

No. 2576

**AUSTRALIA, BELGIUM, BRAZIL,
BURMA, CANADA, etc.**

**Final Act of the International Conference on Safety of Life
at Sea, 1948. Signed at London, on 10 June 1948**

**International Regulations for Preventing Collisions at Sea,
1948. Approved by the International Conference on
Safety of Life at Sea, on 10 June 1948, and annexed to
the above-mentioned Final Act**

Official texts: English and French.

*Registered by the United Kingdom of Great Britain and Northern Ireland on
24 May 1954.*

**AUSTRALIE, BELGIQUE, BRÉSIL,
BIRMANIE, CANADA, etc.**

**Acte final de la Conférence internationale pour la sauve-
garde de la vie humaine en mer, 1948. Signé à Londres,
le 10 juin 1948**

**Règles internationales pour prévenir les abordages en mer,
1948. Approuvées par la Conférence internationale pour
la sauvegarde de la vie humaine en mer, le 10 juin 1948,
et annexées à l'Acte final susmentionné**

Textes officiels anglais et français.

*Enregistrés par le Royaume-Uni de Grande-Bretagne et d'Irlande du Nord le
24 mai 1954.*

No. 2576. FINAL ACT OF THE INTERNATIONAL CONFERENCE ON SAFETY OF LIFE AT SEA, 1948. SIGNED AT LONDON, ON 10 JUNE 1948

Upon the invitation of the Government of the United Kingdom of Great Britain and Northern Ireland, a Conference was held in London from 23rd April, 1948, to 10th June, 1948, for the purpose of drawing up a Convention to replace the International Convention for the Safety of Life at Sea signed in London on the 31st May, 1929.¹

The Governments of the following countries, being desirous of promoting safety of life at sea by establishing in common agreement uniform principles and rules directed thereto, were represented by Delegations at the Conference :—

the Argentine Republic
the Commonwealth of Australia
Belgium
the Republic of the United States of Brazil
Canada
the Republic of Chile
the Republic of China
Denmark
Egypt
the Republic of Finland
the French Republic
Greece
the Republic of Iceland
India
Ireland
the Italian Republic
the Netherlands
New Zealand
Norway
Pakistan
the Republic of Panama
the Republic of the Philippines
the Republic of Poland

¹ League of Nations, *Treaty Series*, Vol. CXXXVI, p. 81; Vol. CXLII, p. 393; Vol. CXLVII, p. 354; Vol. CLVI, p. 257; Vol. CLX, p. 417; Vol. CLXIV, p. 394; Vol. CLXXII, p. 423; Vol. CLXXVII, p. 420; Vol. CLXXXV, p. 406, and Vol. CC, p. 513, and United Nations, *Treaty Series*, Vol. 34, p. 427; Vol. 92, p. 434; Vol. 136, p. 411; Vol. 182, p. 296; Vol. 185, p. 410, and Vol. 190, p. 395.

the Portuguese Republic
Sweden
the Union of South Africa
the Union of Soviet Socialist Republics
the United Kingdom of Great Britain and Northern Ireland
the United States of America
the Federative People's Republic of Yugoslavia

The Governments of the following countries were represented at the Conference by observers :—

Ceylon
Mexico
Roumania
Turkey

The following Organisations were also represented by observers at the Conference :—

(a) Intergovernmental Organisations

United Nations
International Civil Aviation Organisation
International Labour Office
International Meteorological Organisation
International Telecommunications Union
World Health Organisation (Interim Commission)

(b) Non-Intergovernmental Organisation

International Hydrographic Bureau

The Rt. Hon. Sir John Anderson, Chairman of the United Kingdom Delegation, was appointed President of the Conference and Mr. R. S. F. Edwards, Secretary-General.

For the purpose of its work, the Conference set up the following Committees, of which the undermentioned were Chairmen :—

Heads of Delegations Committee : The Rt. Hon. Sir John Anderson,
United Kingdom.

Credentials Committee : Lieutenant-General of the Port Giulio
Inganni, Italy.

Construction Committee : Mr. K. Hj. Sjöholm, Sweden.

Life Saving Appliances Committee : Mr. Ove Nielsen, Denmark.

Radio Committee : Commodore E. M. Webster, United States of
America.

Safety of Navigation Committee : Monsieur G. Anduze-Faris, France.

General Provisions Committee : Mr. N. A. Guttery, United Kingdom.

Drafting Committee : Mr. N. A. Guttery, United Kingdom.

The Conference had before it and used as a basis for discussion the International Convention for the Safety of Life at Sea, 1929.

As a result of its deliberations, as recorded in the records and reports of the respective Committees, and of the plenary sessions, the Conference prepared and opened for signature and acceptance The International Convention for the Safety of Life at Sea, 1948,¹ to replace the International Convention for the Safety of Life at Sea, 1929. The International Convention for the Safety of Life at Sea, 1948, is appended hereto as Annex A¹ to this Final Act.

The Conference also had before it and used as a basis for discussion the present International Regulations for Preventing Collisions at Sea. The Conference considered it desirable to revise these Regulations and accordingly approved the International Regulations for Preventing Collisions at Sea, 1948, but decided not to annex the revised Regulations to the International Convention for the Safety of Life at Sea, 1948. The Conference invites the Government of the United Kingdom to forward the International Regulations for Preventing Collisions at Sea, 1948, to the other Governments which have accepted the present International Regulations for Preventing Collisions at Sea, and also invites the Government of the United Kingdom, when substantial unanimity has been reached as to the acceptance of the International Regulations for Preventing Collisions at Sea, 1948, to fix the date on and after which the International Regulations for Preventing Collisions at Sea, 1948, shall be applied by the Governments which have agreed to accept them. The Conference requests the Government of the United Kingdom to give not less than one year's notice of this date to the Governments of all States.

The International Regulations for Preventing Collisions at Sea, 1948, are appended hereto as Annex B² to this Final Act.

In addition, the Conference adopted *Resolutions* (appended hereto as Annex C³ to this Final Act) relating to :—

1. The Carriage of Passengers in Excess of Convention Limits.

2. Spain.

¹ United Nations, *Treaty Series*, Vol. 164, p. 113; Vol. 167, p. 338; Vol. 172, p. 409; Vol. 173, p. 416; Vol. 175, p. 374; Vol. 183, p. 372, and Vol. 187, p. 464.

² See p. 20 of this volume.

³ The following information is given by the United Kingdom (*Treaty Series No. 4 (1954) Cmd. 9050*) : " Not reproduced. For text see Cmd. 7492."

The Conference also adopted *Recommendations* (appended hereto as Annex D¹ to this Final Act) relating to :—

1. Denunciation of the International Convention for the Safety of Life at Sea, 1929.
2. Special Application of Convention Standards.
3. Amendments of the Convention Provisions relating to Construction.
4. Standards of Watertight Subdivision of Passenger Ships.
5. Intact Stability.
6. Openings in Bulkheads and Shell Plating.
7. Metal Hatchway Covers.
8. Fire Hose Couplings.
9. Cyclone Warnings.
10. Frequencies.
11. Listening for Distress Calls, &c.
12. Radiotelegraphy Distress Facilities in Radiotelephone Installations.
13. Depth-sounding Apparatus.
14. Lights on Land.
15. Transmission of Weather Messages.
16. Manning.
17. Medium Frequency Direction Finding and Radio Beacons.
18. Radio Aids to Navigation.
19. Navigation of Ships Equipped with Radar, &c.
20. Radar.
21. Uniform Buoyage.
22. Carriage of Dangerous Goods.
23. Co-ordination of Safety at Sea and in the Air.

¹ The following information is given by the United Kingdom (*Treaty Series No. 4 (1954) Cmd. 9050*) : "Not reproduced. For text see Cmd. 7492."

IN WITNESS WHEREOF the respective representatives have signed this Final Act.

DONE in London this tenth day of June, 1948, in a single copy in English and French, each text being equally authoritative. The original texts will initially be deposited with the Government of the United Kingdom. When the Intergovernmental Maritime Consultative Organisation takes over the duties assigned to it under the International Convention for the Safety of Life at Sea, 1948, the Government of the United Kingdom will transmit these texts to the Intergovernmental Maritime Consultative Organisation.

The Government of the United Kingdom will send certified copies of this Final Act to each of the Governments invited to send representatives or observers to the Conference.

EN FOI DE QUOI, les représentants des divers pays ont apposé leur signature au bas du présent Acte Final.

FAIT à Londres ce dixième jour de juin, 1948, en un seul exemplaire rédigé en français et en anglais, chacun de ces textes faisant également foi. Les originaux seront d'abord confiés au Gouvernement du Royaume-Uni. Lorsque l'Organisation maritime consultative intergouvernementale assumera les fonctions qui lui sont assignées en vertu de la Convention internationale pour la sauvegarde de la vie humaine en mer, 1948, le Gouvernement du Royaume-Uni remettra ces textes à l'Organisation maritime consultative intergouvernementale.

Le Gouvernement du Royaume-Uni transmettra des copies certifiées conformes du présent Acte Final à chacun des Gouvernements invités à envoyer des représentants ou observateurs à la Conférence.

John ANDERSON
President

Robert S. F. EDWARDS
Secretary-General

For the Argentine Republic :

Pour le Gouvernement de la
République Argentine :

A. J. ODDERA
Juan Eugenio PEFFABET
J. MARTÍNEZ-VIVOT
(Subject to acceptance¹)

For the Commonwealth of Australia : Pour le Gouvernement du Common-
wealth d'Australie :

Norman G. ROSKRUGE
Sydney POLLOCK
A. H. MOATE
Hartwell J. M. PHENIX

For Belgium :

Pour le Gouvernement belge :

G. BERTRAND
(Subject to acceptance¹)
F. VAN GOOL
(Subject to acceptance¹)

For the Republic of the United States of Brazil : Pour le Gouvernement des États-Unis
du Brésil :

Gustavo GOULART
Antonio ALVES CAMARA
Paulo NOGUEIRA PENIDO
J. C. REGO MONTEIRO

For Canada :

Pour le Gouvernement du Canada :

Jules LÉGER
H. V. ANDERSON
John W. KERR
A. A. YOUNG
Laurence E. COFFEY
D. I. MOORE, Lieut., R.C.N.

¹ Sous réserve d'acceptation

For the Republic of Chile :

Pour le Gouvernement du Chili :

K. OLSEN

For the Republic of China :

Pour le Gouvernement de la République de Chine :

T. H. CHENG
T. T. CHEN
WANG SHIH-CHUAN
SHI-CHONG CHU

For Denmark :

Pour le Gouvernement du Danemark :

Ove NIELSEN
Aage H. LARSEN
A. POULSEN
A. BACHE
T. C. CHRISTENSEN
Th. PETERSEN
J. KASTRUP OLSEN
Harry EM RASMUSSEN

For Egypt :

Pour le Gouvernement de l'Égypte :

C. C. FANOUS

For the Republic of Finland :

Pour le Gouvernement de la République de Finlande :

William SÖDERMAN

For the French Republic :

Pour le Gouvernement de la République française :

G. ANDUZE-FARIS
R. COURAU
J. ROULLIER
J. FOULON
J. PÉRÉ
V. ALBIACH
J. PINCZON
FRICKER
M. BEILVAIRE
A. DE TALAËR
R. ROSSIGNEUX
M. STELLMAN
F. LOISEL

For Greece :

Pour le Gouvernement de la Grèce :

A. BACHAS
Geo. YANNOULATOS
A. G. HADJISPYROU

For the Republic of Iceland :

Pour le Gouvernement d'Islande :

Stefan THORVARDSSON

For India :

Pour le Gouvernement de l'Inde :

V. K. KRISHNA MENON
M. A. MASTER
R. S. KUMANA
R. GONET
S. A. T. BULLOCK
T. B. BOSE
(Subject to acceptance¹)

¹ Sous réserve d'acceptation.

For Ireland :

Pour le Gouvernement de l'Irlande :

Denis DEVLIN
William WALPOLE

For the Italian Republic :

Pour le Gouvernement de la République italienne :

Giulio INGIANNI
Gianguido BORDOLI
Alberto CAMPAILLA
Giorgio CAVALLINI
Lionello COZZI
Paolo MENGARINI
G. SOLDA
Leonetto DE LEON

For the Netherlands :

Pour le Gouvernement des Pays-Bas :

P. S. VAN'T HAAFF
D. HUDIG
A. VAN ANROOY
E. SMIT FZN
G. J. BARENDSE
T. M. PELLINKHOF

For New Zealand :

Pour le Gouvernement de Nouvelle-Zélande :

Edward BROWN
V. G. BOIVIN
C. HARRISON GEORGE

For Norway :

Pour le Gouvernement de la Norvège :

E. BRYN
J. SCHÖNHEYDER
Johs E. JOHANSEN
Chr. MEYER
E. WETTERGREEN

For Pakistan :

Pour le Gouvernement du Pakistan :

Habib I. RAHIMTOOLA

J. C. MANSELL

V. Inayet KHAN

For the Republic of Panamá :

Pour le Gouvernement de la République du Panama :

E. A. MORALES

W. L. COLASSI

R. P. VEAL

For the Republic of the Philippines :

Pour le Gouvernement des Philippines :

R. J. FERNANDEZ

(Subject to acceptance¹)

José F. IMPERIAL

For the Republic of Poland :

Pour le Gouvernement de la République de Pologne :

H. BORAKOWSKI

C. ANTKOWIAK

(Subject to acceptance¹)

For the Portuguese Republic :

Pour le Gouvernement de la République du Portugal :

João DE DEUS RAMOS

José C. DA ROCHA

Raul Alberto SOARES DA COSTA

Alfredo DE OLIVIERA BAPTISTA

Luiz Armando DE LOURA

For Sweden :

Pour le Gouvernement de la Suède :

Hjalmar SJÖHOLM

¹ Sous réserve d'acceptation.

For the Union of South Africa :

Pour le Gouvernement de l'Union
Sud-Africaine :

C. G. WHITE
D. G. MALAN
G. A. CHETTLÉ
R. GOUGH PALMER

For the Union of Soviet Socialist
Republics :

Pour le Gouvernement de l'Union des
Républiques Soviétiques Socialistes :

For the United Kingdom of Great
Britain and Northern Ireland :

Pour le Gouvernement du Royaume-
Uni :

John ANDERSON
Gilmour JENKINS
N. A. GUTTERY
W. CARTER
L. F. HUBBARD
Denis O'NEILL
William H. COOMBS
C. FRANKCOM
W. H. BAILEY
J. C. TAYLOR
H. L. RUDD
W. T. BUTTERWICK
H. A. KING
P. WADLOW
A. H. READ
R. B. SHEPHEARD
G. O. WATSON
W. J. FERGUSON
S. A. HODGES
H. W. A. FREESE-PENNEFATHER
F. A. VALLAT
P. WILKINSON
G. DANIEL
Jas. NICOL JARVIE
R. C. COX

For the United States of America :

Pour le Gouvernement des États-Unis
d'Amérique :

Joseph F. FARLEY
Jesse E. SAUGSTAD
H. Gerrish SMITH
Harold F. ROBINSON
Charles L. BRAND
R. O. GLOVER
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Victor A. WALLACE
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R. F. FARWELL
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James L. BATES
Wolcott E. SPOFFORD
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R. T. MERRILL
Lawrence D. BRADLEY, Jr.
Henry F. NICHOL
L. T. JONES
Geo. G. SHARP

For the Federative People's Republic
of Yugoslavia :

Pour le Gouvernement de Yougo-
slavie :

ANNEX B

INTERNATIONAL REGULATIONS¹ FOR PREVENTING COLLISIONS AT SEA, 1948. APPROVED BY THE INTERNATIONAL CONFERENCE ON SAFETY OF LIFE AT SEA, ON 10 JUNE 1948

PART A.—PRELIMINARY AND DEFINITIONS

Rule 1

(a) These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in Rule 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

(b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

¹ Came into force on 1 January 1954, in accordance with the provisions of the Final Act of the International Conference on Safety of Life at Sea, 1948.

List of Countries which have accepted the International Regulations for Preventing Collisions at Sea, 1948, at time of coming into force

Australia, Commonwealth of
Belgium
Brazil
Bulgaria
Burma
Canada
Chile
Colombia
Denmark
Dominican Republic
Ecuador
Egypt
Finland
France
Greece
Hungary
Iceland
India
Iraq
Ireland, Republic of
Israel
Italy

Liberia
Mexico
Netherlands
New Zealand
Nicaragua
Norway
Pakistan
Peru
Philippines
Poland
Portugal
Romania
South Africa, Union of
Spain
Sweden
Turkey
Union of Soviet Socialist Republics
United Kingdom
United States of America
Venezuela
Yugoslavia

- (c) In the following Rules, except where the context otherwise requires :—
- (i) the word “ vessel ” includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;
 - (ii) the word “ seaplane ” includes a flying boat and any other aircraft designed to manœuvre on the water;
 - (iii) the term “ power-driven vessel ” means any vessel propelled by machinery;
 - (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;
 - (v) a vessel or seaplane on the water is “ under way ” when she is not at anchor, or made fast to the shore, or aground;
 - (vi) the term “ height above the hull ” means height above the uppermost continuous deck;
 - (vii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;
 - (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;
 - (ix) the word “ visible,” when applied to lights, means visible on a dark night with a clear atmosphere;
 - (x) the term “ short blast ” means a blast of about one second’s duration;
 - (xi) the term “ prolonged blast ” means a blast of from four to six seconds’ duration;
 - (xii) the word “ whistle ” means whistle or siren;
 - (xiii) the word “ tons ” means gross tons.

PART B.—LIGHTS AND SHAPES

Rule 2

- (a) A power-driven vessel when under way shall carry :—
- (i) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (225 degrees), so fixed as to show the light 10 points ($112\frac{1}{2}$ degrees) on each side of the vessel, that is, from right ahead to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.

- (ii) Either forward of or abaft the white light mentioned in sub-section (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so.
 - (iii) These two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, 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 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.
 - (iv) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass ($112\frac{1}{2}$ degrees), so fixed as to show the light from right ahead to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
 - (v) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass ($112\frac{1}{2}$ degrees), so fixed as to show the light from right ahead to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
 - (vi) The said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.
- (b) A seaplane under way on the water shall carry:—
- (i) In the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles.
 - (ii) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam

on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.

- (iii) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

Rule 3

(a) A power-driven vessel when towing or pushing another vessel or seaplane shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel or seaplane towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in Rule 2 (a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) The towing vessel shall also show either the stern light specified in Rule 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in Rule 2 (a) (ii) is optional.

(c) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in Rule 2 (b) (i), (ii) and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in Rule 2 (b) (i), and in a vertical line at least 6 feet above or below such light.

Rule 4

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by Rule 2 (a) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in Rule 2 (a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(e) The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.

Rule 5

(a) A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by Rule 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stern lights as specified in Rule 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in Rule 3 (b).

(b) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in Rule 2 (a) (iv) and (v) and

shall be screened as provided in Rule 2 (a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

Rule 6

(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the star-board side, nor, if practicable, more than 2 points ($22\frac{1}{2}$ degrees) abaft the beam on their respective sides.

(b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens.

Rule 7

Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in Rule 2, but if they do not carry them they shall be provided with the following lights :—

(a) Power-driven vessels of less than 40 tons, except as provided in section (b), shall carry :—

- (i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Rule 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles.
- (ii) Green and red sidelights constructed and fixed as prescribed in Rule 2 (a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

(b) Small power-driven boats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in sub-section (a) (ii).

(c) Vessels of less than 20 tons, under oars or sails, except as provided in section (d), shall, if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

(e) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4 (a) and 11 (e).

Rule 8

(a) (i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels, but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 10 minutes.

(ii) On the near approach of or to other vessels they shall have their sidelights lighted ready for use and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

(iii) A sailing pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other to be used as prescribed above.

(b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in place of a flare.

(c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor, shall carry the lights and show the flares prescribed in sections (a)

and (b), except that the sidelights shall not be shown. They shall also carry the anchor light or lights prescribed in Rule 11.

(d) All pilot-vessels, whether at anchor or not at anchor, shall, when not engaged on their stations on pilotage duty, carry the same lights as other vessels of their class and tonnage.

Rule 9

(a) Fishing vessels when not fishing shall show the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this Rule, which lights or shapes, except as otherwise provided, shall be visible at a distance of at least 2 miles.

(b) Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.

(c) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition, on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached. By day such vessels shall indicate their occupation by displaying a basket where it can best be seen; and if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.

(d) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights, but when not making way they shall not show them. By day they shall show a basket in the forepart of the vessel as near the stem as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black conical shape, apex upwards. If they have their gear out while at anchor they shall, on the approach of other vessels, show the basket in the direction from the anchor ball towards the net or gear.

(e) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor :—

- (i) If power-driven vessels, shall carry in the same position as the white light mentioned in Rule 2 (a) (i) a tri-coloured lantern, so constructed and fixed as to show a white light from right ahead to 2 points ($22\frac{1}{2}$ degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points ($22\frac{1}{2}$ degrees) on each bow to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon. They shall also show the stern light specified in Rule 10 (a).
- (ii) If sailing vessels, shall carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon, and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.
- (iii) By day, each of the foregoing vessels shall show, where it can best be seen, a basket.

(f) In addition to the lights which they are by this Rule required to show vessels fishing may, if necessary in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.

(g) Every vessel fishing, when at anchor, shall show the lights or shape specified in Rule 11 (a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear.

(h) If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by sections (c), (d) or (e) and show the signal specified in Rule 11 (c). By night she shall show the light or lights specified in Rule 11 (a) or (b). In fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, whether by day or by night, she shall sound the signal prescribed by Rule 15 (c) (v), which signal shall also be used, on the near approach of another vessel, in good visibility.

NOTE.—*For fog signals for fishing vessels, see Rule 15 (c) (ix).*

Rule 10

(a) A vessel when under way shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon

of 12 points of the compass (135 degrees), so fixed as to show the light 6 points ($67\frac{1}{2}$ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

NOTE.—*For vessels engaged in towing or being towed, see Rules 3 (b) and 5.*

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

Rule 11

(a) A vessel under 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all round the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

(d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when at anchor, shall carry the lights or shapes prescribed in Rule 4 (c) in addition to those prescribed in the appropriate preceding section of this Rule.

(e) A vessel aground shall carry by night the light or lights prescribed in section (a) or (b) and the two red lights prescribed in Rule 4 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

(f) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.

(g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.

(h) A seaplane aground shall carry an anchor light or lights as prescribed in sections (f) and (g), and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon.

Rule 12

Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorised elsewhere under these Rules.

Rule 13

(a) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adopted by shipowners, which have been authorised by their respective Governments and duly registered and published.

(b) Whenever the Government concerned shall have determined that a naval or other military vessel or waterborne seaplane 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, without interfering with the military function of the vessel or seaplane, such vessel or seaplane shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel or seaplane.

Rule 14

A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

Rule 15

(a) A power-driven vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.

(b) All signals prescribed by this Rule for vessels under way shall be given :—

- (i) by power-driven vessels in the whistle;
- (ii) by sailing vessels on the fog-horn;
- (iii) by vessels towed on the whistle or fog-horn.

(c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows :—

- (i) A power-driven vessel making way through the water, shall sound at intervals of not more than 2 minutes a prolonged blast.
- (ii) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.
- (iii) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (iv) A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with Rule 12, 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.

- (v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manœuvre as required by these Rules shall, instead of the signals prescribed in subsections (i), (ii) and (iii) sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.
- (vi) A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.
- (vii) A vessel aground shall give the signal prescribed in sub-section (iv) and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.
- (viii) A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the above-mentioned signals, but if she does not, she shall make some other efficient sound signal at intervals of not more than 1 minute.
- (ix) A vessel when fishing, if of 20 tons or upwards, shall at intervals of not more than 1 minute, sound a blast, such blast to be followed by ringing the bell; or she may sound, in lieu of these signals, a blast consisting of a series of several alternate notes of higher and lower pitch.

Rule 16

Speed to be moderate in fog, &c.

(a) Every vessel, or seaplane when taxi-ing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

PART C.—STEERING AND SAILING RULES

PRELIMINARY

1. *In obeying and construing these Rules, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.*

2. *Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.*

3. *Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.*

Rule 17

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 :—

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with 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.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

Rule 18

(a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This Rule only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel

sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

(b) For the purposes of this Rule and Rules 19 to 29 inclusive, except Rule 20 (b), a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.

Rule 19

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 of the other.

Rule 20

(a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except as provided in Rules 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel.

(b) 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 these Rules.

Rule 21

Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause, the latter vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision (see Rules 27 and 29).

Rule 22

Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Rule 23

Every power-driven vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Rule 24

(a) Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points ($22\frac{1}{2}$ degrees) abaft her beam, *i.e.* in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall 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.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

Rule 25

(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Whenever a power driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one-half mile of the bend, shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

Rule 26

All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This Rule shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

Rule 27

In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from the above Rules necessary in order to avoid immediate danger.

PART D.—MISCELLANEOUS

Rule 28

(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the following signals on her whistle, namely :—

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 "My engines are going astern."

(b) Whenever a power-driven vessel which, under these Rules, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under Rules 27 and 29 or any other Rule, or of her duty to indicate any action taken under these Rules giving the appropriate sound signals laid down in this Rule.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessels sailing under convoy.

Rule 29

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals,

or of any neglect to keep a proper look-out, 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.

Rule 30

Reservation of Rules for Harbours and Inland Navigation

Nothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.

Rule 31

Distress Signals

When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely :—

- (a) A gun or other explosive signal fired at intervals of about a minute.
- (b) A continuous sounding with any fog-signal apparatus.
- (c) Rockets or shells, throwing red stars fired one at a time at short intervals.
- (d) A signal made by radiotelegraphy or by any other signalling method consisting of the group . . . — — — . . . in the Morse Code.
- (e) A signal sent by radiotelephony consisting of the spoken word "May-day."
- (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, &c.).
- (i) A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

NOTE.—*A radio signal has been provided for use by vessels in distress for the purpose of actuating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between two consecutive dashes 1 second.*

Rule 32

All orders to helmsmen shall be given in the following sense :

Right rudder or starboard to mean “ put the vessel’s rudder to starboard ”;

Left rudder or port to mean “ put the vessel’s rudder to port ”.
