该船应假定确实存在这种局面，并应采取相应的行动。

第十五条 交叉相遇局面

当两艘机动船交叉相遇致有构成碰撞危险时，有他船在本船右舷的船舶应给他船让路，如当时环境许可，还应避免横越他船的前方。

第十六条 让路船的行动

须给他船让路的船舶，应尽可能及早采取大幅度的行动，宽裕地让清他船。

第十七条 直航船的行动

1 .(1) 两船中的一船应给另一船让路时，另一船应保持航向和航速。

(2) 然而，当保持航向和航速的船一经发觉规定的让路船显然没有遵照本规则各条采取适当行动时，该船即可独自采取操纵行动，以避免碰撞。

2 .当规定保持航向和航速的船，发觉本船不论由于何种原因逼近到

单凭让路船的行动不能避免碰撞时，也应采取最有助于避碰的行动。

3 . 在交叉相遇局面下，机动船按照本条 1 款 (2) 项采取行动以避免与另一艘机动船碰撞时，如当时环境许可，不应对在本船左舷的船采取向左转向。

4 . 本条并不解除让路船的让路义务。

第十八条 船舶之间的责任

除第九、十和十三条另有规定外：

1 . 机动船在航时应给下述船舶让路：

- (1) 失去控制的船舶；
- (2) 操纵能力受到限制的船舶；
- (3) 从事捕鱼的船舶；
- (4) 帆船。

2 . 帆船在航时应给下述船舶让路：

- (1) 失去控制的船舶；
- (2) 操纵能力受到限制的船舶；
- (3) 从事捕鱼的船舶；

3 . 从事捕鱼的船舶在航时，应尽可能给下述船舶让路：

- (1) 失去控制的船舶；
- (2) 操纵能力受到限制的船舶。

4 . (1) 除失去控制的船舶或操纵能力受到限制的船舶外，任何船舶，如当时环境许可，应避免妨碍显示第二十八条信号的限于吃水的船舶的安全通行。

(2) 限于吃水的船舶应充分注意到其特殊条件，特别谨慎地驾驶。

5 . 在水面的水上飞机，通常应宽裕地让清所有船舶并避免妨碍其航行。然而在有碰撞危险的情况下，则应遵守本章各条的规定。

6、 (i) 地效船在贴近水面起飞、降落和飞行时应宽裕地让清所有其它船舶并避免妨碍它们的航行；

(ii) 在水面上操作的地效船应作为动力船舶遵守本章各条。

第三节 船舶在能见度不良时的行动规则

第十九条 船舶在能见度不良时的行动规则

1 . 本条适用于在能见度不良的水域中或在其附近航行时相互看不见的船舶。

2 . 每一船舶应以适合当时能见度不良的环境和情况的安全航速行驶，机动船应将机器作好随时操纵的准备。

3 . 在遵守本章第一节各条时，每一船舶应适当考虑到当时能见度不良的环境和情况。

4 . 一船仅凭雷达测到他船时，应判定是否正形成紧迫局面和 (或) 存在着碰撞危险。若是如此，应及早地采取避让行动，这种行动如包括转向，则应尽可能避免如下各点：

(1) 除对被追越船外，对正横前的船舶采取向左转向；

(2) 对正横或正横后的船舶采取朝着它转向。

5 . 除已断定不存在碰撞危险外，每一船舶当听到他船的雾号显似在本船正横以前，或者与正横以前的他船不能避免紧迫局面时，应将航速减到能维持其航向的最小速度。必要时，应把船完全停住，而且，无论

如何，应极其谨慎地驾驶，直到碰撞危险过去为止。

第三章 号灯和号型

第二十条 适用范围

1．本章各条在各种天气中都应遵守。

2．有关号灯的各条规定，从日没到日出时都应遵守。在此时间内不应显示别的灯光，但那些不会被误认为本规则各条订明的号灯，或者不会妨碍正规了望的灯光除外。

3．本规则各条所规定的号灯，如已设置，也应从日出到日没在能见度不良的情况下显示，并可在一切其他认为必要的情况下显示。

4．有关号型的各条规定，在白天都应遵守。

5．本规则各条订明的号灯和号型，应符合本规则附录的规定。

第二十一条 定义

1．“桅灯”是指安置在船的首尾中心线上方的白灯，在 22.5° 的水平弧内显示不间断的灯光，其装置要使灯光从船的正前方到每一舷正横后 22.5° 内显示。

2．“舷灯”是指右舷的绿灯和左舷的红灯，各在 112.5° 的水平弧内显示不间断的灯光，其装置要使灯光从船的正前方到各自一舷的正横后 22.5° 内分别显示。长度小于 20 米的船舶，其舷灯可以合成一盏，装设于船的首尾中心线上。

3．“尾灯”是指安置在尽可能接近船尾的白灯，在 135° 的水平弧内显示不间断的灯光，其装置要使灯光从船的正后方到每舷 67.5°

内显示。

4 “拖带灯”是指具有与本第 3 款所述“尾灯”有相同性的黄灯。

5 “环照灯”是指在 3 6 0 度的水平弧内显示不间断灯光的号灯。

6 “闪光灯”是指每隔一定时间以每分钟频率 1 2 0 闪次或 1 2 0 以上闪次的闪光的号灯。

第二十二条 号灯的能见距离

本规则各条规定的号灯，应具有本规则附录一第 8 节订明的发光强度，以便在下列最小距离上能被看到：

1 . 长度为 5 0 米或 5 0 米以上的船舶：

——桅灯，6 海里；

——舷灯，3 海里；

——尾灯，3 海里；

——拖带灯，3 海里；

——白、红、绿或黄色环照灯，3 海里。

2 . 长度为 1 2 米或 1 2 米以上但小于 5 0 米的船舶：

——桅灯，5 海里；但长度小于 2 0 米的船舶，3 海里；

——舷灯，2 海里；

——尾灯，2 海里；

——拖带灯，2 海里；

——白、红、绿或黄色环照灯，2 海里。

3 . 长度小于 1 2 米的船舶：

——桅灯，2 海里；

- 舷灯，1 海里；
- 尾灯，2 海里；
- 拖带灯，2 海里；
- 白、红、绿或黄色环照灯，2 海里。

第二十三条 在航机动船

1 . 在航机动船应显示：

(1) 在前部一盏桅灯；

(2) 第二盏桅灯，后于并高于前桅灯；长度小于 5 0 米的船舶，不要求显示该桅灯，但可以这样做；

(3) 两盏舷灯；

(4) 一盏尾灯。

2 . 气垫船在非排水状态下航行时，除本条 1 款规定的号灯外，还应显示一盏环照黄色闪光灯。

3 . 长度如小于 7 米且其最高速度又不超过 7 节的机动船，可以显示一盏环照白灯以代替本条 1 款规定的号灯。如可行，这种船还应显示舷灯。

除本条第 1 款规定的号灯外，地效船只有在贴近水面起飞、降落和飞行时才应显示高密度的环照红色闪光灯。

第二十四条 拖带和顶推

1 . 机动船当拖带时应显示：

(1) 在前部垂直两盏桅灯，以取代第二十三条 1 款 (1) 项规定的号灯。当从拖船船尾量到被拖物体后端的拖带长度超过 2 0 0 米时，垂

直显示三盏这样的号灯；

(2) 两盏舷灯；

(3) 一盏尾灯；

(4) 一盏拖带灯垂直于尾灯的上方；

(5) 当拖带长度超过 2 0 0 米时 , 在最易见处显示一个菱形体号型。

2 . 当一顶推船和一被顶推船牢固地连接成为一组合体时 , 则应作为一艘机动船 , 显示第二十三条规定的号灯。

3 . 机动船当顶推或旁拖时 , 除组合体外 , 应显示：

(1) 在前部垂直两盏桅灯 , 以取代第二十三条 1 款 (1) 项规定的号灯；

(2) 两盏舷灯；

(3) 一盏尾灯。

4 . 适用本条 1 和 3 款的机动船 , 还应遵守第二十三条 1 款 (2) 项的规定。

5 . 一被拖船或被拖物体应显示：

(1) 两盏舷灯；

(2) 一盏尾灯；

(3) 当拖带长度超过 2 0 0 米时 , 在最易见处显示一个菱形体号型。

6 . 任何数目的船舶如作为一组被旁拖或顶推时 , 应作为一艘船来显示号灯：

(1) 一艘被顶推船 , 但不是组合体的组成部分 , 应在前端显示两盏舷灯；

(2) 一艘被旁拖的船应显示一盏尾灯，并在前端显示两盏舷灯。

7 . 凡由于任何充分原因，被拖船舶或物体不可能显示本条 5 款规定的号灯时，应采取一切可能措施使被拖船舶或物体上有灯光，或者至少能表明无灯光的船舶或物体的存在。

第二十五条 在航帆船和划桨船

1 . 在航帆船应显示：

(1) 两盏舷灯；

(2) 一盏尾灯。

2 . 在长度小于 12 米的帆船上，本条 1 款规定的号灯可以合并成一盏，装设在桅顶或接近桅顶的最易见处。

3 . 在航帆船，除本条 1 款规定的号灯外，还可在桅顶或接近桅顶的最易见处，垂直显示两盏环照灯，上红下绿。但这些环照灯不应和本条 2 款所允许的合色灯同时显示。

4 . (1) 长度小于 7 米的帆船，如可行，应显示本条 1 或 2 款规定的号灯。但如果不这样做，则应在手边备妥白光的电筒一个或点着的白灯一盏，及早显示，以防碰撞。

(2) 划桨船可以显示本条为帆船规定的号灯，但如不这样做，则应在手边备妥白光的电筒一个或点着的白灯一盏，及早显示，以防碰撞。

5 . 用帆行驶同时也用机器推进的船舶，应在前部最易见处显示一个圆锥体号型，尖端向下。

第二十六条 渔船

1 . 从事捕鱼的船舶，不论在航还是锚泊，只应显示本条规定的号灯和号型。

2 . 船舶从事拖网作业，即在水中拖曳爬网或其他用作渔具的装置时，应显示：

(1) 垂直两盏环照灯，上绿下白，或一个由上下垂直、尖端对接的两个圆锥体所组成的号型；长度小于 2 0 米的船舶，可以显示一个篮子以取代这种号型；

(2) 一盏桅灯，后于并高于那盏环照绿灯；长度小于 5 0 米的船舶，则不要求显示该桅灯，但可以这样做；

(3) 当对水移动时，除本款规定的号灯外，还应显示两盏舷灯和一盏尾灯。

3 . 从事捕鱼的船舶，除拖网作业者外，应显示：

(1) 垂直两盏环照灯，上红下白，或一个由上下垂直、尖端对接的两个圆锥体所组成的号型；长度小于 2 0 米的船舶，可以显示一个篮子以取代这种号型；

(2) 当有外伸渔具，其从船边伸出的水平距离大于 1 5 0 米时，应朝着渔具的方向显示一盏环照白灯或一个尖端向上的圆锥体号型；

(3) 当对水移动时，除本款规定的号灯外，还应显示两盏舷灯和一盏尾灯。

4 . 在邻近其他从事捕鱼船舶处从事捕鱼的船舶，可以显示本规定附录二所述的额外信号。

5 . 船舶不从事捕鱼时，不应显示本条规定的号灯或号型，而且应显示为其同样长度的船舶所规定的号灯或号型。

第二十七条 失去控制或操纵能力受到限制的船舶

1 . 失去控制的船舶应显示：

(1) 在最易见处，垂直两盏环照红灯；

(2) 在最易见处，垂直两个球体或类似的号型；

(3) 当对水移动时，除本款规定的号灯外，还应显示两盏舷灯和一盏尾灯。

2 . 操纵能力受到限制的船舶，除从事扫雷作业的船舶外，应显示：

(1) 在最易见处，垂直三盏环照灯，最上和最下者应是红色，中间一盏应是白色；

(2) 在最易见处，垂直三个号型，最上和最下者应是球体，中间一个应是菱形体；

(3) 当对水移动时，除本款(1)项规定的号灯外，还应显示桅灯、舷灯和尾灯；

(4) 当锚泊时，除本款(1)和(2)项规定的号灯或号型外，还应显示第三十条规定的一盏或两盏号灯或一个号型。

3 . 从事一项使之不能偏离其航向的拖带作业的船舶，除本条 2 款

(1) 和(2)项规定的号灯或号型外，还应显示第二十四条 1 款规定的号灯或号型。

4 . 从事疏浚或水下作业的船舶，当其操纵能力受到限制时，应显示本条 2 款规定的号灯或号型。此外，当存在障碍物时，还应显示：

- (1) 在障碍物存在的一舷，垂直两盏环照灯或两个球体；
- (2) 在他船可以通过的一舷，垂直两盏环照绿灯或两个菱形体；
- (3) 当对水移动时，除本款规定的号灯外，另应显示桅灯、舷灯和尾灯；
- (4) 适用本款的船舶当锚泊时，应显示本款 (1) 和 (2) 项规定的号灯或号型以取代第三十条规定的号灯和号型。

5 .当从事潜水作业的船舶尺度使之不可能显示本条 4 款规定的号型时，应显示一个国际信号旗“A”的硬质复制品，其高度不小于 1 米，并应采取措施以保证周围都能见到。

6 .从事扫雷作业的船舶，除第二十三条为机动船规定的号灯外，还应显示三盏环照绿灯或三个环体。这些号灯或号型之一应在前桅桅顶或接近前桅桅顶处显示，其余应在前桅桁两端各显示一个。这些号灯或号型表示他船驶近扫雷船的后方 1 0 0 0 米以内或任何一舷 5 0 0 米以内是危险的。

7 . 长度小于 7 米的船舶，不要求显示本条规定的号灯。

8 . 本条规定的信号不是船舶遇险求救的信号。船舶遇险求救的信号载于本规则附录四内。

第二十八条 限于吃水的船舶

限于吃水的船舶，除第二十三条为机动船规定的号灯外，还可在最易见处垂直显示三盏环照红灯，或者一个圆柱体。

第二十九条 引航船舶

1 . 执行引航任务的船舶应显示：

- (1) 在桅顶或接近桅顶处，垂直两盏环照灯，上白下红；
- (2) 当在航时，外加舷灯和尾灯；
- (3) 当锚泊时，除本款 (1) 项规定的号灯外，还应显示一盏或两盏锚灯或一个号型。

2 . 引航船当不执行引航任务时，应显示为其同样长度的同类船舶规定的号灯或号型。

第三十条 锚泊船舶和搁浅船舶

1 . 锚泊中的船舶应在最易见处显示：

- (1) 在船的前部，一盏环照白灯或一个球体
- (2) 在船尾或接近船尾并低于本款 (1) 项规定的号灯处，一盏环照白灯。

2 . 长度小于 5 0 米的船舶，可以在最易见处显示一盏环照白灯，以取代本条 1 款规定的号灯。

3 . 锚泊中的船舶，还可以使用现有的工作灯或同等的灯照明甲板，而长度为 1 0 0 米及 1 0 0 米以上的船舶应当使用这类灯。

4 . 搁浅的船舶应显示本条 1 或 2 款规定的号灯 ,并在最易见处外加：

- (1) 垂直两盏环照红灯；
- (2) 垂直三个球体。

5 . 长度小于 7 米的船舶，不是在狭水道、航道、锚地或其他船舶通常航行的水域中或其附近锚泊或搁浅时，不要求显示本条 1、2 或 4 款规定的号灯或号型。

第三十一条 水上飞机

当水上飞机或地效船不可能显示按本章各条规定的各种特性或位置的号灯和号型时，则应显示尽可能近似于这种特性和位置的号灯和号型。

第四章 声响和灯光信号

第三十二条 定义

1 “号笛”一词，指能够发出规定笛声并符合本规则附录三所载规格的任何声响信号器具。

2 “短声”一词，指历时约一秒钟的笛声。

3 “长声”一词，指历时四到六秒钟的笛声。

第三十三条 声号设备

1 长度为 12 米或 12 米以上的船舶应配备一个号笛，长度为 20 米或 20 米以上的船舶，除了号笛以外还应配备一个号钟，长度为 100 米或 100 米以上的船舶，除了号笛和号钟以外还应配备一个号锣。号锣的音调和声音不可与号钟相混淆。号笛、号钟和号锣应符合本规则附录 III 所载规格。号钟、号锣或二者均可用与其各自声音特性相同的其它设备代替，但任何时候都要能以手动鸣放规定的声号。

2 长度小于 12 米的船舶，不要求备有本条 1 款规定的声响信号器具。如不备有，则应配置能够鸣放有效声号的它种设备。

第三十四条 操纵和警告信号

1 当船舶在互见中，在航机动船按本规则准许或要求进行操纵时，应用号笛发出下列声号表明之：

——一短声 表示“我船正在向右转向”；

——二短声 表示“我船正在向左转向”；

——三短声 表示“我船正在向后推进”。

2 . 在操作过程中，任何船舶均可用灯号补充本条 1 款规定的笛号，这种灯号可根据情况予以重复：

(1) 这些灯号应具有以下意义：

——一闪 表示“我船正在向右转向”；

——二闪 表示“我船正在向左转向”；

——三闪 表示“我船正在向后推进”。

(2) 每闪历时约一秒钟，各闪间隔约一秒钟，前后信号的间隔应不少于十秒钟；

(3) 如设有用作本信号的号灯，则应是一盏环照白灯，其能见距离至少为 5 海里，并应符合附录一所载规定。

3 . 在狭水道或航道内互见时：

(1) 一艘企图追越他船的船舶应遵照第九条 5 款 (1) 项的规定，以号笛发出下列声号表示其意图：

——二长声继以一短声，表示“我船企图从你船的右舷追越”；

——二长声继以二短声，表示“我船企图从你船的左舷追越”；

(2) 将要被追越的船舶，当按照第九条 5 款 (1) 项行动时，应以号笛依次发出下列声号表示同意：

——一长、一短、一长、一短声。

4 . 当互见中的船舶正在互相驶近，并且不论由于何种原因，任何一船无法了解他船的意图行动，或者怀疑他船是否正在采取足够的行动以避免碰撞时，存在怀疑的船应立即用笛鸣放至少五声短而急的声号以表

示这种怀疑。该声号可以用至少五次短而急的闪光来补充。

5 .船舶在驶近可能被居间障碍物遮蔽他船的水道或航道的弯头或地段时，应鸣放一长声。该声号应由弯头另一面或居间障碍物后方可能听到它的任何来船回答一长声。

6 .如船上所装几个号笛，其间距大于 1 0 0 米，则只应使用一个号笛鸣放操纵和警告声号。

第三十五条 能见度不良时使用的声号

在能见度不良的水域中或其附近时，不论日间还是夜间，本条规定的声号应使用如下：

1 . 机动船对水移动时，应以每次不超过 2 分钟的间隔鸣放一长声。

2 . 在航机动船但已停车并且不对水移动时，应以每次不超过 2 分钟的间隔连续鸣放二长声，二长声间的间隔约 2 秒钟。

3 . 失去控制的船舶、操纵能力受到限制的船舶、限于吃水的船舶、帆船、从事捕鱼的船舶，以及从事拖带或顶推他船的船舶，应以每次不超过 2 分钟的间隔连续鸣放三声，即一长声继以二短声，以取代本条 1 或 2 款规定的声号。

4 . 一艘被拖船或者多艘被拖船的最后一艘，如配有船员，应以每次不超过 2 分钟的间隔连续鸣放四声，即一长声继以三短声。当可行时，这种声号应在拖船鸣放声号之后立即鸣放。

5 . 当一顶推船和一被顶推船牢固地连接成为一个组合体时，应作为一艘机动船，鸣放本条 1 或 2 款规定的声号。

6 . 锚泊中的船舶，应以每次不超过 1 分钟的间隔急敲号钟约 5 秒钟。

长度为 100 米或 100 米以上的船舶，应在船的前部敲打号钟，并应在紧接钟声之后，在船的后部急敲号锣约 5 秒钟。此外，锚泊中的船舶，还可以连续鸣放三声，即一短、一长和一短声，以警告驶近的船舶注意本船位置和碰撞的可能性。

7 . 搁浅的船舶应鸣放本条 6 款规定的钟号，如有要求，应加发锣号。此外，还应在紧接急敲号钟之前和之后各敲打分隔而清晰的号钟三下。搁浅的船舶还可以鸣放合适的笛号。

8 . 长度小于 12 米的船舶，不要求鸣放上述声号，但如不鸣放上述声号，则应以每次不超过 2 分钟的间隔鸣放他种有效的声号。

9 . 引航船当执行引航任务时，除本条 1、2 或 6 款规定的声号外，还可以鸣放由四短声组成的识别声号。

10、长度为 12 米或 12 米以上但小于 20 米的船舶，不要求鸣放本条第(g)款和第(h)款规定的声号。但如不鸣放上述声号，则应鸣放他种有效的声号，每次间隔不超过两分钟。

第三十六条 引起注意的信号

如有必要引起他船注意，任何船舶可以发出灯光或声响信号，但这种信号应不致被误认为本规则其他各条所准许的任何信号，或者可用不致妨碍任何船舶的方式把探照灯光的光束朝着危险的方向。

第三十七条 遇险信号

船舶遇险并需要救助时，应使用或显示本规则附录四规定的信号。

第五章 豁免

第三十八条 豁免

在本规则生效之前安放龙骨或处于相应建造阶段的任何船舶(或任何一类船舶) 只要符合 1 9 6 0 年国际海上避碰规则的要求 , 则可 :

1 . 在本规则生效之日后四年内 , 免除安装达到第二十二条规定能见距离的号灯。

2 . 在本规则生效之日后四年内 , 免除安装符合本规则附录一第 7 节规定的颜色规格的号灯。

3 . 永远免除由于从英制单位变换为米制单位以及丈量数字凑整而产生的号灯位置的调整。

4 . (1) 永远免除长度小于 1 5 0 米的船舶由于附录一第 3 节 (1) 规定而产生的桅灯位置的调整。

(2) 在本规则生效之日后九年内 , 免除长度为 1 5 0 米或 1 5 0 米以上的船舶由于本规则附录一第 3 节 (1) 规定而产生的桅灯位置的调整。

5 . 在本规则生效之日后九年内 , 免除由于附录一第 2 节 (2) 规定而产生的桅灯位置的调整。

6 . 在本规则生效之日后九年内 , 免除由于附录一第 2 节 (7) 和第 3 节 (2) 规定而产生的舷灯位置的调整。

7 . 在本规则生效之日后九年内 , 免除附录三对声号器具所规定的要求。

附录一 号灯和号型的位置和技术细节

1 . 定义

“船体以上的高度”一词，指最上层连续甲板以上的高度。这一高度应从灯的位置垂直下方处量起。

2 . 号灯的垂向位置和间距

(1) 长度为 20 米或 20 米以上的机动船，桅灯应安置如下：

①前桅灯，或如只装设一盏桅灯，则该桅灯在船体以上的高度应不小于 6 米，如船的宽度超过 6 米，则在船体以上的高度应不小于该宽度，但是该灯安置在船体以上的高度不必大于 12 米；

②当装设两盏桅灯时，后灯高于前灯的垂向距离应至少为 4 . 5 米。

(2) 机动船的两盏桅灯的垂向距离应是这样：即在一吃正常吃水差的情况下，当从距离船首 1000 米的海面观看时，应能看出后灯在前灯的上方并且分开。

(3) 长度为 12 米或 12 米以上但小于 20 米的机动船，其桅灯安置在舷缘以上的高度应不小于 2 . 5 米。

(4) 长度小于 12 米的机运船，可以把最上面的一盏号灯装在舷缘以上小于 2 . 5 米的高度，但当除舷灯和尾灯之外还设有一盏桅灯或者除舷灯之外还设有第二十三条 3 (1) 所规定的环照白灯时，则该桅灯或该环照白灯的设置至少应高于舷灯 1 米。

(5) 为从事拖带或顶推他船的机动船所规定的两盏或三盏桅灯中的一盏，应安置在前桅灯或后桅灯相同的位置。如果该灯装在后桅上，则该最低的后桅灯高于前桅灯的垂向距离应不少于 4 . 5 米。

(6) ①第二十三条 1 款规定的桅灯，除本款②项所述外，应安置在

高于并离开其他一切灯光和遮蔽物的位置上。

②当在低于桅灯的位置上不可能装设第二十七条 2 款(1)项或第二十八条规定的环照灯时，这些环照灯可以装设在后桅灯上方或悬挂于前桅灯和后桅灯垂向之间，如属后一种情况，则应符合本附录第 3 节(3)的要求。

(7)机动船的舷灯安置在船体以上的高度，应不超过前桅灯高度的四分之三。这些舷灯不应低到受甲板灯光的干扰。

(8)长度小于 2 0 米的机动船的舷灯，如并为一盏，则应安置在低于桅灯不小于 1 米处。

(9)当本规则规定垂直装设两盏或三盏号灯时，这些号灯的间距如下：

①长度为 2 0 米或 2 0 米以上的船舶，这些号灯的间距应不小于 2 米，而且除需要拖带号灯的情况外，这些号灯的最低一盏，应装设在船体以上高度不小于 4 米处；

②长度小于 2 0 米的船舶，这些号灯的间距应不小于 1 米，而且除需要拖带号灯的情况外，这些号灯的最低一盏，应装设在舷缘以上高度不小于 2 米处；

③当装设三盏号灯时，其间距应相等。

(1 0)为从事捕鱼的船所规定的两盏环照灯的较低一盏，在舷灯以上的高度应不小于这两盏号灯垂向间距的两倍。

(1 1)当装设两盏锚灯时，第三十条 1 款(1)项规定的前锚灯应高于后锚灯不小于 4 . 5 米。长度为 5 0 米或 5 0 米以上的船舶，前锚

灯应装设在船体以上高度不小于 6 米处。

3 . 号灯的水平位置和间距

(1) 当机动船按规定有两盏桅灯时，两灯之间的水平距离应不小于船长的一半，但不必大于 1 0 0 米。前桅灯应安置在离船首不大于船长的四分之一处。

(2) 长度为 2 0 米或 2 0 米以上的机动船，舷灯不应安置在前桅灯的前面。这些舷灯应安置在舷侧或接近舷侧处。

(3) 当第二十七条 2 款 (1) 项或第二十八条规定的号灯设置在前桅灯和后桅灯垂向之间时，这些环照灯应安置在与该船首尾中心线正交的横向水平距离不小于 2 米处。

4 . 渔船、疏浚船及从事水下作业船舶的示向号灯的位置细节

(1) 从事捕鱼的船舶，按照第二十六条 3 款 (2) 项规定用以指示船边外伸渔具方向的号灯，应安置在离开那两盏环照红和白灯不小于 2 米但不大于 6 米的水平距离处。该号灯的安置应不高于第二十六条 3 款 (1) 项规定的环照白灯但也不低于舷灯。

(2) 从事疏浚或水下作业的船舶，按照第二十七条 4 款 (1) 和 (2) 项规定用以指示有障碍物的一舷和 (或) 能安全通过的一舷的号灯和号型，应安置在离开第二十七条 2 款 (1) 和 (2) 项规定的号灯和号型实际可行的最大水平距离处，但决不应小于 2 米。这些号灯或号型的上面一个的安置高度决不应高于第二十七条 2 款 (1) 和 (2) 项规定的三个号灯或号型中的下面一个。

5 . 舷灯遮板

长度在 20 米或 20 米以上的船舶的舷灯 ,应装有无光黑色的内侧遮板 , 并符合本附录第 9 节的要求。长度小于 20 米的船舶的舷灯 , 如须符合本附录第 9 节的要求 , 则应装有无光黑色的内侧遮板。用单一直立灯丝并在绿色和红色两部分之间有一条很窄分界线的合座灯 , 可不必装配外部遮板。

6 . 号型

(1) 号型应是黑色并具有以下尺度 :

- ①球体的直径应不小于 0 . 6 米 ;
- ②圆锥体的底部直径应不小于 0 . 6 米 , 其高度应与直径相等 ;
- ③圆柱体的直径至少应为 0 . 6 米 , 其高度应两倍于直径 ;
- ④菱形体应由两个本款②所述的圆锥体以底相合组成。

(2) 号型间的垂直距离应至少为 1 . 5 米。

(3) 长度小于 20 米的船舶 , 可用与船舶尺度相称的较小尺度的号型 , 号型间距亦可相应减少。

7 . 号灯的颜色规格

所有航海号灯的色度应符合下列标准 , 这些标准是包括在国际照明委员会 (C I E) 为每种颜色所规定的图解区域界限以内的。

每种颜色的区域界限是用折角点的座标表示的 , 这些座标如下 :

(1) 白色

X 0 . 5 2 5 0 . 5 2 5 0 . 4 5 2 0 . 3 1 0 0 . 3 1
0 0 . 4 4 3

Y 0 . 3 8 2 0 . 4 4 0 0 . 4 4 0 0 . 3 4 8 0 . 2 8

3 0 . 3 8 2

(2) 绿色

X 0 . 0 2 8 0 . 0 0 9 0 . 3 0 0 0 . 2 0 3

Y 0 . 3 8 5 0 . 7 2 3 0 . 5 1 1 0 . 3 5 6

(3) 红色

X 0 . 6 8 0 0 . 6 6 0 0 . 7 3 5 0 . 7 2 1

Y 0 . 3 2 0 0 . 3 2 0 0 . 2 6 5 0 . 2 5 9

(4) 黄色

X 0 . 6 1 2 0 . 6 1 8 0 . 5 7 5 0 . 5 7 5

Y 0 . 3 8 2 0 . 3 8 2 0 . 4 2 5 0 . 4 0 6

8 . 号灯的发光强度

(1) 号灯的最低发光强度应用下述公式计算：

$$I = 3.43 \times 10^{-6} \times T \times D^2 \times K$$

式中：I——在常用的情况下，以新烛光 (c d) 单位计算的发光强度；

- 7

T——临阈系数 2×10^{-6} 勒克司 (l x)；

D——号灯的能见距离 (照明距离)，以海里 (n m i l e) 计算；

K——大气透射率。用于规定的号灯，K 值应是 0 . 8，相当于约 1 3 海里的大气能见度。

(2) 从上述公式导出的数值选例如下：

- - - - -

号灯的能见距离(照明距离)		号灯的发光
强度当 $K = 0.8$ 时		
D (n m i l e)		I (c d)
1		0.9
2		4.3
3		12
4		27
5		52
6		94

注：航海号灯的最大发光强度应予限制。以防止过度的光耀，但不应该使用发光强度可变控制的办法。

9 . 水平光弧

(1) ①船上所装的舷灯，在朝前的方向上，应显示最低要求的发光强度。发光强度在规定光弧外的 1 度至 3 度之间，应减弱以达到切实断光。

②尾灯和桅灯，以及舷灯在正横后 22.5 度处，应在水平弧内保持最低要求的发光强度，直到第二十一条规定的光弧界限内 5 度。从规定的光弧内 5 度起，发光强度可减弱 50%，直到规定的界限；然后，发光强度应不断减弱，以达到在规定光弧以外至多 5 度处切实断光。

(2) 环照灯应安置在不受桅、顶桅或上层建筑大于 6 度角光弧的遮蔽的位置上，但第三十条规定的锚灯除外，锚灯不必安置在船体以上不切实际的高度。

10 . 垂向光弧

(1) 所装电气号灯的垂向光弧，除在航帆船的号灯外，应保证：

①从水平上方 5 度到水平下方 5 度的所有角度内，至少保持所要求的最低发光强度；

②从水平上方 7.5 度到水平下方 7.5 度，至少保持所要求的最低发光强度的 60%。

(2) 在航帆船所装电气号灯的垂向光弧，应保证：

①从水平上方 5 度到水平下方 5 度的所有角度内，至少保持所要求的最低发光强度；

②从水平上方 2.5 度到水平下方 2.5 度，至少保持所要求的最低发光强度的 50%。

(3) 电气号灯以外的号灯应尽可能符合这些规格。

1 1 . 非电气号灯的发光强度

非电气号灯应尽可能符合本附录第 8 节表中规定的最低发光强度。

1 2 . 操纵号灯

尽管有本附录第 2 节 (6) 的规定 , 第三十四条 2 款所述的操纵号灯应安置在一盏或多盏桅灯的首尾垂直面上 , 如可行 , 操纵号灯应高于前桅灯的垂向距离至少为 2 米 , 但该灯的装设应高于或低于后桅灯的垂向距离不小于 2 米。只装设一盏桅灯的船舶 , 如装有操纵号灯 , 则应装设在与桅灯的垂向距离不小于 2 米的最易见处。

1 3 . 认可

号灯和号型的构造以及号灯在船上的安装 , 应符合船旗国的有关主管机关的要求。

附录二 在相互邻近处捕鱼的渔船额外信号

1 . 通则

本附录中所述的号灯 , 如为履行第二十六条 4 款而显示时 , 应安置在最易见处。这些号灯的间距至少应为 0 . 9 米 , 但要低于第二十六条 2 款 (1) 项和 3 款 (1) 项规定的号灯。这些号灯 , 应能在水平四周至少 1 海里的距离上被见到 , 但应小于本规则为渔船规定的号灯的能见距离。

2 . 拖网渔船的信号

(1) 船舶当从事拖网捕鱼时 , 不论是用底拖还是中层渔具 , 可显示 :

①放网时 : 垂直两盏白灯 ;

②起网时：垂直两盏灯，上白下红；

③网挂住障碍物时：垂直两盏红灯。

(2) 从事对拖网作业的各船，可以显示：

①在夜间，朝着前方并向本对拖网中另一船的方向照射的探照灯；

②当放网或起网或网挂住障碍物时，按本附录第 2 节 (1) 规定的号灯。

3 . 围网船的信号

从事围网捕鱼的船舶，可垂直显示两盏黄色号灯。这些号灯应每秒钟交替闪光一次，而且明暗历时相等。这些号灯仅在船的行动为其渔具所妨碍时才可显示。

附录三 声号器具的技术细节

1 . 号笛

(1) 频率和可听距离

笛号的基频应在 $70 \sim 700$ 赫的范围内。

笛号的可听距离应由在 $180 \sim 700$ 赫 ($\pm 1\%$) 范围内并具有本节 (3) 规定的声压级的频率来决定，这些频率可包括基频和 (或) 一种或更多种较高的频率。

(2) 基频的界限

为保证号笛的多样特性，号笛的基频应介于下列界限以内：

① $70 \sim 200$ 赫，用于长度为 200 米或 200 米以上的船舶；

② $130 \sim 350$ 赫，用于长度为 75 米或 75 米以上但小于 200

米的船舶；

③ 250 ~ 700 赫，用于长度小于 75 米的船舶。

(3) 笛号的声强和可听距离

船上所装的号笛，在其最大声强方向上，距离 1 米处，在频率为 180 ~ 700 赫 ($\pm 1\%$) 范围内的至少一个 1/3 倍频带中，应具有不小于下表所订相应数值的声压级。

		1 / 3 倍频带声压	
级			
		-	
5	可听距离		
船舶长度		(距离 1 m , 相对于 2×1	
0			
		2	
(m)		N / m dB)	(n m
i l e)			
-----		-----	

200 或 200 以上		14	
3	2		

	7 5 或 7 5 以 上 但 小 于 2 0 0		1 3
8		1 . 5	
	2 0 或 2 0 以 上 但 小 于 7 5		1 3
0		1	
	小 于 2 0		1 2
0		0 . 5	
- - - - -			
- - - - -			

上表中的可听距离是参考性的而且是在号笛的前方轴线上,于无风条件下,有90%的概率可以被有一般背景噪声级(用中心频率为250赫的倍频带时取68分贝,用中心频率为500赫的倍频带时取63分贝)的船上收听点听到的大约距离。

实际上,号笛的可听距离极易变化,而且主要取决于天气情况,所订数值可作为典型性的,但在强风或在收听点周围有高噪声级的情况下,距离可大大减小。

(4) 方向性

方向性号笛的声压级,在轴线 $\pm 45^\circ$ 内的任何水平方向上,比轴线上的规定声压级至多只应低4分贝,在任何其他水平方向上的声压级,比轴线上的规定声压级至多只应低10分贝,以使任何方向上的可听距离

至少是轴线前方上可听距离的一半。声压级应在决定可听距离的那个 1 / 3 倍频带中测定。

(5) 号笛的安置

当方向性号笛作为船上唯一的号笛使用时 ,其安装应使最大声强朝着正前方。

号笛应安置在船上尽可能高的地方 , 使发出的声音少受遮蔽物的阻截 , 并使人员听觉受损害的危险降到最低程度。在船上收听点听到本船声号的声压级不应超过 1 1 0 分贝 (A)。并应尽可能不超过 1 0 0 分贝 (A)。

(6) 一个以上号笛的配置

如各号笛配置的间距大于 1 0 0 米 , 则应作出安排使其不致同时鸣放。

(7) 联合号笛系统

如果由于遮蔽物的存在 , 以致单一号笛或本节 (6) 所指号笛之一的声场可能有一个信号级大为减低的区域时 , 建议用一联合号笛系统以克服这种减低。就本规则而言 , 联合号笛系统作为单一号笛论。联合系统中各号笛的间距应不大于 1 0 0 米 , 并应作出安排使其同时鸣放。任一号笛的频率应与其他号笛的频率至少相差 1 0 赫。

2 . 号钟和号锣

(1) 声号的强度

号钟、号锣或其他具有类似声音特性的器具所发出的声压级 , 在距它 1 米处 , 应不少于 1 1 0 分贝。

(2) 构造

号钟和号锣应用抗蚀材料制成，其设计应能使之发出清晰的音调。长度为 20 米或 20 米以上的船舶，号钟口的直径应不小于 300 毫米，长度为 12 米或 12 米以上但小于 20 米的船舶，应不小于 200 毫米。如可行，建议用一个机动钟锤，以保证敲力稳定，但仍应可能用手操作，钟锤的质量应不小于号钟质量的 3 %。

3 . 认可

声号器具的构造性能及其在船上的安装，应符合船旗国的有关主管机关的要求。

附录四 遇险信号

1 . 下列信号，不论是一起或分别使用或显示，均表示遇险需要救助：

(1) 每隔约 1 分钟鸣炮或燃放其他爆炸信号一次；

(2) 以任何雾号器具连续发声；

(3) 以短的间隔，每次放一个抛射红星的火箭或信号弹；

(4) 无线电报或任何其他通信方法发出莫尔斯码组...——...(S O S) 的信号；

(5) 无线电话发出“梅代”① (M A Y D A Y) 语言的信号；注：也可用汉语拼音发出 M e i d a i 语音——译者。

(6) 《国际简语信号规则》中表示遇险的信号 N . C .；

(7) 由一面方旗放在一个球体或任何类似球形物体的上方或下方所

组成的信号；

- (8) 船上的火焰 (如从燃着的柏油桶、油桶等发出的火焰)；
- (9) 火箭降落伞式或手持式的红色突耀火光；
- (10) 放出橙色烟雾的信号；
- (11) 两臂侧伸，缓慢而重复地上下摆动；
- (12) 无线电报报警信号；
- (13) 无线电话报警信号；
- (14) 由应急无线电示位标发出的信号；
- (15) 由无线电通信系统发送的经认可的信号。

2 . 除为表示遇险需要救助外，禁止使用或显示上述任何信号以及可能与上述任何信号相混淆的其他信号。

3 . 应注意《国际信号规则》的有关部分，《商船搜寻和救助手册》以及下述的信号：

- (1) 一张橙色帆布上带有一个黑色正方形和圆圈或者其他合适的符号 (供空中识别)；
- (2) 海水染色标志。

1972 年国际海上避碰规则若干条文的统一运用指南

(政府间海事协商组织 1982 年 4 月 5 日 MSC / circ 322 号通函)

下列指南是给海员们及其他有关方面在运用 1972 年国际海上避碰规则若干条文时，提供帮助。

1 . 对于第三条第 8 款“限于吃水的船舶”一词的定义的说明

决定船舶是否限于吃水的因素，不仅是水深而且还有可航水域的宽度。当决定这个问题时，还应适当考虑到小量的富裕水深对于船舶操纵性能和船舶偏离其所驶航向的能力的影响。一艘船舶以小量的富裕水深在一个水域航行时，如果有足够的水域采取避让行动，就不能视为一艘限于吃水的船舶。

2 . 对于运用第三条第 9 款“在航”一词的说明

在运用“在航”一词的定义时，航海人员还应注意到第三十五条第 2 款，该款指出一艘船舶可以是在航，但已停车并且不对水移动。

3 . 对于运用第九条第 2、3 和 4 款，第十条第 9 和 10 款与第十八条第 4 款中“不应妨碍”一词的说明

当要求一艘船舶不妨碍另一艘船舶的通行时，该船应尽可能采用避免发生碰撞危险的方法航行。但如碰撞危险的局面已经发生，则应遵守有关驾驶和航行规则。

4 . 对于第十条和第二章第二、三节之间的关系的说明

在经海协批准的分道通航制区域内或其附近航行的船舶，特别应该遵守 1972 年国际海上避碰规则第十条的规定，以减少与他船发生碰撞危险。如果认为与他船存在碰撞危险，则 1972 年国际海上避碰规则的其他规定，特别是第二章第二、三节的规定全都应予遵守。

5 . 对于第十条第 2 款 (1) 项在通航分道内转移的说明

下述情况属于谨慎驾驶的通常做法并符合 1972 年国际海上避碰规则第十条的规定，即一艘船舶在使用通航分道时，可以在分道内从一

侧转移到另一侧，但在进行此种转移时，应与分道的船舶总流向形成尽可能小的交角。

6．对于第十条第4款小船使用沿岸通航带的说明

为了遵守第十条第4款的规定和安全航行，长度小于20米的船或帆船，即使是过境航行，也可以使用沿岸通航带。

7．对于第十八条第4款与第二章第二和三节之间的关系的说明

一艘限于吃水的船舶，当与另一艘船在交叉相遇或对遇的局面下存在碰撞危险时，应作为机动船遵守有关的驾驶与航行规则。在显示第二十八条规定的信号情况下，应将机器作好随时操纵的准备，并用第六条规定所要求的安全航速行驶。

INTERNATIONAL CONVENTION FOR PREVENTING
COLLISIONS AT SEA, 1972

【注】 (CONSOLIDATED TEXT, 1989)

TABLE OF CONTENTS

Convention on the International Regulations for Preventing Collisions at
Sea, 1972

International Regulations for Preventing Collisions at Sea, 1972

Part A-General

Part B-Steering and sailing rules

Part C-Lights and shapes

Part D-Sound and light signals

Part E-Exemptions

Annex I Positioning and technical details of lights and shapes

Annex II Additional signals for fishing vessels fishing in close
proximity

Annex III Technical details of sound signal appliances

Annex IV Distress signals

Guidance for the uniform application of certain rules of the 1972
Collision Regulations

Whole document

CONVENTION ON THE INTERNATIONAL REGULATIONS FOR
PREVENTING COLLISIONS AT
SEA, 1972

The Parties to the present Convention,

DESIRING to maintain a high level of safety at sea,

MINDFUL of the need to revise and bring up to date the International
Regulations for Preventing Collisions at Sea annexed to the Final Act of
the International Conference on Safety of Life at Sea, 1960,

HAVING CONSIDERED those Regulations in the light of developments since

they were approved,

HAVE AGREED as follows:

ARTICLE I General Obligations

The Parties to the present Convention undertake to give effect to the Rules and other Annexes constituting the International Regulations for Preventing Collisions at Sea, 1972, (hereinafter referred to as "the Regulations") attached hereto.

ARTICLE II Signature, Ratification, Acceptance, Approval and Accession

1. The present Convention shall remain open for signature until 1 June 1973 and shall thereafter remain open for accession.

2. States Members of the United Nations, or of any of the Specialized Agencies, or the International Atomic Energy Agency, or Parties to the Statute of the International Court of Justice may become Parties to this Convention by:

(a) signature without reservation, as to ratification, acceptance or approval;

(b) signature subject to ratification, acceptance or approval; followed by ratification, acceptance or approval; or

(c) accession.

3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Inter-Governmental Maritime Consultative organization (hereinafter referred to as "the Organization") which shall inform the Governments of States that have signed or acceded to the present Convention of the deposit of each instrument and of the date of its deposit.

ARTICLE III Territorial Application

1. The United Nations in cases where they are the administering authority for a territory, or any Contracting Party responsible for the international relations of a territory, may at any time by notification in writing to the Secretary-General of the Organization (hereinafter referred to as "the Secretary-General"), extend the application of this Convention to such a territory.

2. The present Convention shall, upon the date of receipt of the notification or from such other date as may be specified in the notification, extend to the territory named therein.

3. Any notification made in accordance with paragraph 1 of this Article may be withdrawn in respect of any territory mentioned in that notification and the extension of this Convention to that territory shall cease to apply after one year or such longer period as may be specified at the time of the withdrawal.

4. The Secretary-General shall inform all Contracting Parties of the notification of any extension or withdrawal of any extension communicated under this Article.

ARTICLE IV Entry into Force

1. (a) The present Convention shall enter into force twelve months after the date on which at least 15 States, the aggregate of whose merchant fleets constitutes not less than 65 per cent by number or by tonnage of the world fleet of vessels of 100 gross tons and over have become Parties to it, whichever is achieved first.

(b) Notwithstanding the provisions in sub-paragraph (a) of this paragraph, the present Convention shall not enter into force before 1

January 1976.

2. Entry into force for States which ratify, accept, approve or accede to this Convention in accordance with Article II after the conditions prescribed in subparagraph 1 (a) have been met and before the Convention enters into force, shall be on the date of entry into force of the Convention.

3. Entry into force for States which ratify, accept, approve or accede after the date on which this Convention enters into force, shall be on the date of deposit of an instrument in accordance with Article II.

4. After the date of entry into force of an amendment to this Convention in accordance with paragraph 4 of Article VI, any ratification, acceptance, approval or accession shall apply to the Convention as amended.

5. On the date of entry into force of this Convention, the Regulations replace and abrogate the International Regulations for Preventing Collisions at Sea 1960.

6. The Secretary-General shall inform the Governments of States that have signed or acceded to this Convention of the date of its entry into force.

ARTICLE V Revision Conference

1. A Conference for the purpose of revising this Convention or the Regulations or both may be convened by the Organization.

2. The Organization shall convene a Conference of Contracting Parties for the purpose of revising this Convention or the Regulations or both at the request of not less than one-third of the Contracting Parties.

ARTICLE VI Amendments to the Regulations

1. Any amendment to the Regulations proposed by a Contracting Party shall be considered in the Organization at the request of that Party.

2. If adopted by a two-thirds majority of those present and voting in the Maritime Safety Committee of the Organization, such amendment shall be communicated to all Contracting Parties and Members of the Organization at least six months prior to its consideration by the Assembly of the Organization. Any Contracting Party which is not a Member of the Organization shall be entitled to participate when the amendment is considered by the Assembly.

3. If adopted by a two-thirds majority of those present and voting in the Assembly, the amendment shall be communicated by the

Secretary-General

to all Contracting Parties for their acceptance.

4. Such an amendment shall enter into force on a date to be determined by the Assembly at the time of its adoption unless, by a prior date determined by the Assembly at the same time, more than one-third of the Contracting Parties notify the Organization of their objection to the amendment. Determination by the Assembly of the dates referred to in this paragraph shall be by a two-thirds majority of those present and voting.

5. On entry into force any amendment shall, for all Contracting Parties which have not objected to the amendment, replace and supersede any previous provision to which the amendment refers.

6. The Secretary-General shall inform all Contracting Parties and Members of the Organization of any request and communication under this Article and the date on which any amendment enters into force.

ARTICLE VII Denunciation

1. The present Convention may be denounced by a Contracting Party at any time after the expiry of five years from the date on which the Convention entered into force for that Party.

2. Denunciation shall be effected by the deposit of an instrument with

the Organization. The Secretary-General shall inform all other Contracting Parties of the receipt of the instrument of denunciation and of the date of its deposit.

3. A denunciation shall take effect one year, or such longer period as may be specified in the instrument, after its deposit.

ARTICLE VIII Deposit and Registration

1. The present Convention and the Regulations shall be deposited with the Organization, and the Secretary-General shall transmit certified true copies thereof to all Governments of states that have signed this Convention or acceded to it.

2. When the present Convention enters into force, the text shall be transmitted by the Secretary-General to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

ARTICLE IX Languages

The present Convention is established, together with the Regulations,

in a single copy in the English and French languages, both texts being equally authentic. Official translations in the Russian and Spanish languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned* being duly authorized their respective Governments for that purpose have signed the present Convention.

[* Signatures omitted.]

DONE AT LONDON this twentieth day of October one thousand nine hundred and seventy-two.

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

PART A-GENERAL

Rule 1 Application

(a) These Rules shall apply to all vessels upon the high seas and in

all waters connected therewith navigable by seagoing vessels.

(b) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by sea-going vessels. Such special rules shall conform as closely as possible to these Rules.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any State with respect to additional station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights or shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights, shapes or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light, shape or signal authorized elsewhere under these Rules.

(d) Traffic separation schemes may be adopted by the Organization for the purpose of these Rules.

(e) Whenever the Government concerned shall have determined that a vessel of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, such vessel shall comply with such other provisions in regard to the number,

position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel.

Rule 2 Responsibility

(a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

Rule 3 General Definitions

For the purpose of these Rules, except where the context otherwise requires:

(a) The word "vessel" includes every description of water craft, including nondisplacement craft and seaplanes, used or capable of being used as a means of transportation on water.

(b) The term "power-driven vessel" means any vessel propelled by machinery.

(c) The term "sailing vessel" means any vessel under sail provided that propelling machinery, if fitted, is not being used.

(d) The term "vessel engaged in fishing" means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict manoeuvrability.

(e) The word "seaplane" includes any aircraft designed to manoeuvre on the water.

(f) The term "vessel not under command" means a vessel which through some exceptional circumstance is unable to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel.

(g) The term "vessel restricted in her ability to manoeuvre" means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel. The term "vessels restricted in their

ability to manoeuvre" shall include but not be limited to:

- (i) a vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;
- (ii) a vessel engaged in dredging, surveying or underwater operations;
- (iii) a vessel engaged in replenishment or transferring persons, provisions or cargo while underway;
- (iv) a vessel engaged in the launching or recovery of aircraft;
- (v) a vessel engaged in mine clearance operations;
- (vi) a vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.

(h) The term "vessel constrained by her draught" means a power-driven vessel which, because of her draught in relation to the available depth and width of navigable water, is severely restricted in her ability to deviate from the course she is following.

(i) The word "underway" means that a vessel is not at anchor, or made fast to the shore, or aground.

(j) The words "length" and "breadth" of a vessel mean her length overall and greatest breadth.

(k) Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.

(l) The term "restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes.

PART B-STEERING AND SAILING RULES

SECTION 1-CONDUCT OF VESSELS IN ANY CONDITION OF VISIBILITY

Rule 4 Application

Rules in this Section apply in any condition of visibility.

Rule 5 Look-out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of

the situation and of the risk of collision.

Rule 6 Safe Speed

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:

(a) By all vessels:

- (i) the state of visibility;
- (ii) the traffic density including concentrations of fishing vessels or any other vessels;
- (iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
- (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;
- (v) the state of wind, sea and current, and the proximity of navigational hazards;
- (vi) the draught in relation to the available depth of water.

(b) Additionally, by vessels with operational radar:

- (i) the characteristics, efficiency and limitations of the radar equipment;
- (ii) any constraints imposed by the radar range scale in use;
- (iii) the effect on radar detection of the sea state, weather and other sources of interference;
- (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
- (v) the number, location and movement of vessels detected by radar;
- (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

Rule 7 Risk of Collision

(a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

(b) Proper use shall be made of radar equipment if fitted and

operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

(d) In determining if risk of collision exists the following considerations shall be among those taken into account:

(i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;

(ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

Rule 8 Action to avoid Collision

(a) Any action to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

(b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of

small alterations of course and/or speed should be avoided.

(c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.

(d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.

(e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.

(f) (i) A vessel which, by any of these rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea-room for the safe passage of the other vessel.

(ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the rules of this part.

(iii) A vessel the passage of which is not to be impeded remains

fully obliged to comply with the rules of this part when the two vessels are approaching one another so as to involve risk of collision.

Rule 9 Narrow Channels

(a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

(b) A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within narrow channel or fairway.

(c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34 (d) if in doubt as to the intention of the crossing vessel.

(e) (i) In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe

passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c)(i). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34 (c)(ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d).

(ii) This Rule does not relieve the overtaking vessel of her obligation under Rule 13.

(f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).

(g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

Rule 10 Traffic Separation Schemes

(a) This rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.

(b) A vessel using a traffic separation scheme shall:

(i) proceed in the appropriate traffic lane in the general

direction of traffic flow for that lane;

(ii) so far as practicable keep clear of a traffic separation line or separation zone;

(iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

(c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.

(d) (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 metres in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.

(ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

(e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:

(i) in cases of emergency to avoid immediate danger;

- (ii) to engage in fishing within a separation zone.
- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.
- (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j) A vessel of less than 20 metres in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.
- (k) A vessel restricted in her ability to manoeuvre when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.
- (l) A vessel restricted in her ability to manoeuvre when engaged in an operation for the laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

SECTION II-CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER

Rule 11 Application

Rules in this section apply to vessels in sight of one another.

Rule 12 Sailing Vessels

(a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

(i) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;

(ii) when both have the wind on the same side, the vessel which is to wind-ward shall keep out of the way of the vessel which is to leeward;

(iii) if a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the

way of the other.

(b) For the purposes of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

Rule 13 Overtaking

(a) Notwithstanding anything contained in the Rules of Part B, Sections I and II, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.

(c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the

overtaken vessel until she is finally past and clear.

Rule 14 Head-on Situation

(a) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.

(b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line and/or both sidelights and by day she observes the corresponding aspect of the other vessel.

(c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

Rule 15 Crossing Situation

When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

Rule 16 Action by Give-way Vessel

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

Rule 17 Action by Stand-on Vessel

(a) (i) Where one of two vessels is to keep out of the way the other shall keep her course and speed.

(ii) The latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.

(b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.

(c) A power-driven vessel which takes action in a crossing situation

in accordance with sub-paragraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.

(d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.

Rule 18 Responsibilities between Vessels

Except where Rules 9, 10 and 13 otherwise require:

(a) A power-driven vessel underway shall keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to manoeuvre;
- (iii) a vessel engaged in fishing;
- (iv) a sailing vessel.

(b) A sailing vessel underway shall keep out of the way of:

- (i) a vessel not under command;
- (ii) a vessel restricted in her ability to manoeuvre;
- (iii) a vessel engaged in fishing.

(c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:

- (i) a vessel not under command;

(ii) a vessel restricted in her ability to manoeuvre.

(d) (i) Any vessel other than a vessel not under command or a vessel restricted in her ability to manoeuvre shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draught, exhibiting the signals in Rule 28.

(ii) A vessel constrained by her draught shall navigate with particular caution having full regard to her special condition.

(c) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the Rules of this Part.

SECTION III-CONDUCT OF VESSELS IN RESTRICTED VISIBILITY

Rule 19 Conduct of Vessels in Restricted Visibility

(a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.

(b) Every vessel shall proceed at a safe speed adapted to the

prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate manoeuvre.

(c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of Section I of this Part.

(d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:

(i) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken;

(ii) an alteration of course towards a vessel abeam or abaft the beam.

(e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.

PART C-LIGHTS AND SHAPES

Rule 20 Application

- (a) Rules in this Part shall be complied with in all weathers.
- (b) The Rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.
- (c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.
- (d) The Rules concerning shapes shall be complied with by day.
- (e) The lights and shapes specified in these Rules shall comply with the provisions of Annex I to these Regulations.

Rule 21 Definitions

(a) "Masthead light" means a white light placed over the fore and aft centreline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel.

(b) "Sidelights" means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 metres in length the sidelights may be combined in one Lantern carried on the fore and aft centreline of the vessel.

(c) "Sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.

(d) "Towing light" means a yellow light having the same characteristics as the "sternlight" defined in paragraph (c) of this Rule.

(e) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.

(f) "Flashing light" means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.

Rule 22 Visibility of Lights

The lights prescribed in these Rules shall have an intensity as specified in Section 8 of Annex I to these Regulations so as to be visible at the following minimum ranges:

(a) In vessels of 50 metres or more in length:

- a masthead light, 6 miles;
- a sidelight, 3 miles;
- a sternlight, 3 miles;
- a towing light, 3 miles;
- a white, red, green or yellow all-round light, 3 miles.

(b) In vessels of 12 metres or more in length but less than 50 metres in length:

- a masthead light, 5 miles; except that where the length of the vessel is less than 20 metres, 3 miles;
- a sidelight, 2 miles;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles.

(c) In vessels of less than 12 metres in length:

- a masthead light, 2 miles;
- a sidelight, 1 miles;

- a sternlight, 2 miles;
 - a towing light, 2 miles;
 - a white, red, green or yellow all-round light, 2 miles.
- (d) In inconspicuous, partly submerged vessels or objects being towed:
- a white all-round light, 3 miles.

Rule 23 Power-driven Vessels underway

- (a) A power-driven vessel underway shall exhibit:
- (i) a masthead light forward;
 - (ii) a second masthead light abaft of and higher than the forward one; except that a vessel of less than 50 metres in length shall not be obliged to exhibit such light but may do so;
 - (iii) sidelights;
 - (iv) a sternlight.
- (b) An air-cushion vessel when operating in the non-displacement mode shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit an all-round flashing yellow light.
- (c) (i) A power-driven vessel of less than 12 metres in length may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and sidelights;

(ii) a power-driven vessel of less than 7 metres in length whose maximum speed does not exceed 7 knots may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and shall, if practicable, also exhibit sidelights;

(iii) the masthead light or all-round white light on a power-driven vessel of less than 12 metres in length may be displaced from the fore and aft centreline of the vessel if centreline fitting is not practicable, provided that the sidelights are combined in one lantern which shall be carried on the fore and aft centreline of the vessel or located as nearly as practicable in the same fore and aft line as the masthead light or the all-round white light.

Rule 24 Towing and Pushing

(a) A power-driven vessel when towing shall exhibit:

(i) instead of the light prescribed in Rule 23(a)(i) or (a)(ii), two masthead lights in a vertical line. When the length of the tow, measuring from the stern of the towing vessel to the after end of the tow exceeds 200 metres, three such lights in a vertical line;

(ii) sidelights;

(iii) a sternlight;

(iv) a towing light in a vertical line above the sternlight;

(v) when the length of the tow exceeds 200 metres, a diamond shape where it can best be seen.

(b) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Rule 23.

(c) A power-driven vessel when pushing ahead or towing alongside, except in the case of a composite unit, shall exhibit:

(i) instead of the light prescribed in Rule 23(a)(i) or (a)(ii), two masthead lights in a vertical line;

(ii) sidelights;

(iii) a sternlight.

(d) A power-driven vessel to which paragraph (a) or (c) of this Rule applies shall also comply with Rule 23 (a)(ii).

(e) A vessel or object being towed, other than those mentioned in paragraph (g) of this Rule, shall exhibit:

(i) sidelights;

(ii) a sternlight;

(iii) when the length of the tow exceeds 200 metres, a diamond shape where it can best be seen.

(f) Provided that any number of vessels being towed alongside or pushed in a group shall be lighted as one vessel:

(i) a vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end, sidelights;

(ii) a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights.

(g) An inconspicuous, partly submerged vessel or object, or combination of such vessels or objects being towed, shall exhibit:

(i) if it is less than 25 metres in breadth, one all-round white light at or near the forward end and one at or near the after end except that dracones need not exhibit a light at or near the forward and;

(ii) if it is 25 metres or more in breadth, two additional all-round white lights at or near the extremities of its breadth;

(iii) if it exceeds 100 metres in length, additional all-round white lights between the lights prescribed in sub-paragraphs (i) and (ii) so that the distance between the lights shall not exceed 100 metres;

(iv) a diamond shape at or near the aftermost extremity of the last vessel or object being towed and if the length of the tow exceeds 200 metres an additional diamond shape where it can best be seen and located as far forward as is practicable.

(h) Where from any sufficient cause it is impracticable for a vessel or object being towed to exhibit the lights or shapes prescribed in paragraph (e) or (g) of this Rule, all possible measures shall be taken to

light the vessel or object towed or at least to indicate the presence of such vessel or object.

(i) Where from any sufficient cause it is impracticable for a vessel not normally engaged in towing operations to display the lights prescribed in paragraph (a) or (c) of this Rule, such vessel shall not be required to exhibit those lights when engaged in towing another vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing vessel and the vessel being towed as authorized by Rule 36, in particular by illuminating the towline.

Rule 25 Sailing Vessels underway and Vessels under Oars

(a) A sailing vessel underway shall exhibit:

- (i) sidelights;
- (ii) a sternlight.

(b) In a sailing vessel of less than 20 metres in length the lights prescribed in paragraph (a) of this Rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.

(c) A sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit at or near the top of

the mast, where they can best be seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule.

(d) (i) A sailing vessel of less than 7 metres in length shall, if practicable, exhibit the lights prescribed in paragraph (a) or (b) of this Rule, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

(ii) A vessel under oars may exhibit the lights prescribed in this Rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

(e) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downwards.

Rule 26 Fishing Vessels

(a) A vessel engaged in fishing, whether underway or at anchor, shall exhibit only the lights and shapes prescribed in this Rule.

(b) A vessel when engaged in trawling, by which is meant the dragging through the water of a dredge net or other apparatus used as a fishing appliance, shall exhibit.

(i) two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other; a vessel of less than 20 metres in length may instead of this shape exhibit a basket;

(ii) a masthead light abaft of and higher than the all-round green light; a vessel of less than 50 metres in length shall not be obliged to exhibit such a light but may do so;

(iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

(c) A vessel engaged in fishing, other than trawling shall exhibit:

(i) two all-round lights in a vertical line, the upper being red and the lower white, or a shape consisting of two cones with apexes together in a vertical line one above the other; a vessel of less than 20 metres in length may instead of this shape exhibit a basket;

(ii) when there is outlying gear extending more than 150 metres horizontally from the vessel, an all-round white light or a cone apex upwards in the direction of the gear;

(iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

(d) A vessel engaged in fishing in close proximity to other vessels engaged in fishing may exhibit the additional signals described in Annex II to these Regulations.

(e) A vessel when not engaged in fishing shall not exhibit the lights or shapes prescribed in this Rule, but only those prescribed for a vessel of her length.

Rule 27 Vessels not under Command or Restricted in their Ability to Manoeuvre

(a) A vessel not under command shall exhibit:

(i) two all-round red lights in a vertical line where they can best be seen;

(ii) two balls or similar shapes in a vertical line where they can best be seen;

(iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

(b) A vessel restricted in her ability to manoeuvre, except a vessel engaged in mineclearance operations, shall exhibit:

(i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the

middle light shall be white;

(ii) three shapes in a vertical line where they can best be seen.

The highest and lowest of these shapes shall be balls and the middle one a diamond;

(iii) when making way through the water, a masthead light or lights, side-lights and a sternlight, in addition to the lights prescribed in sub-paragraph (i);

(iv) when at anchor, in addition to the lights or shapes prescribed in sub-paragraphs (i) and (ii), the light, lights or shape prescribed in Rule 30.

(c) A power-driven vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course shall, in addition to the lights or shapes prescribed in Rule 24(a), exhibit the lights or shapes prescribed in sub-paragraphs (b)(i) and (ii) of this Rule.

(d) A vessel engaged in dredging or underwater operations, when restricted in her ability to manoeuvre, shall exhibit the lights and shapes prescribed in sub-paragraphs (b)(i), (ii) and (iii) of this Rule and shall in addition, when an obstruction exists, exhibit:

(i) two all-round red lights or two balls in a vertical line to indicate the side on which the obstruction exists;

(ii) two all-round green lights or two diamonds in a vertical line

to indicate the side on which another vessel may pass;

(iii) when at anchor, the lights or shapes prescribed in this paragraph instead of the lights or shape prescribed in Rule 30.

(e) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit all lights and shapes prescribed in paragraph

(d) of this Rule, the following shall be exhibited:

(i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;

(ii) a rigid replica of the International Code flag "A" not less than 1 metre in height. Measures shall be taken to ensure its all-round visibility.

(f) A vessel engaged in mineclearance operations shall in addition to the lights prescribed for a power-driven vessel in Rule 23 or to the lights or shape prescribed for a vessel at anchor in Rule 30 as appropriate, exhibit three all-round green lights or three balls. One of these lights or shapes shall be exhibited near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach within 1000 metres of the mineclearance vessel.

(g) Vessels of less than 12 metres in length, except those engaged in

diving operations, shall not be required to exhibit the lights and shapes prescribed in this Rule.

(h) The signals prescribed in this Rule are not signals of vessels in distress and requiring assistance. Such signals are contained in Annex IV to these Regulations.

Rule 28 Vessels constrained by their Draught

A vessel constrained by her draught may, in addition to the lights prescribed for power-driven vessels in Rule 23, exhibit where they can best be seen three all-round red lights in a vertical line, or a cylinder.

Rule 29 Pilot Vessels

(a) A vessel engaged on pilotage duty shall exhibit:

(i) at or near the masthead, two all-round lights in a vertical line, the upper being white and the lower red;

(ii) when underway, in addition, sidelights and sternlight;

(iii) when at anchor, in addition to the lights prescribed in sub-paragraph (i), the light, lights or shape prescribed in Rule 30 for

vessels at anchor.

(b) A pilot vessel when not engaged on pilotage duty shall exhibit the lights or shapes prescribed for a similar vessel of her length.

Rule 30 Anchored Vessels and Vessels aground

(a) A vessel at anchor shall exhibit where it can best be seen:

(i) in the fore part, an all-round white light or one ball;

(ii) at or near the stern and at a lower level than the light prescribed in sub-paragraph (i), an all-round white light.

(b) A vessel of less than 50 metres in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (a) of this Rule.

(c) A vessel at anchor may, and a vessel of 100 metres and more in length, shall also use the available working or equivalent lights to illuminate her decks.

(d) A vessel aground shall exhibit the lights prescribed in paragraph (a) or (b) of this Rule and in addition, where they can best be seen:

(i) two all-round red lights in a vertical line;

(ii) three balls in a vertical line.

(e) A vessel of less than 7 metres in length, when at anchor, not in

or near a narrow channel, fairway or anchorage, or where other vessels normally navigate, shall not be required to exhibit the lights or shape prescribed in paragraphs (a) and (b) of this Rule.

(f) A vessel of less than 12 metres in length, when aground, shall not be required to exhibit the lights or shapes prescribed in sub-paragraphs (d)(i) and (ii) of this Rule.

Rule 31 Seaplanes

Where it is impracticable for a seaplane to exhibit lights and shapes of the characteristics or in the positions described in the Rules of this Part she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.

PART D-SOUND AND LIGHT SIGNALS

Rule 32 Definitions

(a) The word "whistle" means any sound signalling appliance capable of producing the prescribed blasts and which complies with the specifications

in Annex III to these Regulations.

(b) The term "short blast" means a blast of about one second's duration.

(c) The term "prolonged blast" means a blast of from four to six seconds' duration.

Rule 33 Equipment for Sound Signals

(a) A vessel of 12 metres or more in length shall be provided with a whistle and a bell and a vessel of 100 metres or more in length shall, in addition, be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell and gong shall comply with the specifications in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of the prescribed signals shall always be possible.

(b) A vessel of less than 12 metres in length shall not be obliged to carry the sound signalling appliances prescribed in paragraph (a) of this Rule but if she does not, she shall be provided with some other means of making an efficient sound signal.

Rule 34 Manoeuvring and Warning Signals

(a) When vessels are in sight of one another, a power-driven vessel underway, when manoeuvring as authorized or required by these Rules, shall indicate that manoeuvre by the following signals on her whistle:

- one short blast to mean "I am altering my course to starboard";
- two short blasts to mean "I am altering my course to port";
- three short blasts to mean "I am operating astern propulsion";

(b) Any vessel may supplement the whistle signals prescribed in paragraph (a) of this Rule by light signals, repeated as appropriate, whilst the manoeuvre is being carried out:

(i) these light signals shall have the following significance:

- one flash to mean "I am altering my course to starboard";
- two flashes to mean "I am altering my course to port";
- three flashes to mean "I am operating astern propulsion";

(ii) the duration of each flash shall be about one second, the interval between flashes shall be about one second, and the interval between successive signals shall be not less than ten seconds;

(iii) the light used for this signal shall, if fitted, be an

all-round white light, visible at a minimum range of 5 miles, and shall comply with the provisions of Annex I to these Regulations.

(c) When in sight of one another in a narrow channel or fairway:

(i) a vessel intending to overtake another shall in compliance with Rule 9 (e)(i) indicate her intention by the following signals on her whistle:

-two prolonged blasts followed by one short blast to mean "I intend to overtake you on your starboard side";

-two prolonged blasts followed by two short blasts to mean "I intend to overtake you on your port side".

(ii) the vessel about to be overtaken when acting in accordance with Rule 9 (e)(i) shall indicate her agreement by the following signal on her whistle:

-one prolonged, one short, one prolonged and one short blast, in that order.

(d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal

of at least five short and rapid flashes.

(e) A vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.

(f) If whistles are fitted on a vessel at a distance apart of more than 100 metres, one whistle only shall be used for giving manoeuvring and warning signals.

Rule 35 Sound Signals in restricted Visibility

In or near an area of restricted visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:

(a) A power-driven vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast.

(b) A power-driven vessel underway but stopped and making no way through the water shall sound at intervals of not more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds between them.

(c) A vessel not under command, a vessel restricted in her ability to manoeuvre, a vessel constrained by her draught, a sailing vessel, a vessel

engaged in fishing and a vessel engaged in towing or pushing another vessel shall, instead of the signals prescribed in paragraphs (a) or (b) of this Rule, sound at intervals of not more than 2 minutes three blasts in succession, namely one prolonged followed by two short blasts.

(d) A vessel engaged in fishing, when at anchor, and a vessel restricted in her ability to manoeuvre when carrying out her work at anchor, shall instead of the signals prescribed in paragraph (g) of this Rule sound the signal prescribed in paragraph (c) of this Rule.

(e) A vessel towed or if more than one vessel is towed the last vessel of the tow, if manned, shall at intervals of not more than 2 minutes sound four blasts in succession, namely one prolonged followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.

(f) When a pushed vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and shall give the signals prescribed in paragraphs (a) or (b) of this Rule.

(g) A vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds. In a vessel of 100 metres or more in length the bell shall be sounded in the forepart of the vessel and immediately after the ringing of the bell the gong shall be sounded rapidly for about 5 seconds in the after part of the vessel. A vessel at

anchor may in addition sound three blasts in succession, namely one short, one prolonged and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.

(h) A vessel aground shall give the bell signal and if required the gong signal prescribed in paragraph (g) of this Rule and shall, in addition, give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell. A vessel aground may in addition sound an appropriate whistle signal.

(i) A vessel of less than 12 metres in length shall not be obliged to give the above-mentioned signals but, if she does not, shall make some other efficient sound signal at intervals of not more than 2 minutes.

(j) A pilot vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraphs (a), (b) or (f) of this Rule Sound an identity signal consisting of four short blasts.

Rule 36 Signals to attract Attention

If necessary to attract the attention of another vessel any vessel may make light or sound signals that cannot be mistaken for any signal authorized elsewhere in these Rules, or may direct the beam of her searchlight in the direction of the danger, in such a way as not to

embarrass any vessel. Any light to attract the attention of another vessel shall be such that it cannot be mistaken for any aid to navigation. For the purpose of this Rule the use of high intensity intermittent or revolving lights, such as strobe lights, shall be avoided.

Rule 37 Distress Signals

When a vessel is in distress and requires assistance she shall use or exhibit the signals described in Annex IV to these Regulations.

PART E-EXEMPTIONS

Rule 38 Exemptions

Any vessel (or class of vessels) provided that she complies with the requirements of the International Regulations for Preventing Collisions at Sea, 1960, the keel of which is laid or which is at a corresponding stage of construction before the entry into force of these Regulations may be exempted from compliance therewith as follows:

(a) The installation of lights with ranges prescribed in Rule 22, until four years after the date of entry into force of these Regulations.

(b) The installation of lights with colour specifications as prescribed in Section 7 of Annex I to these Regulations, until four years after the date of entry into force of these Regulations.

(c) The repositioning of lights as a result of conversion from Imperial to metric units and rounding off measurement figures, permanent exemption.

(d) (i) The repositioning of masthead lights on vessels of less than 150 metres in length, resulting from the prescriptions of Section 3(a) of Annex I to these Regulations, permanent exemption.

(ii) The repositioning of masthead lights on vessels of 150 metres or more in length, resulting from the prescriptions of Section 3(a) of Annex I to these Regulations, until nine years after the date of entry into force of these Regulations.

(e) The repositioning of masthead lights resulting from the prescriptions of Section 2(b) of Annex I to these Regulations, until nine years after the date of entry into force of these Regulations.

(f) The repositioning of sidelights resulting from the prescriptions of Sections 2(g) and 3 (b) of Annex I to these Regulations, until nine years after the date of entry into force of these Regulations.

(g) The requirements for sound signal appliances prescribed in Annex

III to these Regulations, until nine years after the date of entry into force of these Regulations.

(h) The repositioning of all-round lights resulting from the prescription of Section 9(b) of Annex I to these Regulations, permanent exemption. ANNEX I POSITIONING AND TECHNICAL DETAILS OF LIGHTS AND SHAPES

1. Definition

The term "height above the hull" means height above the uppermost continuous deck. This height shall be measured from the position vertically beneath the location of the light.

2. Vertical positioning and spacing of lights

(a) On a power-driven vessel of 20 metres or more in length the masthead lights shall be placed as follows:

(i) the forward masthead light, or if only one masthead light is carried, then that light, at a height above the hull of not less than 6 metres, and, if the breadth of the vessel exceeds 6 metres, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 12 metres;

(ii) when two masthead lights are carried the after one shall be at least 4.5 metres vertically higher than the forward one.

(b) The vertical separation of masthead lights of power-driven vessels shall be such that in all normal conditions of trim the after light will be seen over and separate from the forward light at a distance of 1000 metres from the stem when viewed from sea level.

(c) The masthead light of a power-driven vessel of 12 metres but less than 20 metres in length shall be placed at a height above the gunwale of not less than 2.5 metres.

(d) A power-driven vessel of less than 12 metres in length may carry the uppermost light at a height of less than 2.5 metres above the gunwale. When however a masthead light is carried in addition to sidelights and a sternlight or the all-round light prescribed in Rule 23 (c)(i) is carried in addition to sidelights, then such masthead light or all-round light shall be carried at least 1 metre higher than the sidelights.

(e) One of the two or three masthead lights prescribed for a power-driver vessel when engaged in towing or pushing another vessel shall be placed in the same position as either the forward masthead light or the after masthead light, provided that, if carried on the aftermast, the lowest after masthead light shall be at least 4.5 metres vertically higher than the forward masthead light.

(f) (i) The masthead light or lights prescribed in Rule 23(a) shall be so placed as to be above and clear of all other lights and obstructions except prescribed in sub-paragraph (ii).

(ii) When it is impracticable to carry the all-round lights prescribed by Rule 27(b)(i) or Rule 28 below the masthead lights, they may be carried above the after masthead light(s) or vertically in between the forward masthead light(s) and after masthead light(s), provided that in the latter case the requirement of Section 3(c) of this Annex shall be complied with.

(g) The sidelights of a power-driven vessel shall be placed at a height above the hull not greater than three quarters of that of the forward masthead light. They shall not be so low as to be interfered with by deck lights.

(h) The sidelights, if in a combined lantern and carried on a power-driven vessel of less than 20 metres in length, shall be placed not less than 1 metre below the masthead light.

(i) When the Rules prescribe two or three lights to be carried in a vertical line, they shall be spaced as follows:

(i) on a vessel of 20 metres in length or more such lights shall be spaced not less than 2 metres apart, and the lowest of these lights shall, except where a towing light is required, be placed at a height of not less than 4 metres above the hull;

(ii) on a vessel of less than 20 metres in length such lights shall be spaced not less than 1 metre apart and the lowest of these lights shall, except where a towing light is required, be placed at a height of

not less than 2 metres above the gunwale.

(iii) when three lights are carried they shall be equally spaced.

(j) The lower of the two all-round lights prescribed for a vessel when engaged in fishing shall be at a height above the sidelights not less than twice the distance between the two vertical lights.

(k) The forward anchor light prescribed in Rule 30 (a)(i), when two are carried, shall not be less than 4.5 metres above the after one. On a vessel of 50 metres or more in length this forward anchor light shall be placed at a height of not less than 6 metres above the hull.

3. Horizontal positioning and spacing of lights

(a) When two masthead lights are prescribed for a power-driven vessel, the horizontal distance between them shall not be less than one half of the length of the vessel but need not be more than 100 metres. The forward light shall be placed not more than one quarter of the length of the vessel from the stem.

(b) On a power-driven vessel of 20 metres or more in length the sidelights shall not be placed in front of the forward masthead lights. They shall be placed at or near the side of the vessel.

(c) When the lights prescribed in Rule 27 (b)(i) or Rule 28 are placed vertically between the forward masthead light(s) and the after masthead light(s) these all-round lights shall be placed at a horizontal distance

of not less than 2 metres from the fore and aft centreline of the vessel in the athwartship direction.

4. Details of location of direction-indicating lights for fishing vessels, dredgers and vessels engaged in underwater operations

(a) The light indicating the direction of the outlying gear from a vessel engaged in fishing as prescribed in Rule 26 (c)(ii) shall be placed at a horizontal distance of not less than 2 metres and not more than 6 metres away from the two all-round red and white lights. This light shall be placed not higher than the all-round white light prescribed in Rule 26 (c)(i) and not lower than the sidelights.

(b) The lights and shapes on a vessel engaged in dredging or underwater operations to indicate the obstructed side and/or the side on which it is safe to pass, as prescribed in Rule 27 (d)(i) and (ii), shall be placed at the maximum practical horizontal distance, but in no case less than 2 metres, from the lights or shapes prescribed in Rule 27 (b)(i) and (ii). In no case shall the upper of these lights or shapes be at greater height than the lower of the three lights or shapes prescribed in Rule 27 (b)(i) and (ii).

5. Screens for sidelights

The sidelights of vessels of 20 metres or more in length shall be fitted with inboard screens painted matt black, and meeting the requirements of Section 9 of this Annex. On vessels of less than 20 metres

in length the sidelights, if necessary to meet the requirements of Section 9 of this Annex, shall be fitted with inboard matt black screens. With a combined lantern, using a single vertical filament and a very narrow division between the green and red sections, external screens need not be fitted.

6. Shapes

(a) Shapes shall be black and of the following sizes:

- (i) a ball shall have a diameter of not less than 0.6 metre;
 - (ii) a cone shall have a base diameter of not less than 0.6 metre and height equal to its diameter;
 - (iii) a cylinder shall have a diameter of at least 0.6 metre and a height of twice its diameter;
 - (iv) a diamond shape shall consist of two cones as defined in (ii) above having a common base.
- (b) The vertical distance between shapes shall be at least 1.5 metres.
- (c) In a vessel of less than 20 metres in length shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.

7. Colour specification of lights

The chromaticity of all navigation lights shall conform to the following standards, which lie within the boundaries of the area of the diagram specified for each colour by the International Commission on Illumination (CIE).

The boundaries of the area for each colour are given by indicating the corner co-ordinates, which are as follows:

(i) White

X 0.525 0.525 0.452 0.310 0.310 0.443

Y 0.382 0.440 0.440 0.348 0.283 0.382

(ii) Green

X 0.028 0.009 0.300 0.203

Y 0.385 0.723 0.511 0.356

(iii) Red

X 0.680 0.660 0.735 0.721

Y 0.320 0.320 0.265 0.259

(iv) Yellow

X 0.612 0.618 0.575 0.575

Y 0.382 0.382 0.425 0.406

8. Intensity of lights

(a) The minimum luminous intensity of lights shall be calculated by

using the formula:

$$I = 3.43 \times 10^{-6} \times T \times D^2 \times K$$

where I is luminous intensity in candelas under service conditions,

$$T = 2 \times 10^{-7} \text{ lux}$$

T is threshold factor

$$D$$

D is range of visibility (luminous range) of the light in nautical miles,

K is atmospheric transmissivity.

For prescribed lights the value of K shall be 0.8, corresponding to a meteorological visibility of approximately 13 nautical miles.

(b) A selection of figures derived from the formula is given in the following table:

Luminous range intensity of light in candelas for K=0.8				Range of visibility (Luminous range) of light in nautical miles	
D	I	D	I	D	I
1	3.43	2	13.72	3	30.87
4	54.88	5	85.75	6	151.68
7	166.01	8	221.18	10	343.00
10	343.00	12	509.22	15	1030.00
20	1372.00	25	2150.00	30	3430.00
30	3087.00	40	5488.00	50	15168.00
40	5488.00	60	15168.00	80	34300.00
50	8575.00	100	34300.00	100	34300.00

-----		1		0.9		2		4.3		3		12		4		27		-----
		5		52		6		94		-----								

NOTE: The maximum luminous intensity of navigation lights should be limited to avoid undue glare. This shall not be achieved by a variable control of the luminous intensity.

9. Horizontal sectors

(a) (i) In the forward direction, sidelights as fitted on the vessel shall show the minimum required intensities. The intensities shall decrease to reach practical cut-off between 1 degree and 3 degrees outside the prescribed sectors.

(ii) For sternlights and masthead lights at 22.5 degrees abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to 5 degrees within the limits of the sectors prescribed in Rule 21. From 5 degrees within the prescribed sectors the intensity may decrease by 50 per cent up to the prescribed limits; it shall decrease steadily to reach practical cut-off at not more than 5 degrees outside the prescribed sectors.

(b) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights prescribed in Rule 30, which need not be

placed at an impracticable height above the hull.

10. Vertical sectors

(a) The vertical sectors of electric lights as fitted, with the exception of lights on sailing vessels underway shall ensure that:

- (i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;
- (ii) at least 60 per cent of the required minimum intensity is maintained from 7.5 degrees above to 7.5 degrees below the horizontal.

(b) In the case of sailing vessels underway the vertical sectors of electric lights as fitted shall ensure that:

- (i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;
- (ii) at least 50 per cent of the required minimum intensity is maintained from 25 degrees above to 25 degrees below the horizontal.

(c) In the case of lights other than electric these specifications shall be met as closely as possible.

11. Intensity of non-electric lights

Non-electric lights shall so far as practicable comply with the minimum intensities, as specified in the Table given in Section 8 of this Annex.

12. Manoeuvring light

Notwithstanding the provisions of paragraph 2(f) of this Annex the

manoeuvring light described in Rule 34(b) shall be placed in the same fore and aft vertical plane as the masthead light or lights and, where practicable, at a minimum height of 2 metres vertically above the forward masthead light, provided that it shall be carried not less than 2 metres vertically above or below the after masthead light. On a vessel where only one masthead light is carried the manoeuvring light, if fitted, shall be carried where it can best be seen, not less than 2 metres vertically apart from the masthead light.

13. Approval

The construction of lights and shapes and the installation of lights on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly. ANNEX II
ADDITIONAL SIGNALS FOR FISHING VESSELS FISHING IN CLOSE
PROXIMITY

1. General

The Lights mentioned herein shall, if exhibited in pursuance of Rule 26(d), be placed where they can best be seen. They shall be at least 0.9 metre apart but at a lower level than lights prescribed in Rule 26 (b)(i) and (c)(i). The lights shall be visible all round the horizon at a distance of at least 1 mile but at a lesser distance than the lights prescribed by these Rules for fishing vessels.

2. Signals for trawlers

(a) Vessels when engaged in trawling, whether using demersal or pelagic gear, may exhibit:

- (i) when shooting their nets: two white lights in a vertical line;
- (ii) when hauling their nets: one white light over one red light in a vertical line;
- (iii) when the net has come fast upon an obstruction: two red lights in a vertical line.

(b) Each vessel engaged in pair trawling may exhibit:

- (i) by night, a searchlight directed forward and in the direction of the other vessel of the pair;
- (ii) when shooting or hauling their nets or when their nets have come fast upon an obstruction, the lights prescribed in 2(a) above.

3. Signals for purse seines

Vessel engaged in fishing with purse seine gear may exhibit two yellow lights in a vertical line. These lights shall flash alternately every second and with equal light and occultation duration. These lights may be exhibited only when the vessel is hampered by its fishing gear. ANNEX III

TECHNICAL DETAILS OF SOUND SIGNAL APPLIANCES

1. Whistles

(a) Frequencies and range of audibility

The fundamental frequency of the signal shall lie within the range 70-700Hz.

The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700Hz (± 1 per cent) and which provide the sound pressure levels specified in paragraph 1(c) below.

(b) Limits of fundamental frequencies

To ensure a wide variety of whistle characteristics, the fundamental frequency of a whistle shall be between the following limits:

- (i) 70-200Hz, for a vessel 200 metres or more in length;
- (ii) 130-350Hz, for a vessel 75 metres but less than 200 metres in length;
- (iii) 250-700Hz, for a vessel less than 75 metres in length.

(c) Sound signal intensity and range of audibility

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 metre from it, a sound pressure level in at least one $1/3$ rd octave band within the range of frequencies 180-700Hz (± 1 per cent) of not less than the appropriate

figure given in the table below.

----- 1/3rd-o									
ctave band		Length of vessel		level at 1 metre		Audibility range			
in		in metres		in dB referred to		nautical			
miles		-5 2		2×10 N/m		----- -----			
----- -----		200 or more		143		2		75 but less	
than 200		138		1.5		20 but less than 75		130 1 less than	
20		120		0.5		-----			

The range of audibility in the table above is for information and is approximately the range at which a whistle may be heard on its forward axis with 90 per cent probability in conditions of still air on board a vessel having average background noise level at the listening posts (taken to be 68 dB in the octave band centred on 250 Hz and 63 dB in the octave band centred on 500Hz).

In practice the range at which a whistle may be heard is extremely variable and depends critically on weather conditions; the values given can be regarded as typical but under conditions of strong wind or high ambient noise level at the listening post the range may be much reduced.

(d) Directional properties

The sound pressure level of a directional whistle shall be not more

than 4 dB below the prescribed sound pressure level on the axis at any direction in the horizontal plane within ± 45 degrees of the axis. The sound pressure level at any other direction in the horizontal plane shall be not more than 10 dB below the prescribed sound pressure level on the axis, so that the range in any direction will be at least half the range on the forward axis. The sound pressure level shall be measured in that 1/3rd-octave band which determines the audibility range.

(e) Positioning of whistles

When a directional whistle is to be used as the only whistle on a vessel, it shall be installed with its maximum intensity directed straight ahead.

A whistle shall be placed as high as practicable on a vessel, in order to reduce interception of the emitted sound by obstructions and also to minimize hearing damage risk to personnel. The sound pressure level of the vessel's own signal at listening posts shall not exceed 110 dB (A) and so far as practicable should not exceed 100 dB (A).

(f) Fitting of more than one whistle

If whistles are fitted at a distance apart of more than 100 metres, it shall be so arranged that they are not sounded simultaneously.

(g) Combined whistle systems

If due to the presence of obstructions the sound field of a single whistle or one of the whistles referred to in paragraph 1 (f) above is

likely to have a zone of greatly reduced signal level, it is recommended that a combined whistle system be fitted so as to overcome this reduction. For the purposes of the Rules a combined whistle system is to be regarded as a single whistle. The whistles of a combined system shall be located at a distance apart of not more than 100 metres and arranged to be sounded simultaneously. The frequency of any one whistle shall differ from those of the others by at least 10Hz.

2. Bell or gong

(a) Intensity of signal

A bell or gong, or other device having similar sound characteristics shall produce a sound pressure level of not less than 110 dB at a distance of 1 metre from it.

(b) Construction

Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 metres or more in length, and shall be not less than 200 mm for vessels of 12 metres or more but of less than 20 metres in length. Where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3 per cent of the mass of the bell.

3. Approval

The construction of sound signal appliances, their performance and their installation on board the vessel shall be to the satisfaction of the appropriate authority of the State whose flag the vessel is entitled to fly. ANNEX IV DISTRESS SIGNALS

1. The following signals, used or exhibited either together or separately, indicate distress and need of assistance:

- (a) a gun or other explosive signal fired at intervals of about a minute;
- (b) a continuous sounding with any fog-signalling apparatus;
- (c) rockets or shells, throwing red stars fired one at a time at short intervals;
- (d) a signal made by radiotelegraphy or by any other signalling method consisting of the group ...--... (SOS) in the Morse Code;
- (e) a signal sent by radiotelephony consisting of the spoken word "Mayday";
- (f) the International Code Signal of distress indicated by N.C.;
- (g) a signal consisting of a square flag having above or below it a ball or anything resembling a ball;
- (h) flames on the vessel (as from a burning tar barrel, oil barrel, etc.);
- (i) a rocket parachute flare or a hand flare showing a red light;

- (j) a smoke signal giving off orange-coloured smoke;
- (k) slowly and repeatedly raising and lowering arms outstretched to each side;
- (l) the radiotelegraph alarm signal;
- (m) the radioteleph one alarm signal;
- (n) signals transmitted by emergency positioning-indicating radio beacons;
- (o) approved signals transmitted by radio communication systems.

2. The use or exhibition of any of the foregoing signals except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals is prohibited.

3. Attention is drawn to the relevant sections of the International Code of Signals, the Merchant Ship Search and Rescue Manual and the following signals:

- (a) a piece of orange-coloured canvas with either a black square and circle or other appropriate symbol (for identification from the air);

- (b) a dye marker. GUIDANCE FOR THE UNIFORM APPLICATION OF CERTAIN RULES OF THE 1972 COLLISION REGULATIONS (MSC/circ 332 on 5 April 1982,

IMCO)

The following guidance is provided to assist seafarers and all others concerned in the application of certain rules of the International Regulations for Preventing Collisions at Sea, 1972;

1. Clarification of the definition "Vessel constrained by her draught", Rule 3 (h)

Not only the depth of water but also the available navigable water width should be used as a factor to determine whether a vessel may be regarded as constrained by her draught. When determining this, due account should also be taken of the effect of a small underkeel clearance on manoeuvrability of the vessel and thus her ability to deviate from the course she is following. A vessel navigating in an area with a small underkeel clearance but with adequate space to take avoiding action should not be regarded as a vessel constrained by her draught.

2. Clarification of the application of the word "underway", Rule 3(i)

When applying the definition of the term "underway" mariners should also have regard to Rule 35(b) where it is indicated that a vessel may be underway but stopped and making no way through the water.

3. Clarification of the implication of the words "not to impede" as appearing in Rules 9 (b), (c) and (d), 10(i) and (j) and 18(d)

When a vessel is required not to impede the passage of another vessel,

such vessel shall so far as practicable navigate in such a way as to avoid the development of risk of collision. If, however, a situation has developed so as to involve risk of collision, the relevant Steering and Sailing Rules shall be complied with.

4. Clarification of the relation between Rule 10 and the Rules of Part B, Sections II and III

A vessel navigating in or near a traffic separation scheme adopted by the Organization shall, in particular, comply with Rule 10 of the International Regulations for Preventing collisions at Sea, 1972, to minimize the development of risk of collision with another vessel. The other Rules of the 1972 Collision Regulation apply in all respects, and particularly the Rules of Part B, Sections II and III, if risk of collision with another vessel is deemed to exist.

5. Clarification of the transference within a lane, Rule 10(b)(i)

It is within the ordinary practice of prudent seamanship and in keeping with the provisions of Rule 10 of the 1972 Collision Regulations that a vessel using a traffic lane may make a transfer within a lane from one side to the other, provided such a transfer is accomplished at as small an angle to the general direction of traffic flow as is practicable.

6. Clarification on the use on inshore traffic zones by small vessels, Rule 10(d)

To comply with Rule 10(j) and for reasons of safe navigation a vessel of less than 20 metres in length or a sailing vessel, even when through traffic, may use inshore traffic zones.

7. Clarification of the relation between Rule 18(d) and the Rules of Part B, Sections II and III

A vessel constrained by her draught shall, when risk of collision with another vessel in a crossing or head-on situation exists, apply the relevant Steering and Sailing Rules as a power-driven vessel. She should, when showing the signals prescribed by Rule 28, have her engines ready for immediate manoeuvre and proceed at a safe speed as required by Rule 6.