

附录 II

1972 年国际海上避碰规则

(2001 年修订版)

第一章 总 则

第 一 条

适 用 范 围

1. 本规则条款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. 本规则条款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条款。

3. 本规则条款不妨碍各国政府为军舰及护航下的船舶所制定的关于额外的队形灯、信号灯、号型或号笛，或者为结队从事捕鱼的渔船所制定的关于额外的队形灯、信号灯、号型的任何特殊规定的实施。这些额外的队形灯、信号灯、号型或号笛，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、号型或信号。

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，某种特殊结构或用途的船舶，如不能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条款要求的规定。

**Convention on the International Regulations
for Preventing Collisions at Sea, 1972
(COLREGs)**

The 2001 amendments*

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 seagoing 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.

第二条

责 任

1. 本规则条款并不免除任何船舶或其所有人、船长或船员由于遵守本规则条款的任何疏忽，或者按海员通常做法或当时特殊情况所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条款时，应充分考虑一切航行和碰撞的危险以及包括当时船舶条件限制在内的任何特殊情况，这些危险与特殊情况可能需要背离本规则条款以避免紧迫危险。

第三条

一 般 定 义

除条文另有解释外，在本规则中：

1. “船舶”一词，指用作或者能够用作水上运输工具的各类水上船筏，包括非排水船筏、地效翼船和水上飞机。
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，如果装有推进器而不在使用者。
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，指由于某种异常情况，不能按本规则条款的要求进行操纵，因而不能给他船让路的船舶。

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 non-displacement craft WIG 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.

(7). “操纵能力受到限制的船舶”一词，指由于工作性质，使其按本规则条款的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。“操纵能力受到限制的船舶”一词应包括，但不限于下列船舶：

- (1) 从事敷设、维修、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) 从事清除水雷作业的船舶；
- (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物体驶离其航向的能力严重受到限制者。

8. “限于吃水的船舶”一词，指由于吃水与可航行水域的水深和宽度的关系，致使其偏离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. “地效翼船”一词系指多式船艇，其主要操作方式是利用表面效应在相当接近水面的高度飞行。

(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.

(m) The term "Wing-In-Ground craft" means a

multi-modal craft which, in its main operational mode, files in close proximity to surface by utilizing surface-effect action.

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

本节条款适用于任何能见度的情况。

第五条

第五条

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每一船在任何时候都应使用视觉、听觉以及适合当时环境和情况的一切有效手段保持正规的了望,以便对局面的碰撞危险作出充分的估计。

第六条

安全航速

每一船在任何时候都应以安全航速行驶,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

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旋回性能;

(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) 吃水和可用水深的关系。

2. 对备有可使用的雷达的船舶,还应考虑:

(1) 雷达的特性、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,可能对能见度作出更确切的估计。

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.

第七条

碰 撞 危 险

1. 每一船舶都应使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, 或是近距离驶近他船时。

第八条

避免碰撞的行动

1、为避免碰撞所采取的任何行动应根据本章各条规定, 并且, 如当时环境许可, 应是积极的, 及早地进行和充分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。

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 be taken in accordance with the Rules of this Part and 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.

5. 如需为避免碰撞或留有更多的时间来估计局面，船舶应当减速或者停止或倒转推进器把船停住。

6. （1）根据本规则任何规定，要求不应妨碍另一艘船舶的通过或安全通过的船舶应根据当时环境的需要及早地采取行动以留出足够的水域供他船安全通过。

（2）如果在接近其他船舶致有构成碰撞危险时，被要求不应妨碍另一艘船舶的通过或安全通过的船舶并不解除这一责任，且当采取行动时，应充分考虑到本章条款可能要求的行动。

（3）当两船相互接近致有构成碰撞危险时，其通过不应被妨碍的船舶，仍有完全遵守本章各条规定的责任。

第九条

狭水道

1. 沿狭水道或航道行驶的船舶，只要安全可行，应尽量靠近其右舷的该水道或航道的外缘行驶。
2. 帆船或者长度小于20m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款规定的声号。

(5) 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.

(6)(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 a 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.

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。被迫越船如果同意，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. 船舶在驶近可能有其他船舶被居间障碍物遮蔽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. 本条适用于本组织采纳的分道通航制，但并不解除任何船舶遵守任何其他各条规定的责任。

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，但从分道的任何一侧驶进或驶出时则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，应尽可能用与分道的船舶总流向成直

角的船首向穿越。

4. （1）当船舶可安全使用邻近分道通航制区域中相应通航分道时，不应使用沿岸通航带。但长度小于 20m 的船舶、帆船和从事捕鱼的船舶可使用沿岸通航带。

（2）尽管有本条4款（1）项规定，当船舶抵离位于沿岸通航带中的港口、近岸设施或建筑物、引航站或任何其他地方或为避免紧迫危险时，可使用沿岸通航带。

(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.

5. 除穿越船或者驶进或驶出通航分道的船舶外，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)在紧急情况下避免紧迫危险

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 20m 的船舶，不应妨碍按分道通航行驶的机动船舶的安全通行。

11. 操纵能力受到限制的船舶，当在分道通航制区域内从事维护航行安全的作业时，在执行该作业所必需的限度内，免受本条规定的约束。

12. 操纵能力受到限制的船舶，当在分道通航制区域内从事铺设、维修或起捞海底电缆时，在执行该作业所必需的限度内，免受本条规定的约束。

第二节 船舶在互见中的行动规则

第十一条

适用范围

本节条款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；

(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 windward shall keep out of the way of the vessel which is to leeward;

(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；对于方帆船，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. 不论第二章第一节和第二节的各条规定如何，任何船舶在追越任何他船时，均应给被追越船让路。

2. 船正从他船正横后大于22.5度的某一方向赶上他船时，即该船对其所追越的船所处的位置，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. 当一船对其是否是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本规则条款含义中所指的交叉相遇船，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，并且，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；在白天能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，并采取相应的行动。

(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 purpose 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 stern light 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.

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，应尽可能及早地采取大幅度的行动，宽裕地让清他船。

第十七条

直航船的行动

1. (1) 两船中的一般应给另一船让路时，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现规定的让路船显然没有遵照本规则条款采取适当行动时，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. 在交叉相遇的局面下，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。

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 subparagraph (1)(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.

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) 限于吃水的船舶应全面考虑其特殊条件, 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. (1) 地效翼船在起飞、降落和贴近水面飞行时应宽裕地让清所有其他船舶, 并避免妨碍他们的航行;

(2) 地效翼船在水面操作时, 应作为机动船, 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不在互见中的船舶。

2. 每一船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, 每一船应充分考虑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, 应判定是否正在形成紧迫局面和(或)存在碰撞危险。若是如此, 应及早地采取避让行动, 如果这种行动包括转向, 则应尽可能避免如下各点:

(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.

(e) 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.

- (f)
- (i) A WIG craft, when taking off, landing and in flight near the surface, shall keep well clear of all other vessels and avoid impeding their navigation;
- (ii) A WIG craft operating on the water surface shall

comply with the Rules of this Part as a power-driven vessel.

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:

(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. 本章条款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条款订明的号灯，或者不会削弱号灯的能见距离或显著特性，或者不会妨碍正规了望的灯光除外。

3、本规则条款所规定的号灯，如已设置，也应在能见度不良的情况下从日出到日没时显示，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. 本规则条款订明的号灯和号型，应符合本规则附录一的规定。

第二十一条

定义

1. “桅灯”是指定置在船的首尾中心线上方的白灯，在225度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度内显示。

(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 225 degrees abaft the beam on either side of the vessel.

2. “舷灯”是指右舷的绿灯和左舷的红灯, 各在112.5度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度内分别显示。长度小于20m的船舶, 其舷灯可以合并成一盏, 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度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一舷67.5度内显示。

4. “拖带灯”是指具有与本条3款所述“尾灯”相同特性的黄灯。

5. “环照灯”是指在360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频率为每分钟闪120次或120次以上的号灯。

第二十二条

号灯的能见距离

本规则条款规定的号灯, 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50m或50m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12m或12m以上但小于50m的船舶:

—桅灯, 5海里, 但长度小于20m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. 长度为12m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。

(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 centre line 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 degree 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 (3) 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 mile;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles.

4. 不易察觉的、部分淹没的被拖船舶或物体:

—白色环照灯, 3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50m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. 地效翼船只有在起飞、降落和贴近水面飞行时, 除本条第(1)款规定的号灯外, 才应显示一盏高强度的环照红色闪光灯。

4. (1) 长度小于12m的机动船, 可以显示一盏环照白灯和舷灯以代替本条1款规定的号灯;

(2) 长度小于7m且其最高速度不超过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, 也应显示舷灯;

(3) 长度小于12m的机动船的桅灯或环照白灯, 如果不可能装设在船的首尾中心线上, 可以离开中心线显示, 条件是其舷灯合并成一盏, 并应装设在船的首尾中心线上, 或尽可能地装设在接近该桅灯或环照白灯所在的首尾线的附近。

第二十四条

拖带和顶推

1. 机动船当拖带时应显示:

(1) 垂直两盏桅灯, 以取代第二十三条1款(1)项或1款(2)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200m时, 垂直显示三盏这样的号灯;

(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) A WIG craft only when taking off, landing and in

flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high-intensity all-round flashing red light.

(d)(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;

(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 200m时, 在最易见处显示一个菱形体号型。

2. 当一项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) 垂直两盏桅灯, 以取代第二十三条1款(1)项或1款(2)项规定的号灯;

(2) 两盏舷灯;

(3) 一盏尾灯。

4. 适用本条1或3款的机动船, 还应遵守第二十

三条1款(2)项的规定。

5. 除本条7款所述者外, 一艘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200m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. 一艘不易觉察的、部分淹没的被拖船或物体或者这类船舶或物体的组合体应显示:

(1) 除弹性拖曳体不需要在前端或接近前端处显示灯光外, 如宽度小于25m, 在前后两端或接近前后两端处各显示一盏环照白灯;

(2) 如宽度为25m或25m以上时, 在两侧最宽处或接近最宽处, 另加两盏环照灯;

(ii) sidelights;

(iii) a stemlight;

(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(1)(i) or

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

(3) 如长度超过100m, 在(1)和(2)项规定的号灯之间, 另加若干环照白灯, 使得这些灯之间的距离不超过100m;

(4) 在最后一艘被拖船或物体的末端或接近末端处, 显示一个菱形体号型, 如果拖带长度超过200m时, 在尽可能前部的最易见处另加一个菱形体号型。

8. 凡由于任何充分理由, 被拖船舶或物体不可能显示本条5或7款规定的号灯或号型时, 应采取一切可能的措施使被拖船舶或物体上有灯光, 或至少能表明这种船舶或物体的存在。

9. 凡由于任何充分理由, 使得一艘通常不从事拖带作业的船不可能按本条1或3款的规定显示

号灯, 这种船舶在从事拖带另一艘遇险或需要救助的船舶时, 就不要要求显示这些号灯。但应采取如第三十六条所准许的一切可能措施来表明拖带船与被拖带船之间关系的性质, 尤其应将拖缆照亮。

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20m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。

(iii) if it exceeds 100 metres in length, additional all-round white lights between the lights prescribed in subparagraphs (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 stemlight.

(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 carded 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 (2) of this Rule.

4. (1) 长度小于7m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;

(2) 一盏桅灯, 后于并高于那盏环照绿灯; 长度小于50m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. 从事捕鱼作业的船舶, 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;

(2) 当有外伸渔具, 其从船边伸出的水平距离大于150m时, 应朝着渔具的方向显示一盏环照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。

(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 he 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;

(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 stemlight.

(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;

(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.

4. 本规则附录二中规定的额外信号适用于在其他捕鱼船舶邻近从事捕鱼的船舶。

5. 船舶不从事捕鱼时，不应显示本条规定的号灯或号型，而只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，除从事清除水雷作业的船舶外，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号灯或号型。

3. 从事一项使拖船和被拖物体双方在偏离其航向的能力上受到严重限制的拖带作业的机动船，除显示第二十四条1款规定的号灯或号型外，还应显示本条2款(1)项和(2)项规定的号灯或号型。

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(1)、(2)和(3)项规定的号灯和号型。此外，当存在障碍物时，还应显示：

(1) 在障碍物存在的一舷，垂直两盏环照红灯或两个球体；

(d) The additional signals described in Annex II to these Regulations apply to a vessel engaged in fishing in close proximity to other vessels engaged in fishing.

(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 mine clearance 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, sidelights and a sternlight, in addition to the lights prescribed in subparagraph (i);

(iv) when at anchor, in addition to the lights or shapes prescribed in subparagraphs (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 subparagraphs (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 subparagraphs (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;

(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) 当锚泊时, 应显示本款规定的号灯或号型以取代第三十条规定的号灯或号型。

5. 当从事潜水作业的船舶其尺度使之不可能显示本条4款规定的号灯和号型时, 则应显示:

(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) 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. 从事清除水雷作业的船舶, 除第二十三条为机动船规定的号灯或第三十条为锚泊船规定的号灯或号型外, 还应显示三盏环照绿灯或三个球体。这些号灯或号型之一应在接近前桅桅顶处显示, 其余应在前桅衍两端各显示一个。这些号灯或号型表示他船驶近至清除水雷船1000m以内是危险的。

7. 除从事潜水作业的船舶外, 长度小于12m的船舶, 不要求显示本条规定的号灯和号型。

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;

(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 mine-clearance 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 mine clearance 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 a sternlight;

(3) 当锚泊时, 除本款 (1) 项规定的号灯外, 还应显示第三十条对锚泊船规定的号灯或号型。

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。但应采取如第三十六条所准许的一切可能措施来表明拖

带船与被拖带船之间关系的性质。

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50m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100m及100m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7m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时, 不要求显示本条1和2款规定的号灯或号型。

6. 长度小于12m的船舶搁浅时, 不要求显示本条4款 (1) 和 (2) 项规定的号灯或号型。

第三十一条

水上飞机

当水上飞机或地效翼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。

(iii) when at anchor, in addition to the lights prescribed in subparagraph (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 subparagraph(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 (1) 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 subparagraphs (d)(i) and (ii) of this Rule.

Rule 31 Seaplanes

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

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12m或12m以上的船舶，应配备一个号笛，长度为20m或20m以上的船舶，除了号笛以外还应配备一个号钟。长度为100m或100m以上的船舶，除了号笛和号钟以外还应配有一面号锣。号锣的音调和声音不可与号钟的相混淆。号笛、号钟和号锣应符合本规则附录三所载规格。号钟、号锣或二者可用与其各自声音特性相同的其他设备代替，但任何时候都要求以手动鸣放规定信号。
2. 长度小于12m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其他设备。

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条款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”。

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 second's duration.

Rule 33 Equipment for sound signals

(a) A vessel of 12 metres or more in length shall be provided with a whistle, a vessel of 20 metres or more in length shall be provided with a bell in addition to a whistle, 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 specification 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 required 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".

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) 这些灯号应具有下列意义:

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) 每闪历时应约一秒钟, 各闪间隔应约一秒钟, 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, 并应符合本规则附录一所载规定。

3. 在狭水道或航道内互见时:

(1) 一艘企图追越他船的船, 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, 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, 并且不论由任何原因, 任何一船无法了解他船的意图或行动, 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号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。

(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.

5. 船舶在驶近可能有其他船舶被居间障碍物遮蔽

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100m, 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, 不论白天还是夜间, 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. 机动船在航但已停车, 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. 从事捕鱼的船舶锚泊时, 以及操纵能力受到限制的船舶在锚泊中执行任务时, 应当鸣放本条3款规定的声号以取代本条7款规定的声号。

5. 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。

6. 当一项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。

(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 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 shall give the signals prescribed in paragraphs (a) and (b) of

this Rule.

7. 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100m或100m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。

8. 搁浅的船舶应敲打本条7款规定的钟号，如有要求，应加发该款规定的锣号。此外，还应在紧接急敲号钟之前和之后，各分隔而清楚地敲打号钟三下。搁浅的船舶还可以鸣放合适的笛号。

9. 长度为12m或12m以上但小于20米的船舶，不要求鸣放本条（7）款和第（8）款规定的声号，但如不鸣放上述声号，则应鸣放不超过两分钟间隔的他种有效声号。

10. 长度小于12m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。

11. 引航船当执行引航任务时，除本条1、2或7款规定的声号外，还可以鸣放由四短声组成的识别声号。

第三十六条

招引注意的信号

如需招引他船注意，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条款所准许的任何信号，或者可用不致妨碍任何船舶的方式把探照灯的光束朝着危险的方向。任何招引他船注意的灯光，应不致被误认为是任何助航标志的灯光。为此目的，应避免使用诸如频闪灯这样高亮度的间歇灯或旋转灯。

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所述的信号。

(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 12m or more but less than 20m in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However,* if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.

(j) A vessel of less than 12 meters 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.

(k) A pilot vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraphs (a), (b) or (g) 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.

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1960年国际海上避碰规则的要求，则可：

1. 在本规则生效之日后4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4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150m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。
（2）在本规则生效之日后9年内，免除长度为150m或150m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9年内，免除由于本规则附录一第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9年内，免除由于本规则附录一第2节（7）和第3节（2）规定而产生的桅灯位置的调整。
7. 本规则生效之日后9年内，免除本规则附录三对声号器具所规定的要求。
8. 永远免除由于本规则附录一第9节（2）规定而产生的环照灯位置的调整。

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.

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) 长度为对米或20m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6m，如船的宽度超过6m，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12m；

②当装设两盏桅灯时，后灯高于前灯的垂向距离应至少为4.5m。

(2) 机动船的两盏桅灯的垂向距离应是这样：即在一切实正常吃水差的情况下，当从距离船首1000m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12m或12m以上但小于20m的机动船，其桅灯安置在舷缘以上的高度应不小于2.5m。

(4) 长度小于12m的机动船，可以把最上面的一盏号灯装在舷缘以上小于2.5m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4(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1m。

(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4.5m。

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 1.000 metres from the stem when viewed from sea-level.

(c) The masthead light of a power-driven vessel of 20 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-driven 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

(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20m的机动船的舷灯，如并为一盏，则应安置在低于桅灯不小于1m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20m或20m以上的船舶，这些号灯的间距应不小于2m，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4m处。

②长度小于20m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。

(10) 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。

(11) 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4.5m。长度为50m或50m以上的船舶，前锚灯应装设在船体以上高度不小于6m处。

masthead light.

(f)

(i) The masthead light or lights prescribed in Rule 23(1) shall be so placed as to be above and clear of all other lights and obstructions except as described in subparagraph (ii).

(ii) When it is impracticable to carry, the all-round lights prescribed by Rule 27(2)(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(3) 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 45 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. 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 100m。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 20m 或 20m 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首尾中心线正交的横向水平距离不小于 2m 处。

(4) 当机动船按规定仅有一盏桅灯时, 该灯应在船中之前显示; 长度小于 20m 的船舶不必在船中之前显示该灯, 但应在尽可能靠前的位置上显示。

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的方向的号灯, 应安置在离开那两盏环照红和白灯不小于 2m 但不大于 6m 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 款处, 但决不应小于 2m。这些号灯或号型的上面一个的安置高度决不高于第二十七条 2 款 (1) 和 (2) 项规定的三个号灯或号型中的下面一个。

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(2)(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.

(d) When only one masthead light is prescribed for a power-driven vessel, this light shall be exhibited forward of amidships; except that a vessel of less than 20 metres in length need not exhibit this light forward of amidships but shall exhibit it as far forward as is practicable.

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(3)(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(a)(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(d)(i) and (ii). In no case shall the upper of these lights or shapes be at a greater height than the lower of the three lights or shapes prescribed in Rule 27(d)(i) and (ii).

5. 舷灯遮板

长度在20m或20m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20m的船舶的舷灯，如需为符合本附录第9节的要求，应装设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0.6m；

②圆锥体的底部直径应不小于0.6m，其高度应与直径相等；

③圆柱体的直径至少为0.6m，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1.5m。

(3) 长度小于20m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

所有航海号灯の色度应符合下列标准，这些标准是包括在国际照明委员会（CIE）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坐标表示的，这些坐标如下：

(1) 白色

X	0.525	0.525	0.452	0.310	0.310
Y	0.443				

Y	0.382	0.440	0.440	0.348	0.283
	0.382				

(2) 绿色

X	0.028	0.009	0.300	0.203
---	-------	-------	-------	-------

Y	0.385	0.723	0.511	0.356
---	-------	-------	-------	-------

(3) 红色

X	0.680	0.660	0.735	0.721
Y	0.320	0.320	0.265	0.259

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 a height equal to its diameter;

(iii) a cylinder shall have a diameter of at least 0.6 metre and a height of twice its

(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		

(4) 黄色

X	0.612	0.618	0.575	0.575
Y	0.382	0.382	0.425	0.406

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:

$$I=3.43 \times 10^6 \times T \times D^2 \times K^{-1}$$

式中: I——在常用的情况下, 以新烛光单位计算的发光强度;

T——临阈系数 2×10^{-7} 勒克司;

D——号灯的能见距离 (照明距离), 以海里计算;

K——大气透射率。用于规定的号灯, K 值应是 0.8, 相当于约 13 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) 海里 D	号灯的发光强度, 当 K=0.8 新烛光 I
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。

(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:

$$I=3.43 \times 10^6 \times T \times D^2 \times K^{-0.5}$$

Where I is luminous intensity in candelas under service conditions,

T is threshold factor 2×10^{-7} lux

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:

Range of visibility (luminous range) of light In nautical miles D	Luminous intensity of Light in candelas for K=0.8 miles I
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.

(2) ①环照灯应安置在不被桅、顶桅或建筑物遮蔽大于6度角光弧的位置上，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。

①如果仅显示一盏环照灯无法符合本段第(2)

②小段的要求，则应使用两盏环照灯，固定于适当位置或用挡板遮挡，使其在十海里距离上尽可能像是一盏灯。

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25度到水平下方25度，至少保持所要求的最低发光强度的50%。

(3) 电气号灯以外的灯应尽可能符合这些规格。

11. 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。

(ii) For stemlights and masthead lights and 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)(i) 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.

(ii) If it is impracticable to comply with paragraph (b)(i) of this section by exhibiting only one all-round light, two all-round lights shall be used suitably positioned or screened so that they appear, as far as practicable, as one light at a distance of one mile.

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. 操纵号灯

尽管有本附录第2节(6)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同一直垂面上,如可行,并且操纵号灯高于或低于后桅灯的距离不小于2m,则操纵号灯应高于前桅灯的垂向距离至少为2m。只装设一盏桅灯的船舶,如装有操纵号灯,则应将其装设在与桅灯的垂向距离不小于2m的最易见处。

13. 高速船

(1) 高速船的桅灯可置于相应于船宽、低于本附录2(1)①款规定的高度上,但由舷灯和桅灯形成的等腰三角形的底边角,在正视时不小于27°。

(2) 长度为50m或50m以上的高速船上,本附录第2(1)②款所要求的前桅灯和后桅灯之间4.5米的垂向距离可以修改,但此距离应不少于下列公式决定的数值:

$$y = \frac{(\alpha + 17\psi)C}{1000} + 2$$

式中:y为后桅灯高于前桅灯的高度(米)

α 为航行状况下前桅灯高于水面的高度(米)

Ψ 为航行状况下的纵倾(度)

C为桅灯之间的水平距离(米)

14. 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。

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. High-speed craft

(a) The masthead light of high-speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27 degrees.

(b) On high-speed craft of 50 metres or more in length, the vertical separation between foremast and mainmast light of 4.5 m required by paragraph 2(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

$$y = \frac{(\alpha + 17\psi)C}{1000} + 2$$

where:

y is the height of the mainmast light above the foremast light in metres;

α is the height of the foremast light above the water surface in service condition in metres;

Ψ is the trim in service condition in degrees.

C is the horizontal separation of masthead lights in metres.

* Refer to the International Code of Safety for High - Speed Craft, 1994 and the International Code of Safety for High - Speed Craft, 2000.

14. 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.

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) 长度等于或大于20m的船舶在从事拖网作业时, 不论使用海底还是深海渔具, 应显:

- ①放网时: 垂直两盏白灯;
- ②起网时: 垂直两盏灯, 上白下红灯;
- ③网挂住障碍物时: 垂直两盏红灯。

(2) 长度等于或大于20m、从事对拖网作业的每一船应显示:

- 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) 长度小于20m、从事拖网作业的船舶, 不论使用海底或深海渔具还是从事对拖网作业, 可视情显示本段(1)或(2)中规定的号灯。

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。

nets have come fast upon an obstruction, the lights prescribed in 2(a) above.

(c) A vessel of less than 20 metres in length engaged in trawling, whether using demersal or pelagic gear or engaged in pair trawling, may exhibit the lights prescribed in paragraphs (a) or (b) of this section, as appropriate.

3. Signals for purse seiners

Vessels 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 H

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 of 20 metres or more in length when engaged in trawling, whether using demersal or pelagic gear, shall 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 of 20 metres or more in length engaged in pair trawling shall 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 the

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赫~700赫的范围内。笛号的^①可听距离应通过其频率来确定,这些频率可包括基频和(或)一种或多种较高的频率,并具下文第1(3)款规定的声压级。对于长度为20m或20米以上的船舶,频率范围在180赫~700赫(±1%),对于长度为20m以下的船舶,频率范围为180-2100赫(±1%)。

(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:

①70赫~200赫,用于长度200m或200m以上的船舶;

②130赫~350赫,用于长度75m或75m以上但小于200米的船舶;

③250赫—700赫,用于长度小于75m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赫—700赫(±1%)(长度20米或20米以上船舶)或180-2100赫(±1%)(长度20米以下船舶)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。

船舶长度（米）	1/3倍频带 声压级（距 离 1米，相对于 2×10^{-5} N/m ² ）（分 贝）	可听距 离 （海 里）
200或200以上	143	2
75或75以上但 小于200	138	1.5
20或20以上但 小于75	130	1
小于20	120 ^{*1}	0.5
	115 ^{*2}	
	111 ^{*3}	

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 - 700 Hz. 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 - 700 Hz (± 1 per cent) for a vessel of 20m or more in length, or 180-2100 Hz (±1 per cent) for a vessel of less than 20m in length* and which provide the sound pressure levels specified in paragraph l(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 - 200 Hz, for a vessel 200 metres or more in length;
- (ii) 130 - 350 Hz, for a vessel 75 metres but less than 200 metres in length;
- (iii) 250 - 700 Hz, 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 1/3rd-octave band within the range of frequencies 180-700 Hz (± 1 per cent) for a vessel of 20m or more in length, or 180-2100 Hz (± 1 per cent) for a vessel of less than 20 m in length, *of not less than the appropriate figure given in the table below.

Length of vessel In meters	1/3rd-octave band Audibility in metres Level at 1 metre range in in dB referred to 2×10^{-5} N/m ²	Audibility range In nautical miles
200 or more		
75 but less than 200	143	2
	138	1.5
20 but less than 75	130	1
	120* 115**	0.5
Less than 20	111***	

国际海事组织于2001年11月以第A.910（22）号大会决议修正：以前版本：笛号的可听距离由在180赫~700赫（±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。

国际海事组织于2001年11月以第A.910（22）号大会决议修正：以前版本：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赫~700赫（±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。

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，但在强风笛或在收听点周围有高噪声级的情况下，距离可大大减小。

*1 当测量频率在180-450Hz范围内

*2 当测量频率在450-800Hz范围内

*3 当测量频率在800-2100Hz范围内

(4) 方向性

方向性号笛的声压级, 在轴线上45°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110分贝(A)。并应尽可能不超过100分贝(A)。

*The 2001 amendments:

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 500 Hz).

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.

*when the measured frequency lie within the range 180-450Hz

**when the measured frequency lie within the range 450-800Hz

***when the measured frequency lie within the range 800-2100Hz

(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, 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).

(6) 一个以上号笛的配置

如各号笛配置的间距大于100m, 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100m, 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频率至少相差10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1m处, 应不少于110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20m或20m以上的船舶, 号钟口的直径应不小于300mm, 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；

(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 10 Hz.

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 (*) 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 percent 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;

（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··—··（SOS）的信号；

（5）无线电话发出“梅代”（MAYDAY）语言的信号；

（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环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）放出橙色烟雾的烟雾信号；

（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）由无线电应急示位标发出的信号；

（15）无线电通信系统发出的经认可的信号，包括救生艇筏雷达应答器。

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,《商船搜寻和救生手册》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。

(n) signals transmitted by Emergency Positioning-Indicating Radio Beacons(EPIRB);

(o) approved signals transmitted by radio communication systems, including survival craft radar transponders.

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.

(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 radiotelephone alarm signal;