

No. 17578

**FRANCE
and
SWITZERLAND**

Agreement regarding navigation on Lake Geneva (with annexes and regulations). Signed at Berne on 7 December 1976

Authentic text: French.

Registered by France on 20 February 1979.

**FRANCE
et
SUISSE**

Accord concernant la navigation sur le Léman (avec annexes et règlement). Signé à Berne le 7 décembre 1976

Texte authentique : français.

Enregistré par la France le 20 février 1979.

[TRANSLATION — TRADUCTION]

AGREEMENT¹ BETWEEN THE GOVERNMENT OF THE FRENCH
REPUBLIC AND THE SWISS FEDERAL COUNCIL RE-
GARDING NAVIGATION ON LAKE GENEVA

The Government of the French Republic and the Swiss Federal Council, desiring to adjust the rules governing navigation on Lake Geneva to technical changes and new requirements, have agreed as follows:

I. GENERAL PROVISIONS

Article 1. 1. The rules governing navigation on Lake Geneva are contained in this Agreement and in the Regulations for navigation on Lake Geneva, hereinafter referred to as the Regulations annexed thereto.

2. The two Governments may, by an exchange of notes, and having consulted the Joint Commission provided for in article 12 of this Agreement, make any changes to the Regulations that they deem appropriate.

Article 2. The good order and safety of navigation shall be maintained by the competent authorities of the Contracting Parties in accordance with the powers invested in them under this Agreement, the Regulations, and the national laws and regulations.

Article 3. Water and air pollution, as well as noise caused by navigation, shall be prevented and penalized by the competent authorities of the Contracting Parties in accordance with the Conventions concluded for that purpose, the provisions of the Regulations, and national laws and regulations.

II. PROVISIONS RELATING TO VESSELS

Article 4. 1. For the purposes of this Agreement, vessels include all types of craft intended for movement on or in water.

2. As regards their construction, fittings and crew, vessels must comply with the provisions of the Regulations and the requirements of the national rules applicable to the place where they are moored.

3. The Regulations shall specify the documents and identification marks which vessels with an overall length of more than 2.5 metres, with the exception of canoes and boats used for rowing competitions, must carry to navigate on Lake Geneva.

4. The documents and identification marks issued by either Contracting Party are valid over the whole of Lake Geneva.

5. For vessels without moorings in France or in Switzerland, the competent Contracting Party is that of the place where the vessel enters the water on Lake Geneva.

¹ Came into force on 1 January 1979, i.e., the first day of the third month following the exchange of the instruments (effected on 3 October 1978) certifying the completion of the constitutional procedures required in each State, in accordance with article 15 (1).

6. In the event that the normal place of mooring of the vessel is changed from the territory of one Contracting Party to the territory of the other, new documents and identification marks shall be issued.

Article 5. In the case of vessels registered or enrolled in its territory, either Contracting Party may, pursuant to its own laws, make the issue of the documents and identification marks subject to the arrangement of third-party insurance against personal injury and property damage that might result from the use of the vessel and the towing of sports equipment.

III. PROVISIONS APPLICABLE TO SKIPPERS

Article 6. 1. The navigation of vessels is subject to the national rules and regulations of the Contracting Parties, a licence being, however, necessary to skipper a vessel propelled by a motor of more than 10 hp.

2. This licence shall be issued by the Contracting Party in whose territory the skipper has his usual place of residence. Failing such a place of residence, the skipper's licence shall be issued by the Contracting Party in whose territory the vessel is moored or enters the water on Lake Geneva. The Contracting Party that has issued the skipper's licence shall have exclusive power to amend or withdraw it.

3. The skipper's licence shall be valid over the whole of the lake.

IV. PROVISIONS APPLICABLE TO NAVIGATION

Article 7. 1. Navigation shall be subject to compliance with the provisions of this Agreement and the Regulations.

National regulations may lay down special rules for the navigation of vessels in the service of the State, navigation for business purposes and the rental of vessels.

2. No nautical event using both the French and Swiss waters may take place without the prior consent of the competent authorities of the Contracting Parties.

3. The mooring of vessels along the shore and in ports, as well as the use of landing stages and wharfs, shall be subject to the national laws of each Contracting Party.

4. The competent authority of each Contracting Party may restrict or prohibit temporarily navigation for reasons of safety or public policy (*ordre public*). Such measures shall be withdrawn as soon as possible.

Prohibitions and restrictions shall be brought to the attention of skippers by means of appropriate warnings or signs and signals.

5. Permanent restrictions on navigation or the admission of certain vessels or certain means of propulsion, particularly those required for the protection of the environment, shall be decided on by mutual agreement between the Contracting Parties, following consultation with the Joint Commission provided for in article 12 of this Agreement.

V. SPECIAL PROVISIONS APPLICABLE TO VESSELS PLYING IN REGULAR SERVICE

Article 8. 1. The vessels of enterprises providing a public service in accordance with a published timetable shall be considered to be plying in "regular service".

2. Vessels plying in regular service shall follow a course from which they must not depart without cause. Other vessels must not obstruct their passage.

3. Vessels plying in regular service may load and unload passengers only at the landing stages set out for that purpose.

Article 9. Any enterprise with vessels providing a regular service between France and Switzerland shall submit to the competent authority of each Contracting Party its planned timetables at least two months before they take effect. The timetables approved by the competent national authority, as well as seasonal changes, shall be posted on board the vessels plying in regular service and at all the ports and landing stages of regular call.

Article 10. Enterprises providing a public navigation service shall carry free of charge officials of the authorities responsible for supervision over the lake when they are travelling in the performance of their duties.

VI. PROVISIONS RELATING TO PORTS AND LANDING STAGES

Article 11. 1. A clear channel shall be maintained in the approaches to ports and in the vicinity of landing stages.

2. No obstacle shall be placed in the way of the berthing of vessels.

3. At landing stages reserved for vessels plying in regular service and marked as such, the berthing of other vessels shall be prohibited.

VII. JOINT ADVISORY COMMISSION

Article 12. 1. A Joint Advisory Commission shall be established as soon as this Agreement enters into force.

2. Each Contracting Party shall nominate the members of its delegation, the number of which must not exceed five. The Commission shall adopt its own rules of procedure.

3. The main purposes of this Commission are:

- (a) To supervise the implementation of this Agreement;
- (b) To prepare for the Contracting Parties proposed changes to the Regulations in accordance with article 1, paragraph 2, of this Agreement;
- (c) To facilitate contacts between the authorities of the Contracting Parties responsible for implementing the provisions of this Agreement and the Regulations;
- (d) To endeavour to resolve difficulties arising out of the application of this Agreement and of the Regulations by making proposals to the Contracting Parties.

4. The Commission shall meet after the two heads of delegation have so agreed. The two heads of delegation shall alternate as chairmen.

VIII. IMPLEMENTATION OF THE AGREEMENT AND THE REGULATIONS

Article 13. 1. Each Contracting Party shall take the necessary measures to give effect in its territory to the provisions of this Agreement and the Regulations.

2. Where, pursuant to this Agreement and the Regulations, either Contracting Party is not competent to withdraw a skipper's licence or any other navigation document, it may notify the holder that he is prohibited from navigating in its territory. It shall submit the matter to the authority that issued the document.

3. In the event of breaches of the provisions of this Agreement and the Regulations, each Contracting Party shall apply, subject to the provisions of the previous paragraph, the penalties and administrative measures provided for in its laws and regulations.

4. The competent authorities of the Contracting Parties may correspond directly for the purposes of applying this Agreement and the Regulations.

IX. ARBITRATION CLAUSE

Article 14. Any disputes between the Contracting Parties concerning the interpretation or application of this Agreement which cannot be settled through negotiation shall, unless the Parties arrange otherwise, be submitted at the request of either Party to arbitration as laid down in the annex to this Agreement.

X. FINAL PROVISIONS

Article 15. 1. This Agreement and the Regulations shall enter into force on the first day of the third month after the exchange of instruments stating that the constitutional procedures required in each State have been completed.

2. Either Contracting Party may denounce this Agreement at any time, subject to one year's notice.

3. This Agreement shall abrogate the Convention of 10 September 1902 between France and Switzerland on the control of navigation on Lake Geneva.

DONE at Berne, on 7 December 1976, in duplicate in French.

For the Government of the French Republic:

[Signed]

CLAUDE LEBEL

For the Swiss Federal Council:

[Signed]

PIERRE GRABER

ANNEX RELATING TO ARBITRATION

1. Unless the Parties to the dispute arrange otherwise, the arbitration procedure shall be conducted in accordance with the provisions of this annex.

2. The arbitration tribunal shall consist of three members. Each Party to the dispute shall appoint one arbitrator. The two arbitrators so appointed shall nominate by mutual agreement the third arbitrator, who shall be chairman of the tribunal.

If, at the end of two months after the appointment of the second arbitrator, the chairman of the tribunal has not been nominated, the President of the European Court of Human Rights shall proceed to nominate him in response to the first request received from one of the Parties.

3. If, within a period of two months from the receipt of the request, either Party to the dispute has not nominated one member of the tribunal as required, the other Party may bring the matter before the President of the European Court of Human Rights, who shall nominate the Chairman of the arbitration tribunal within a further period of two months. As soon as he is nominated, the Chairman of the arbitration tribunal shall request the Party that has not appointed an arbitrator to do so within two months. After that period, he shall refer the matter to the President of the European Court of Human Rights, who shall make the appointment within a further period of two months.

4. If, in the cases mentioned in the preceding paragraphs, the President of the European Court of Human Rights is incapacitated or if he is a national of one of the Parties to the dispute, it shall be for the Vice-President of the Court or the most senior member of the Court who is not incapacitated and who is not a national of either Party to the dispute to nominate the Chairman of the arbitration tribunal or to appoint the arbitrator.

5. The preceding provisions shall apply, according to the circumstances, for the purpose of filling casual vacancies.

6. The arbitration tribunal shall reach its decisions according to the rules of international law and, in particular, of this Agreement.

7. The arbitration tribunal shall adopt its decisions, in respect of both procedure and substance, by the majority vote of its members; the absence or abstention of one member of the tribunal nominated by the Parties shall not prevent the tribunal from ruling. Where the votes are equally divided, the Chairman's vote shall prevail. The decisions of the tribunal shall be binding on the Parties. The Parties shall bear the costs of the arbitrator nominated by them and shall share the other costs equally. On other matters, the arbitration tribunal shall determine its own rules of procedure.

REGULATIONS FOR NAVIGATION ON LAKE GENEVA

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The regulations enacted pursuant to article 1 of the Agreement between France and Switzerland regarding navigation on Lake Geneva are as follows:

CHAPTER I. GENERAL PROVISIONS

Article 1. MEANING OF CERTAIN TERMS

In these Regulations:

(a) The term "vessel" means all types of craft intended for movement on and in water.

(b) The term "motor vessel" means vessels equipped with mechanical means of propulsion, with the exception of vessels whose motor is used only for small movements (in ports or at loading or unloading stations) or to increase their maneuverability when they are towed or pushed.

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

(d) The term "vessel plying in regular service" means passenger vessels providing a regular service in accordance with a published timetable.

(e) The term "cargo vessel" means vessels with a payload capacity of more than 50 tons.

(f) The term "floating equipment" means floating structures carrying machinery and intended for work on the lake or in the ports (dredges, lifts, derricks, cranes, etc.); except where otherwise provided, floating equipment shall be treated as vessels.

(g) The term "floating establishment" means floating installations that are not normally intended to be moved, such as baths, docks, landing stages, boat sheds.

(h) The term "day" means the period between sunrise and sunset.

(i) The term "night" means the period between sunset and sunrise.

(j) A vessel is "moored" when it is, either directly or indirectly, lying at anchor or made fast to the shore.

(k) A vessel is "under way" when it is not, either directly or indirectly, at anchor, or made fast to the shore, or aground.

(l) A "blinking light" is a light blinking at a frequency of at least 40 blinks per minute.

(m) A "flashing light" is a light flashing at a frequency of no more than 20 flashes per minute, the length of the flashes being distinctly shorter than the intervals of darkness.

Article 2. DUTIES OF THE SKIPPER

1. Vessels and floating equipment navigating in isolation must be placed under the authority of a person with the skills necessary for that purpose. This person is hereinafter called the skipper.

2. Towed convoys must also be placed under the authority of a person with the skills necessary for that purpose.

3. When the vessel is under way, the skipper shall be on board. The skipper of floating equipment shall also be on board while the equipment is operating.

4. The skipper is responsible for compliance with the provisions of these Regulations on board his vessel, floating equipment or convoy.

5. Anyone who is incapable of safely navigating a vessel as a result of sickness, physical or mental disability, alcohol abuse or for other reasons is required to refrain from doing so.

Article 3. DUTIES OF THE CREW AND OTHER PERSONS ON BOARD

1. Crew members shall carry out the orders given to them by the skipper as part of his functions. They shall contribute to the observance of these Regulations.

2. All other persons on board shall comply with the orders given them by the skipper in the interest of the safety of navigation and good order on board.

Article 4. GENERAL DUTY TO EXERCISE CARE

1. Even where there are no specific requirements in these Regulations and no other applicable provision, skippers must take every precaution required by the general duty to exercise care and the rules of current practice, so as to avoid, *inter alia*:

- Endangering persons;
- Causing damage to vessels, floating establishments, the shore, or structures and installations of any type located on or around the navigable waterway;
- Impeding navigation;
- Dragging anchors, cables or chains.

2. The above provisions shall also apply to the supervisors of all floating establishments.

Article 5. CONDUCT IN SPECIAL CIRCUMSTANCES

To avoid immediate danger, skippers must take all the measures required by the circumstances, even if such action involves a departure from the requirements of these Regulations or other applicable provisions.

*Article 6. MAXIMUM LOAD; MAXIMUM NUMBER OF PASSENGERS;
ARRANGEMENT OF THE LOAD*

1. Vessels shall not be loaded beyond the depth corresponding to the lower limit of the load lines or the maximum authorized load.

2. Passenger vessels shall not carry on board persons in excess of the number determined by the competent authorities.

3. Where no load limit has been established by the authority, the vessel shall not be laden beyond the level allowed by its construction and the maintenance of its manoeuvrability.

4. The load must be arranged so as not to jeopardize the safety of the vessel or to interfere with the visibility necessary to navigate.

*Article 7. CONSTRUCTION, EQUIPMENT AND CREW OF VESSELS
AND FLOATING EQUIPMENT*

1. Vessels and floating equipment shall be constructed, equipped and maintained so as to protect the safety of persons on board and the safety of navigation and to satisfy the obligations under these Regulations.

2. Vessels and floating equipment shall have a crew of sufficient size and adequate skills to ensure the safety of persons on board and the safety of navigation.

Article 8. SHIP'S PAPERS

Where a navigation permit is required for a vessel or for floating equipment, or where a skipper's licence is required for navigation, these papers must be presented whenever the competent authority so requests.

Article 9. PROTECTION OF MARKERS ON THE NAVIGABLE WATERWAY

1. It shall be prohibited to use markers on the navigable waterway for the purposes of mooring or hauling, or to change, damage or remove signals or to render them unsuitable for their intended purpose.

2. Anyone who damages a marker or a beacon must report the matter immediately to the navigation patrol officials.

3. As a general rule, all skippers have the duty to inform the nearest competent authorities of incidents or accidents involving signalling installations (such as the extinction of a light, the movement of a buoy, or the destruction of a marker).

Article 10. DISCHARGES AND POLLUTION

1. Objects or substances likely to pollute the water or to obstruct or endanger navigation or other users shall not be thrown, poured, dropped or drained into the lake.

2. In addition, the emission of fumes or odours contrary to national provisions on the protection of the atmosphere against pollution shall be prohibited.

3. Skippers of vessels and floating equipment and supervisors of floating establishments shall notify the competent authority as promptly as possible when they notice the presence of petroleum products or other substances that might impair the waters.

Article 11. RESCUE AND ASSISTANCE

1. In the event of an accident that endangers persons on board, the skipper shall employ every means at his disposal to save those persons.

2. Skippers in the vicinity of a vessel that has suffered an accident endangering persons or threatening to create an obstruction to navigation are bound, to the extent compatible with the safety of their own vessel, to render immediate assistance.

3. In cases of death, disappearance or injury, the persons involved in the accident shall immediately advise the competent police authority.

Article 12. VESSELS AGROUND OR SUNKEN

Where a vessel is aground or sunken in a way prejudicial to the safety of navigation, the skipper must immediately take the measures necessary to remove the danger. Where that is not possible, he must immediately notify the officials responsible for patrolling navigation.

Article 13. OBLIGATION TO CLEAR THE NAVIGABLE WATERWAY

The authorities shall be entitled to remove, at the expense of the owner or custodian of the vessel or of whoever has created the obstruction, a grounded or sunken vessel together with any other objects that endanger or obstruct navigation, where the above-mentioned persons do not remove the obstruction within the proper time-limit set for that purpose. Where there is danger in delay, the authority need not set a prior time-limit for enforcement.

Article 14. SPECIAL ORDERS; TEMPORARY MEASURES

1. Skippers, as well as the supervisors of floating establishments, shall obey special orders given them by officials of the competent authorities with a view to the safety or good order of navigation, even where such orders derogate from existing regulations or signals.

2. Skippers shall comply with temporary provisions enacted by the competent authority in special cases (events, works, etc.) with a view to ensuring the safety or good order of navigation.

Article 15. CONTROL

Skippers, as well as the supervisors of floating establishments, must accord the officials of the competent authorities the facilities necessary to enable them to ensure that the provisions of these regulations and the other applicable provisions are being observed.

Article 16. WATER EVENTS

Water events must be authorized by the competent authority. Authorizations may be issued only on the condition that adequate measures are taken, particularly to protect the safety of navigation, and that the operation of vessels plying in regular service is not impeded.

Article 17. HYDROPLANES

1. The movement of hydroplanes over Lake Geneva shall be subject to the provisions governing air transport.

2. Except in cases of *force majeure*, hydroplanes shall take off and land on water only after being so authorized by the competent authorities, which shall designate the areas set aside for such purposes. Within these areas, hydroplanes have right of way over all vessels.

CHAPTER II. IDENTIFICATION MARKS AND MANUFACTURER'S MARKINGS ON VESSELS AND FLOATING EQUIPMENT

Article 18. IDENTIFICATION MARKS ON VESSELS AND FLOATING EQUIPMENT

1. Vessels with an overall length of more than 2.5 metres, with the exception of canoes and boats used for rowing competitions, and floating equipment shall be provided with distinguishing signs, affixed on each side, on the outside of the hull, in roman characters and arabic numerals that are clearly legible and weatherproof.

The numerals and letters shall be at least 8 centimetres high for vessels with an overall length of less than 15 metres and 20 centimetres for other vessels.

2. The distinguishing signs referred to in paragraph 1 above shall consist of:

- (a) Either enrolment or registration marks, where the competent authority requires such marks;
- (b) Or the name or device of the vessel in other cases.

3. Vessels that are not registered and have an overall length of 2.5 metres or less, as well as vessels referred to in paragraph 2 (b) above, shall carry on the inside, in a conspicuous place, the name and residence of the owner.

Article 19. MANUFACTURER'S MARKINGS

1. The following indelible markings shall be affixed in a conspicuous and easily accessible place:

- (a) On the hull: the trademark and model or the manufacturer and an individual number;
- (b) On the motor: the trademark and model or the manufacturer and an individual number.

2. Such markings may be stamped on a plate attached by welding, rivets or any other equivalent means.

CHAPTER III. VISUAL SIGNS AND SIGNALS FOR VESSELS, FLOATING EQUIPMENT AND FLOATING ESTABLISHMENTS

I. GENERAL

Article 20. APPLICATION

1. By night, and when weather conditions (fog, falling snow, etc.) so require, vessels, floating equipment and floating establishments, when under way or moored, shall carry the lights prescribed in this chapter.

2. During the day, vessels, floating equipment and floating establishments, when under way or moored, shall carry the visual signals prescribed in this chapter.

3. The visual signals prescribed in this chapter are illustrated in annex I to these Regulations.

Article 21. LIGHTS

Except where otherwise provided, the lights prescribed in this chapter must be lights visible all-round. They must have the following minimum ranges where the value of atmospheric transmissivity, over a distance of 1 kilometre, is 0.76 (the conventional threshold factor on the eye being 2×10^{-7} lux).

Type of light	White	Red or green
Strong	6 km	—
Bright	4 km	3 km
Ordinary	2 km	1.5 km

The intensities corresponding to the prescribed minimum ranges are as follows:

Minimum range	Intensity in candelas
6 km	38
4 km	10
3 km	4.1
2 km	1.4
1.5 km	0.7

Article 22. FLAGS AND PANELS

Except where otherwise provided, the flags prescribed in this chapter shall be rectangular. Their colours must be neither faded nor soiled. Their dimensions shall be sufficient to ensure that they are readily visible; this condition shall be deemed to be fulfilled in any case where the smallest dimension is at least 0.70 metre. Flags may be replaced by panels.

Article 23. BALLS

1. The balls prescribed in this chapter may be replaced by devices which, at a distance, have the same appearance.

2. Their colours shall be neither faded nor soiled.

3. The size of the balls shall be sufficient to ensure that they are readily visible. This condition shall be deemed to be fulfilled in any case where their diameter is at least 0.80 metre for vessels in regular service and at least 0.30 metre for other vessels.

Article 24. PROHIBITED LIGHTS AND SIGNALS

1. Lights or signals other than those mentioned in this chapter shall not be used nor shall the lights or signals mentioned be used other than as prescribed or admitted by these rules.

2. However, for the purposes of communication between vessels plying in regular service or between such vessels and the shore, other lights and signals may be used provided that they cannot be mistaken for the lights and signals mentioned in this chapter.

Article 25. EMERGENCY LIGHTS

Where the signal lights prescribed in these Rules and normally operated off an electric current fail to function, they shall be immediately replaced by emergency lights with characteristics as close as possible to those of the prescribed lights.

Article 26. SEARCHLIGHTS

Vessels may use searchlights only intermittently in order to light their way and the approaches to berths. They shall not emit a glare that constitutes a danger or a nuisance for shipping or for shore traffic.

II. NIGHT SIGNALS

II.A. *Night signals when under way*

Article 27. NIGHT SIGNALS FOR SINGLE MOTOR VESSELS AND FLOATING EQUIPMENT UNDER WAY (illustration II.A, 1)

Single motor vessels and floating equipment, with the exception of the vessels referred to in article 31, shall carry:

- (a) A bow light or a masthead light consisting of a strong white light; this light shall be visible over an arc of the horizon of 225° and so fixed as to show the light 112°30' on each side (that is, from right ahead to 22°30' abaft the beam on either side) and shall be visible only over that arc; it shall be placed in the forepart of the vessel or floating equipment, at least 3 metres above the plane of maximum draught; that height may be reduced to 1.5 metres on vessels and floating equipment whose overall length does not exceed 40 metres;
- (b) Sidelights consisting of a bright green light on the starboard side and a bright red light on the port side; both lights shall be visible over an arc of 112°30' (that is, from right ahead to 22°30' abaft the beam on either side) and shall be visible only over that arc; they shall be placed at the same height and on the same line perpendicular to the axis of the vessel or floating equipment, at least 1 metre lower than the bow or masthead light and at least 1 metre abaft of it;
- (c) A stern light consisting of an ordinary white light visible over an arc of the horizon of 135° and so fixed as to show the light 67°30' from right aft on each side of the vessel and only over that arc.

Article 28. NIGHT SIGNALS FOR TOWED VESSELS AND FLOATING EQUIPMENT UNDER WAY (illustration II.A, 2)

Vessels and floating equipment being towed shall carry an ordinary white light. This provision shall not apply to ship's boats.

Article 29. NIGHT SIGNALS FOR ABREAST FORMATIONS UNDER WAY (illustration II.A, 3)

1. Motor vessels in abreast formations shall carry the lights prescribed in article 27 above, other vessels an ordinary white light.
2. When a sidelight of a motor vessel is located on the inside of the formation, it shall be extinguished and replaced by a similar light carried by the vessel on the outside of the formation.

Article 30. NIGHT SIGNALS FOR SINGLE NON-MOTOR VESSELS AND SAILING VESSELS UNDER WAY (illustration II.A, 4)

Single non-motor vessels and vessels under sail shall carry an ordinary white light.

However, sailing vessels:

- (a) With an overall length of 7 metres or more may carry the sidelights and the stern light referred to in article 27; in addition, they may display at the top or near the top of the mast, where they are most visible, two all-round bright lights in a vertical line, the upper being red and the lower green;

- (b) With an overall length of between 7 and 12 metres, may carry the sidelights and the stern light in a combined lantern placed at or near the top of the mast where it is most visible.

*Article 31. NIGHT SIGNALS FOR SINGLE MOTOR VESSELS
OF LESS THAN 15 METRES LONG UNDER WAY (illustration II.A, 5)*

Single motor vessels with an overall length of less than 15 metres:

- (a) With a capacity of 10 HP (SAE) or more, shall carry the lights prescribed in article 27; however, the bow or masthead light may be bright and the sidelights ordinary; the competent authorities may provide that the sidelights should be carried side by side or placed in a single lantern carried on the centre line of the vessel. In this event, the bow light shall be bright, the sidelights ordinary, and the stern light shall be placed 1 metre above the sidelights;
- (b) With a capacity of less than 10 HP (SAE), may carry an ordinary white light.

*Article 32. ADDITIONAL NIGHT SIGNALS FOR VESSELS
PLYING IN REGULAR SERVICE UNDER WAY (illustration II.A, 6)*

Vessels plying in regular service shall carry, in addition to the lights prescribed in article 27 above, an all-round bright green light located on the mast at least 1 metre higher than the light referred to in article 27 (a).

*Article 33. ADDITIONAL NIGHT SIGNALS FOR VESSELS
UNABLE TO MANŒUVRE (illustration II.A, 7)*

Vessels unable to manœuvre shall where necessary and in addition to the sailing lights prescribed elsewhere in these Regulations, wave a red light or give the prescribed sound signal or undertake both operations at once.

In the case of vessels with an overall length of less than 15 metres, the light waved may be white light.

II.B. Night signals when moored

*Article 34. NIGHT SIGNALS FOR MOORED VESSELS
AND FLOATING EQUIPMENT (illustration II.B, 1)*

Moored vessels and floating equipment, with the exception of those made fast to the shore or moored in an anchorage area designated by the competent authority, shall carry an ordinary white light.

*Article 35. NIGHT SIGNALS FOR VESSELS OR FLOATING EQUIPMENT ENGAGED
IN SURVEYING OR MEASURING WORK OR OPERATIONS (illustration II.B, 2)*

Vessels and floating equipment engaged in surveying or measuring work or operations and whose position represents an obstruction to navigation shall carry:

- (a) On the side or sides on which the channel is clear, an ordinary red light and an ordinary white light, with the red light placed approximately 1 metre above the white light;
- (b) On the side or sides on which the channel is not clear, an ordinary red light placed at the same height as the red light prescribed in subparagraph (a) above.

*Article 36. NIGHT SIGNALS FOR ANCHORAGES
(illustration II.B, 3)*

Where they constitute a danger for navigation, anchorages of all types shall be marked by buoys bearing an ordinary white light.

III. DAY SIGNALS

III.A. *Day signals when under way*

Article 37. DAY SIGNALS FOR VESSELS PLYING IN REGULAR SERVICE UNDER WAY (illustration III.A, 1)

Vessels plying in regular service shall carry a green ball placed in an appropriate position and at such a height that it is visible all-round.

Article 38. ADDITIONAL DAY SIGNALS FOR VESSELS UNABLE TO MANŒUVRE (illustration III.A, 2)

Vessels unable to manœuvre shall, where necessary and in addition to the markings prescribed elsewhere in these Regulations, wave a red flag or give the prescribed sound signal or undertake both operations at once.

III.B. *Day signals when moored*

Article 39. DAY SIGNALS FOR VESSELS AND FLOATING EQUIPMENT ENGAGED IN SURVEYING OR MEASURING WORK OR OPERATIONS (illustration III.B, 1)

Vessels and floating equipment engaged in surveying or measuring work or operations and whose position represents an obstruction to navigation shall carry:

- (a) On the side or sides on which the channel is clear, a flag the upper half of which is red and the lower half white; this flag may be replaced by two flags in a vertical line, the upper flag being red and the lower white;
- (b) On the side or sides on which the channel is not clear, a red flag positioned at the same height as the flag displayed on the other side.

Article 40. DAY SIGNALS FOR ANCHORAGES (illustration III.B, 2)

Where they constitute a danger for navigation, anchorages of all types shall be marked by yellow buoys.

IV. SPECIAL SIGNALS

Article 41. VESSELS, FLOATING EQUIPMENT, FLOATING MATERIALS AND FLOATING ESTABLISHMENTS TO BE PROTECTED AGAINST BACKWASH (illustration IV, 1)

1. Vessels, floating equipment, floating materials and floating establishments whether under way or moored which seek protection against backwash from the passage of other vessels may exhibit, in addition to the signs and signals prescribed elsewhere in this Regulation:

- By night, an ordinary red light and an ordinary white light placed in a vertical line approximately 1 metre apart, the upper light being red, in a place where they are clearly visible and cannot be mistaken for other lights;
- By day, a flag the upper half of which is red and the lower half white, placed in a suitable position and at such a height that it is visible all-round; this flag may be replaced by two flags in a vertical line, the upper flag being red and the lower white.

2. In addition to the vessels and floating equipment referred to in articles 35 and 39, which already exhibit such signals, the right to use such signals is restricted to:

- (a) Vessels and floating equipment engaged in surveying or measuring work or operations;
- (b) Vessels, floating equipment, floating materials, and floating establishments that are severely damaged or are engaged in a rescue operation, as well as vessels and floating equipment unable to manœuvre;

- (c) Vessels, floating equipment, floating materials and floating establishments with written permission from the competent authorities.

Article 42. SIGNALS FOR VESSELS OF THE SUPERVISORY AUTHORITIES
(*illustration IV, 2*)

1. Vessels used by the supervisory authorities and the fire and rescue services may display, by day or by night, a blinking blue light.

2. When they wish to communicate with another vessel, vessels of the supervisory authorities shall display the letter "K" flag of the International Code of Signals (the half next to the flagstaff is yellow and the other half blue) placed in a suitable position.

Article 43. DISTRESS SIGNALS

1. When a vessel in distress seeks assistance, it shall use one or several of the following signals:

- (a) Rockets or shells, projecting red stars fired one at a time at short intervals;
- (b) A light signal consisting of the group ... --- ... Morse Code;
- (c) The distress signal (red flag);
- (d) Flames as from burning tar, oil, etc.;
- (e) A rocket parachute flare or a handflare showing a red light;
- (f) Slowly and repeatedly raising and having arms outstretched to each side.

2. The visual signals referred to in paragraph 1 above may be replaced or supplemented by the sound signals provided for in article 47.

Article 44. SIGNALS FOR VESSELS USED FOR UNDERWATER DIVING
(*illustration IV, 3*)

Vessels or floating establishments used for underwater diving shall display flag "A" of the International Code of Signals (a swallow-tailed pennant, the half next to the flagstaff white and the other half blue) placed in a suitable position and at such a height that it is visible all-round.

Article 45. SIGNALS FOR FISHING VESSELS
(*illustration IV, 4*)

1. Vessels engaged in trolling shall display a white ball placed in a suitable position and at such a height that it is visible all-round.

2. Commercial fishing vessels at work shall display a yellow ball placed in a suitable position and at such a height that it is visible all-round.

CHAPTER IV. SOUND SIGNALS FOR VESSELS

Article 46. GENERAL

1. Where sound signals are provided for under these Regulations, they shall be given:

- (a) On board motor vessels, by means of audible warning devices to be sounded by mechanical means, placed at an adequate height and kept clear at the front and, as far as possible, at the rear;
- (b) On board vessels other than those referred to above, by means of a suitable hooter or horn.

2. In these Regulations:

- A short blast means a blast of approximately one second's duration;
 - A prolonged blast means a blast of approximately four seconds' duration.
- The interval between two blasts is approximately one second.

3. The audible warning devices:

- (a) On motor vessels with an overall length of 15 metres or more shall have a fundamental frequency of between 160 and 240 Hz and a sound pressure level within the range 130-140 dB (A);
- (b) On vessels other than those referred to above shall have a fundamental frequency greater than 350 Hz and a sound pressure level within the range 100-125 dB (A).

The sound pressure level is measured at 1 metre in front of the centre of the opening of the horn.

4. In order to ensure that the sound signals can be heard, the sound pressure level of noise in the wheelhouse at the position of the helmsman's head shall not exceed 80 dB (A), when the vessel is under way under normal operating conditions.

Article 47. USE OF SOUND SIGNALS
(*annex II.I, A*)

The sound signals mentioned below shall be given only when necessary to ensure the safety of navigation and other lake users:

- (a) One prolonged blast: "Attention, I am coming straight ahead";
- (b) One short blast: "I am altering my course to starboard";
- (c) Two short blasts: "I am altering my course to port";
- (d) Three short blasts: "I am going astern";
- (e) Four short blasts: "I am unable to manoeuvre";
- (f) A sequence of very short blasts: "Immediate danger of collision";
- (g) Prolonged blasts given at least four times or peals of bells: "Distress signal".

CHAPTER V. MARKING SYSTEM FOR THE WATERWAY
AND ITS INSTALLATIONS; WEATHER SIGNALS

I. WATERWAY MARKING SYSTEM

Article 48. GENERAL

- 1. Waterway markers consist of signs, spars, buoys and lights.
- 2. Annex III of these Regulations describes the markers used and their meaning.
- 3. Skippers shall comply with the requirements and take account of the recommendations or directions indicated to them by such markers.

Article 49. SIGNS

1. Signs shall be placed on the shore or on structures (for example, jetties). They shall have the form and bear the markings described in annex III. Their smallest dimension shall be no less than 0.80 metre. Where the back of a sign contains no information, it shall be painted white.

2. The signs illustrated may be supplemented by additional panels or inscriptions, for example, an arrow indicating the direction in which the sign applies.

3. The signs illustrated may be illuminated.

Article 50. MARKING OF HAZARDS

1. Hazards may be marked by one or several spars. The spars shall carry a black conical topmark, apex upwards, if they are landward of the hazard, or a red cylindrical topmark, if seaward. If night markings are necessary, the spars shall carry a flashing red light on the seaward side and a flashing green light on the landward side.
2. Where local features make it easier to install buoys than spars, the buoys shall have the shape or carry the topmark and light specified for spars.

Article 51. ACCESS CHANNELS TO PORTS

The boundary of an access channel to a port shall be indicated, as seen from the open lake:

- On the port side, by red buoys that are cylindrical in shape or carry a red cylindrical topmark; if necessary, such buoys carry red flashing lights;
- On the starboard side, by black buoys that are conical in shape or carry a black conical topmark; if necessary, such buoys carry green flashing lights.

Article 52. DEMARCATION OF PROHIBITED AREAS

1. If the boundary of an area prohibited to all vessels is to be marked out, bright yellow buoys with a diameter of no less than 40 centimetres shall be used. The limits of an authorized access channel through the prohibited area shall be indicated by the same buoys. However, the diameter of the two buoys indicating the entrance to the channel from the lake shall be double that of the other buoys, their top shall be painted red in the case of the buoy on the port side and black in the case of the buoy on the starboard side. These markings may be supplemented by one or a number of "No entry" signs.
2. Where the boundary of an area that is prohibited only to certain categories of vessels is to be marked, the same system as that prescribed in paragraph 1 shall be used, with signs indicating the nature of the prohibition.

II. MARKING OF INSTALLATIONS*Article 53. GENERAL*

1. By night and where weather conditions (fog, falling snow, etc.) so require, installations shall carry the lights prescribed in articles 54 and 55.
2. Such lights shall be sufficiently powerful.

Article 54. NIGHT MARKING OF ENTRANCES TO PUBLIC PORTS AND NAVIGABLE WATERWAYS

The entrances to public ports and navigable waterways shall display, as seen from the lake:

- A flashing green light on the right-hand side;
- A flashing red light on the left-hand side.

Article 55. NIGHT MARKING OF LANDING STAGES FOR PASSENGER VESSELS

1. Landing stages for passenger vessels shall display one or several fixed red lights.
2. In addition, landing stages reserved for vessels plying in regular service shall display one or more illuminated boards prohibiting mooring.

Article 56. THICK WEATHER SIGNALS FOR PORTS AND LANDING STAGES
(*annex II, II*)

In thick weather, ports and landing stages may give:

- (a) Either two short blasts, three times a minute, with an appropriate sound appliance; or
- (b) Continuous peals of bells.

III. WEATHER SIGNALS

Article 57. ADVISORY SIGNAL

The signal shall be given by means of blinking yellow lights blinking at a frequency of approximately 40 blinks a minute.

The advisory signal indicates the probable arrival of storms, without specifying the time. It shall be given as early as possible in order to warn navigators of a possible danger.

Article 58. STORM SIGNAL

The signal shall be given by means of blinking yellow lights blinking at a frequency of approximately 90 blinks a minute.

Storm signals shall always indicate an imminent danger.

CHAPTER VI. STEERING AND SAILING RULES

Article 59. GENERAL RULES OF CONDUCT

1. Any action taken to avoid collision shall, if the circumstances of the case admit, be positive and made in ample time.
2. 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.

Article 60. SPECIAL RULES

1. Non-registered vessels with an overall length of 2.5 metres or less shall remain within 300 metres from the shore; they may not be equipped with a motor.
2. All vessels shall keep at least 50 metres from vessels plying in regular service. In addition, at the published sailing times, they shall keep the same distance from the normal course of such vessels and the landing stages at which they berth.

Article 61. CONDUCT TOWARDS VESSELS OF THE SUPERVISORY AUTHORITIES

All vessels shall steer clear of the course of vessels of the supervisory authorities and the fire and rescue services displaying the blinking blue light referred to in article 42, paragraph 1.

Article 62. MEETING SITUATIONS

1. In a meeting situation, vessels shall not change course and speed in a way that might create a danger of collision, when they are following a course that should not present such a danger.
2. When two vessels are crossing so as to involve a possible risk of collision, the vessel which has the other on her starboard shall give way.
3. When two 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.

4. In the case of a berthing manoeuvre and notwithstanding the provisions of paragraph 3 above, the skipper may request that each vessel shall pass on the starboard side of the other, provided that he is sure that such action is possible without danger. In such cases, he shall give "two short blasts". The other vessel shall then also give "two short blasts" and leave the necessary room on the starboard side.

Article 63. OVERTAKING

1. Subject to the provisions of article 64, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

2. A vessel is deemed to be overtaking when coming up with another vessel from a direction more than $22^{\circ}30'$ abaft its beam, that is, in such a position with reference to the vessel being overtaken, that at night it would be able to see only the stern light and neither of the sidelights.

3. When a vessel is in any doubt as to whether it is overtaking another, it shall assume that this is the case and act accordingly.

4. Any subsequent alteration of the relative position of the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of article 62, paragraph 2, or relieve it of the duty of keeping clear of the overtaken vessel.

Article 64. RIGHT OF WAY

Notwithstanding the provisions of articles 62 and 63 and without prejudice to article 61, in meeting and overtaking situations:

- (a) All vessels shall keep out of the way of vessels plying in regular service and towed convoys;
- (b) All vessels, with the exception of those plying in regular service and towed convoys, shall keep out of the way of cargo vessels;
- (c) All vessels, with the exception of vessels plying in regular service, towed convoys and cargo vessels, shall keep out of the way of professional fishing vessels at work displaying the ball referred to in article 45, paragraph 2;
- (d) All vessels, with the exception of vessels plying in regular service, towed convoys, cargo vessels and professional fishing vessels at work displaying the ball referred to in article 45, paragraph 2, shall keep out of the way of sailing vessels;
- (e) All motor vessels, with the exception of those plying in regular service, towed convoys, cargo vessels and commercial fishing vessels at work displaying the ball referred to in article 45, paragraph 2, shall keep out of the way of vessels under oars.

Article 65. CONDUCT BETWEEN SAILING VESSELS

1. 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) 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;
- (b) 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;
- (c) 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, it shall keep out of the way of the other.

2. For the purposes of this article, the windward side shall be deemed to be the side opposite to that on which the mainsail is carried.

Article 66. CONDUCT OF GIVE-WAY VESSELS

Vessels obliged to keep clear of other vessels shall leave such vessels room to continue their course and to manoeuvre.

Article 67. CONDUCT WHEN SETTING OUT

Vessels may set out only provided that other vessels are not obliged to alter their course and speed.

Article 68. ENTERING AND LEAVING PORTS AND LANDING STAGES

1. Vessels may not enter or leave a port unless they have made sure that such actions may be undertaken without danger and without forcing other vessels to alter suddenly their course or speed.

2. Vessels leaving a port shall have the right of way over those seeking to enter, except in the case of vessels plying in regular service which have right of way or vessels in distress.

3. When two vessels approach the entrance of a port at the same time, the vessel which has the other on her own port side has the right of way; the same rule applies to vessels leaving a port. However, vessels plying in regular service have the right of way over other vessels.

4. The action of vessels seeking to berth alongside or to leave a landing stage shall not be obstructed by other vessels.

5. It is prohibited to berth alongside landing stages reserved for vessels plying in regular service, such landing stages being indicated by sign A, 7, of annex III and the panel "Except regular service".

Article 69. BACKWASH

1. Vessels shall control their speed to avoid creating backwash or suction liable to cause damage to moored or moving vessels or fixed structures. In particular, they shall slacken speed in good time, without, however, falling below the speed necessary to steer safely:

- (a) Before the entrances to ports;
- (b) In close proximity to vessels moored to the shore or to landing stages, or to vessels being loaded or unloaded;
- (c) In close proximity to vessels moored in authorized areas;
- (d) In close proximity to areas of aquatic vegetation.

2. When level with vessels displaying the signs and signals provided for in article 41, other vessels shall reduce their speed as prescribed in paragraph 1 above. They shall also keep as far away as possible from such vessels.

Article 70. SUSPENSION AND RESTRICTION OF NAVIGATION

1. When the competent authorities announce the suspension of navigation by means of the general prohibition sign A, 1 (annex III), all vessels shall stop before that sign.

2. It is prohibited for any vessel or floating material, with the exception of non-motor vessels, to navigate on the areas of the lake that are marked in accordance with the provisions of article 52.

3. It is prohibited to navigate or to bathe in the channels reserved for water skiing or for the use of similar equipment starting at the shore and marked off by sign C, 1, and yellow buoys (as in D, example *a*, of annex III), when such sports are being practiced.

4. Subject to the provisions of article 76, no motor vessel may navigate at a speed greater than 10 kilometres an hour, when less than 300 metres from the shore. However, the competent authorities may locally modify such limits.

5. In ports, the speed of motor vessels is limited to 10 kilometres an hour, except where otherwise prescribed by means of sign B, 2 (annex III), at the entrance to the port.

Article 71. DEFINITION OF THICK WEATHER

Navigation in thick weather is deemed to be any navigation, either by day or by night, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility.

Article 72. NAVIGATION IN THICK WEATHER

1. Vessels under way in thick weather shall navigate only if they slacken their speed according to the extent to which visibility is restricted. A lookout shall be obligatory when the distance between the bow and the steering gear exceeds 15 metres.

2. Such vessels shall display the lights prescribed in chapter 3 above.

3. Vessels shall stop as soon as their journey cannot be continued without danger, taking account of the risk of a reduction in visibility, the presence and movements of other vessels and local circumstances.

When stopping, vessels shall as far as possible keep clear of the usual courses followed by vessels plying in regular service.

4. Vessels which, by night or in thick weather, are unable to meet the requirements set forth in paragraphs 1 and 2 above shall not navigate.

If such weather conditions occur when they are under way, such vessels shall immediately proceed to the nearest port or move towards the shore as far as the conditions allow.

Article 73. SOUND SIGNALS WHEN UNDER WAY (*annex II, I, C*)

When under way in thick weather, all vessels, with the exception of vessels plying in regular service, shall give as a fog signal "a prolonged blast", and all vessels plying in regular service shall give "two prolonged blasts". Such signals shall be repeated at intervals of not more than one minute.

Article 74. NAVIGATION WITH RADAR

The availability of information obtained by means of radar shall not relieve any vessel of the duty to comply with the rules contained in this chapter.

Article 75. SPECIAL PROVISIONS FOR VESSELS PLYING IN REGULAR SERVICE

1. The crossings of vessels plying in regular service which do not have radar equipment shall take place according to schedule. In addition, the first vessel that arrives shall not leave the landing stage until the next vessel has been clearly sighted.

2. The sound signals provided for in article 56 above may be given by ports and landing stages.

Article 76. USE OF WATER SKIS OR SIMILAR EQUIPMENT

1. The use of water skis or similar equipment is authorized only by day, in good visibility and at a minimum of 300 metres from the shore, as well as within the areas specially reserved for such purposes (signs C, 1, and D, example *a*, in annex III).

Moreover, they shall not be used within the areas marked in accordance with the provisions of article 52.

2. The skipper of the towing boat shall be accompanied by a person responsible for the towing operation and for watching the skier and who is capable of fulfilling such a function.

3. Except when proceeding in a channel reserved for it, the towing boat and the water skier shall keep at least 100 metres from all other vessels and bathers. The tow-rope shall not be allowed to drag free.

4. The towing of more than two water skiers at the same time is prohibited.

5. The competent authorities may order additional restrictions and temporary or local prohibitions.

6. In the case of water events, the competent authorities may grant exceptions to the provisions of paragraphs 1 to 4 above, when safety measures are ensured.

Article 77. CONDUCT OF AND TOWARDS FISHERMEN

1. Fishing is prohibited from landing stages used for public navigation services and in the immediate vicinity thereof.

The casting of nets or the laying of pots, as well as trolling, is prohibited along the usual course followed by vessels plying in regular service.

2. Trolling with several vessels abreast is not authorized.

3. No vessel shall cross astern of vessels engaged in trolling and displaying the signals provided for in article 45, paragraph 1.

Article 78. CONDUCT OF AND TOWARDS UNDERWATER DIVERS

1. Underwater diving for sporting purposes is prohibited:

- (a) Along the normal course of vessels plying in regular service;
- (b) Before entrances to ports;
- (c) In the vicinity of areas normally used for mooring;
- (d) In other places where a nuisance to navigation might be created;
- (e) In the areas reserved for water skiing.

2. All vessels must keep at least 50 metres clear of a vessel displaying the signals prescribed in article 44.

CHAPTER VII. MOORING RULES

Article 79. MOORING SITE

Without prejudice to the other requirements of these Regulations and other applicable provisions, vessels shall select their mooring site so as to avoid obstructing navigation, particularly when they stop outside ports, landing stages and other installations authorized for navigation.

Article 80. SECURITY OF ANCHORAGES AND MOORINGS

Moored vessels lying at rest, as well as floating establishments, shall be anchored or made fast to the shore in a way that is sufficiently secure, taking into account the backwash and suction caused by other vessels, and in such a way that they are able to follow changes in the water level.

Article 81. PROHIBITIONS ON MOORING

Mooring shall be prohibited:

- (a) At the mouths of navigable waterways and at the entrance to ports;
- (b) Along the course of vessels plying in regular service;
- (c) In the areas designated by the competent authorities and marked by sign A, 5 (annex III).

Article 82. PROHIBITIONS ON ANCHORING

Anchoring shall be prohibited in the areas marked by prohibition sign A, 6 (annex III).

Article 83. WATCH

A watch shall be maintained in the vicinity of wrecks, sunken vessels or vessels aground obstructing navigation, as long as the obstructions are not marked.

CHAPTER VIII. PASSENGER VESSELS

Article 84. EMBARKING AND DISEMBARKING

1. The embarking and disembarking of passengers shall be authorized only at the installations which the competent authority allows to be used for such purposes and only after the skipper has made sure that the vessel is correctly moored and that the safety of the passengers is assured.
2. At landing stages and in the vicinity of landing stages, passengers and all other persons shall act in a way that does not jeopardize the safety of navigation.
3. Passengers shall use only the entrances, exits, gangways and landing stages intended for embarking and disembarking. No passenger may embark or disembark without the formal authorization of the skipper or his authorized representative.
4. Embarking passengers shall not proceed to the landing stages until the disembarking passengers have left them. This rule shall not apply to landing stages equipped with separate entrances and exits.

Article 85. ORDER ON BOARD

1. The skipper is responsible for the judicious distribution of passengers and cargo on board, taking into account the safety of the vessel and the comfort of passengers.
2. Passengers shall not have access to the steering gear, the engine room, or any other compartment or deck set aside for the operation of the vessel, except with the authorization of the skipper.
3. The compartments and decks to which passengers have access shall be illuminated when the safety of the passengers so requires.
4. Passengers and dangerous goods may not be carried at the same time.
5. Fuel tanks shall not be filled when passengers are on board.

*Article 86. PROHIBITION ON TOWING AND NAVIGATION
IN ABREAST FORMATION*

Vessels with passengers on board shall not tow or be towed or navigate in abreast formation, except in emergencies.

CHAPTER IX. SUPPLEMENTARY PROVISIONS

Article 87. LOAD LINES

1. Passenger vessels shall have load lines on both sides amidships.
2. Vessels carrying cargo shall have load lines on each side at the bow, at the stern and amidships. However, in the case of vessels with an overall length of less than 40 metres, the load lines amidships are not required.
3. The load lines shall consist of a rectangle lying horizontally the lower border of which coincides with the maximum authorized draft level. Such lines shall be at least 30 centimetres long and 4 centimetres high.

Article 88. LOADS

On passenger vessels, the maximum number of persons permitted shall be marked in a conspicuous place.

Article 89. SOUND PRESSURE LEVEL OF MOTOR VESSELS

The sound pressure level of motor vessels when under way, measured at a lateral distance of 25 metres and 1.5 metres above the water, shall not exceed 75 decibels (A).

Article 90. WATER PROTECTION

1. Facilities for taking on petroleum products shall be so arranged that it is impossible for such products to spill overboard.
2. Bilge-water discharge facilities shall be so arranged that it is impossible for bilge-water containing oil to be pumped overboard.
3. Without prejudice to special national regulations on water protection measures, passenger vessels and other vessels provided with living quarters or sanitary appliances shall be equipped with receptacles for the collection of faeces, waste water and all other refuse. Such receptacles shall be so designed that it is possible to dispose of their contents on land.

Article 91. DISTRESS SIGNALS

Vessels shall carry the equipment necessary to give the signals provided for in article 43.

Article 92. RENTAL OF VESSELS

1. Rental activities, even on an accessory basis, shall be subject to a permit issued by the competent authorities.
2. Vessels shall not be rented:
 - (a) In the event of bad weather;
 - (b) To persons in a state of intoxication;
 - (c) To persons who appear not to possess the skills or experience necessary to steer safely.
3. Persons offering vessels for hire shall indicate to their customers the places where navigation is dangerous in the area in which the vessels for hire are made available to the public or where the customers express an intention of proceeding. The attention of the customers shall be drawn to the right of way which must be conceded to vessels plying in regular service displaying the signals provided for in articles 32 and 37.

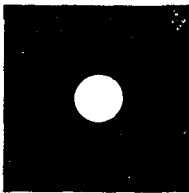
ANNEX I. VISUAL SIGNS AND SIGNALS FOR VESSELS, FLOATING EQUIPMENT AND FLOATING ESTABLISHMENTS

I. GENERAL

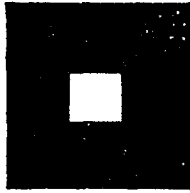
1. The illustrations below are only for guidance; reference should be made to the text of the Regulations, which alone is authoritative.

2. In this annex, the following symbols are used:

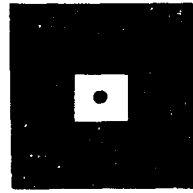
a) *Lights*



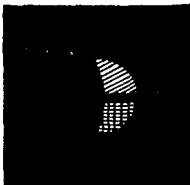
Fixed all-round light



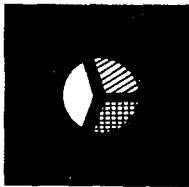
Fixed light visible over a limited arc of the horizon



Fixed light visible over a limited arc of the horizon, invisible to the observer



Fixed bicoloured light visible over two limited arcs of the horizon



Fixed tricoloured light visible over three limited arcs of the horizon

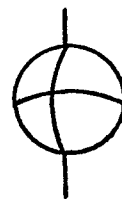


Blinking light

b) *Flags or panels and balls*

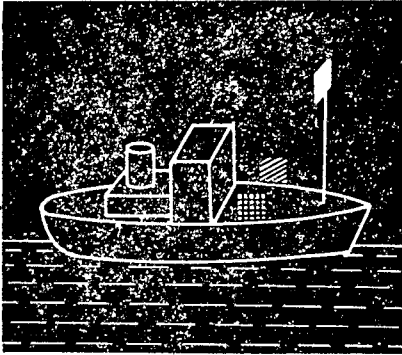


Flag or panel



Ball

II. NIGHT SIGNALS

II.A. *Night signals when under way*

1

II.A, 1. *Article 27**Single motor vessels and floating equipment*

Bow light or masthead light:

—Strong white light

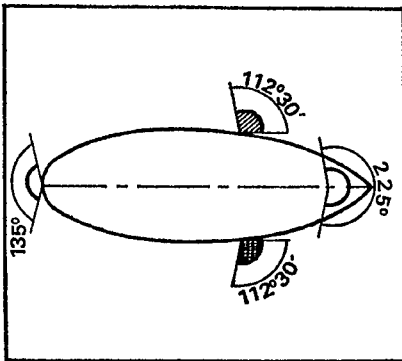
Sidelights:

—Bright green light

—Bright red light

Stern light

—Ordinary white light

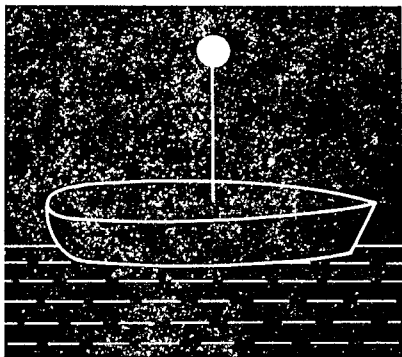


2

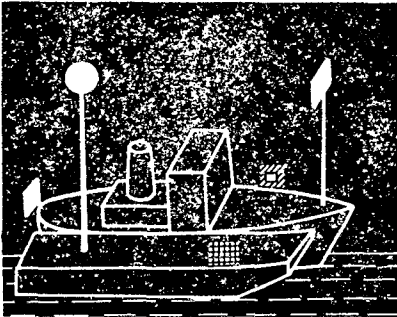
II.A, 2. *Article 28**Towed vessels and floating equipment*

Masthead light

—Ordinary white light



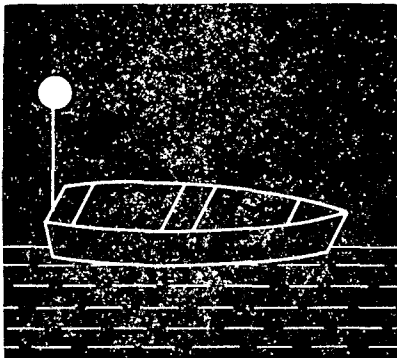
3



4

II.A, 3. *Article 29**Abreast formations*

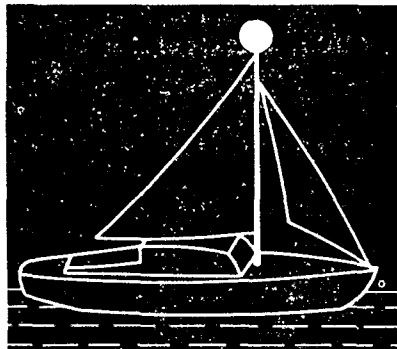
Sidelight located on the inside of the formation replaced by a similar light carried by the vessel on the outside of the formation



5

II.A, 4. *Article 30**Single non-motor vessels and sailing vessels**Single non-motor vessels*

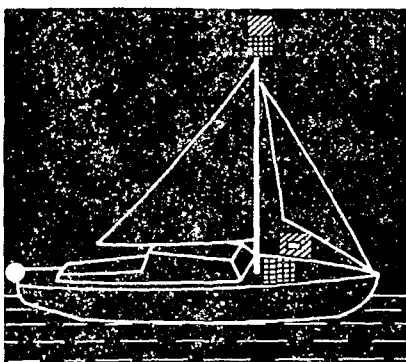
—Ordinary white light



6

Sailing vessels

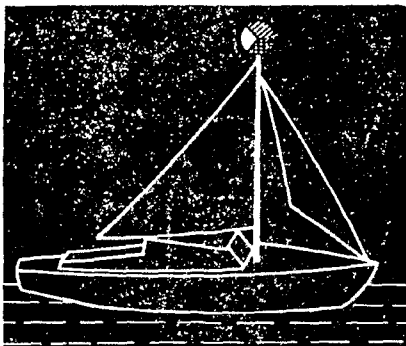
—Either an ordinary white light



7

—Or, in the case of vessels with an overall length of 7 metres or more:

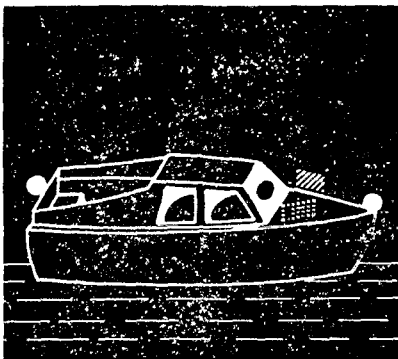
- a) Sidelights:
 —Bright green light
 —Bright red light
 Stern light:
 —Ordinary white light
- b) The lights referred to in subparagraph (a) and, in addition, masthead lights:
 —Bright red light
 —Bright green light



8

—Or, in the case of sailing vessels with an overall length of between 7 and 12 metres:

- Masthead light:
 —Tricoloured green/red/white light

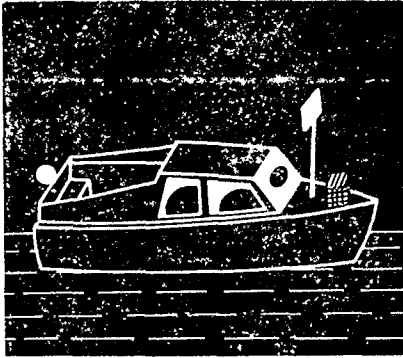


9

II.A, 5. Article 31

Motor vessels less than 15 metres long

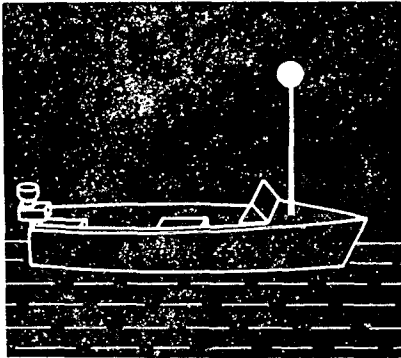
- a) With a capacity of 10 HP (SAE) or more:
 —Bow or masthead light:
 —Bright white light
 —Sidelights:
 —Ordinary green light
 —Ordinary red light
 —Stern light:
 —Ordinary white light



10

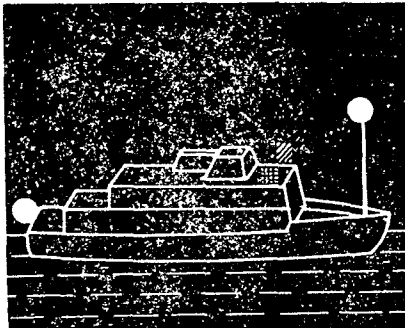
Or, with the authorization of the competent authority:

- Bow or masthead light:
 - Bright white light
- Sidelights:
 - Green/red bicoloured light
- Stern light:
 - Ordinary white light



11

- b) With a capacity of less than 10 HP (SAE):
- Ordinary white light

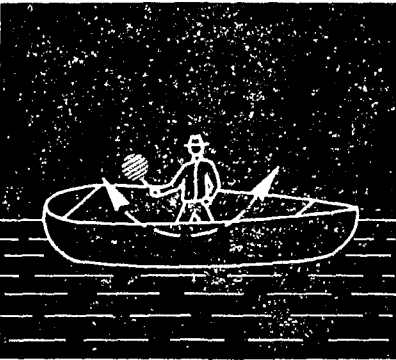


12

II.A, 6. Article 32

Vessels plying in regular service

- Bow or masthead light:
- Bright green light
 - Strong white light
- Sidelights:
- Bright green light
 - Bright red light
- Stern light:
- Ordinary white light

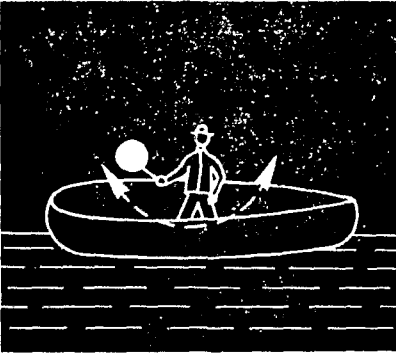


13

II.A, 7. *Article 33**Vessels unable to manœuvre*

Additional signals:

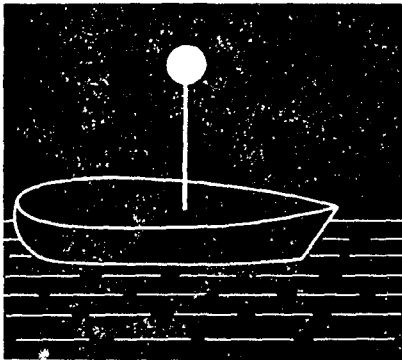
—Wave a red light and/or give the prescribed sound signal



14

Additional signals for vessels with an overall length of less than 15 metres:

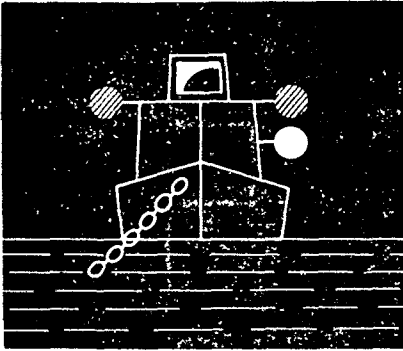
—Wave a white light and/or give the prescribed sound signal

II.B. *Night signals when moored*

15

II.B, 1. *Article 34**All vessels and floating equipment*

Ordinary white light

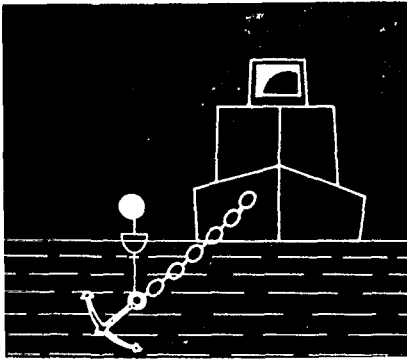


16

II.B. 2. Article 35

Vessels and floating equipment engaged in surveying or measuring work or operations

- a) On the side or sides on which the channel is clear:
 - Ordinary red light
 - Ordinary white light
- b) On the side or sides on which the channel is not clear:
 - Ordinary red light



17

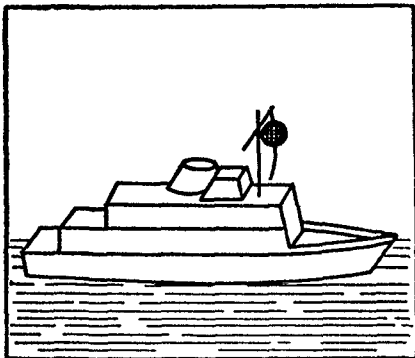
II.B. 3. Article 36

Anchorage

Buoys bearing an ordinary white light

III. DAY SIGNALS

III.A. Day signals when under way

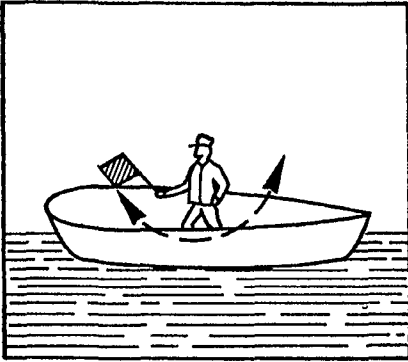


18

III.A. 1. Article 37

Vessels plying in regular service

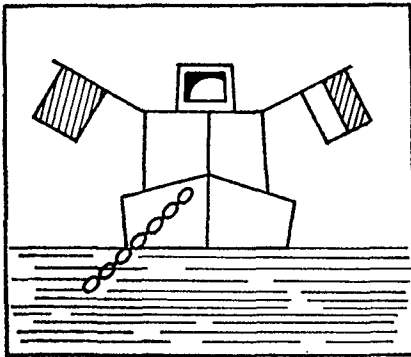
Green ball



19

III.A, 2. *Article 38**Vessels unable to manœuvre*

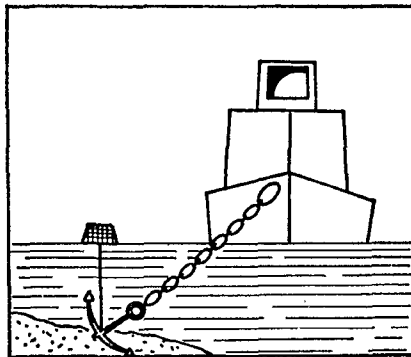
Wave a red flag

III.B. *Day signals when moored*

20

III.B, 1. *Article 39**Vessels and floating equipment engaged in measuring work or operations*

- a) On the side or sides on which the channel is clear:
 - Either a red and white flag,
 - Or a red flag and a white flag
- b) On the side or sides on which the channel is not clear:
 - A red flag

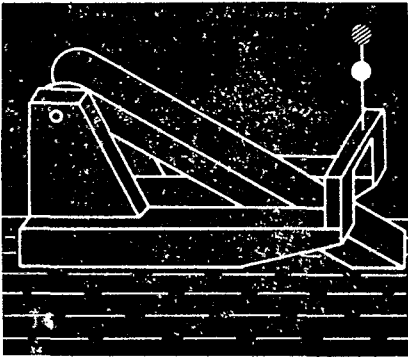


21

III.B, 2. *Article 40**Anchorage*

Yellow buoys

IV. SPECIAL SIGNALS



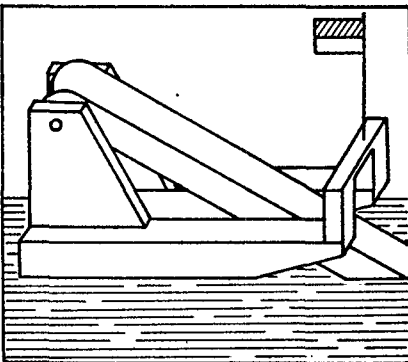
22

IV.1. Article 41

Vessels, floating equipment, floating materials and floating establishments to be protected against backwash

By night:

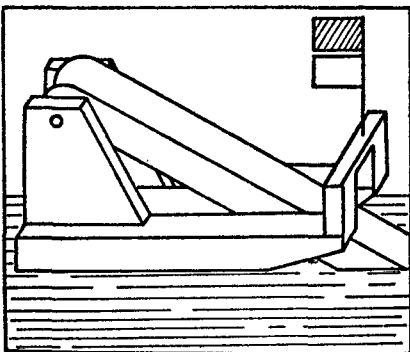
- Ordinary red light
- Ordinary white light



23

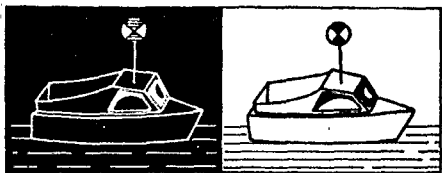
By day:

- Either a red and white flag

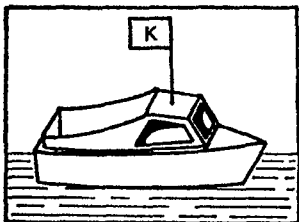


24

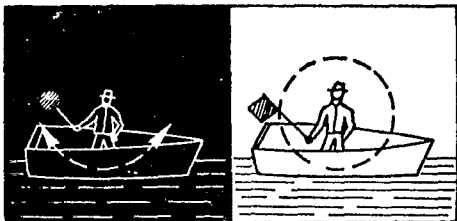
- Or a red flag and a white flag



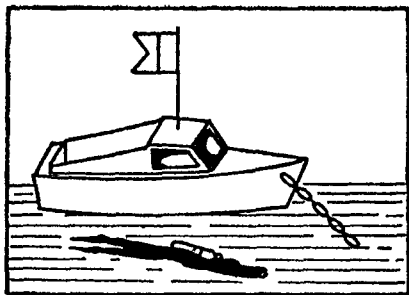
25



26



27



28

IV.2. Article 42

Vessels used in the service of the supervisory authorities

- (1) Vessels of the supervisory authorities and the fire and rescue services:
—Blinking blue light

- (2) Vessels of the supervisory authorities wishing to communicate with other vessels:
—Flag letter "K"

IV.3. Article 43

Distress signals

By night:

—Circular movement of red light

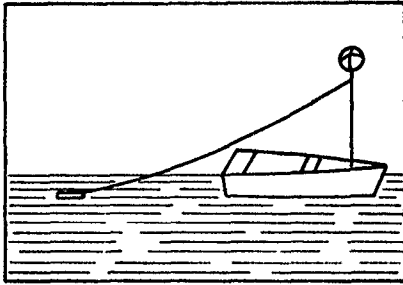
By day:

—Circular movement of red flag or other object
—Or any other distress signal laid down in article 43

IV.4. Article 44

Vessels used for underwater diving

Flag letter "A"

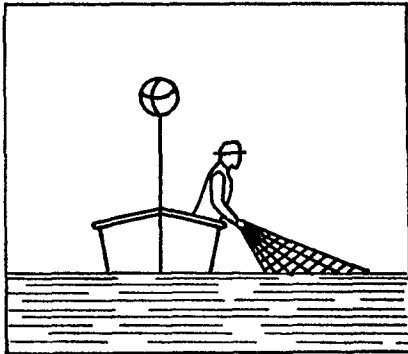


29

IV.5. Article 45

Fishing vessels

- (1) Vessels engaged in trolling:
— White ball










30

- (2) Commercial fishing vessels at work:
— Yellow ball

ANNEX II. [SOUND SIGNALS]

I. *Sound signals for vessels*

A. General signals

	1 prolonged blast	“Attention, I am coming straight ahead.”	Article 47 (a)
	1 short blast	“I am altering my course to starboard.”	Article 47 (b)
	2 short blasts	“I am altering my course to port.”	Article 47 (c)
	3 short blasts	“I am going astern.”	Article 47 (d)
	4 short blasts	“I am unable to manoeuvre.”	Article 47 (e)
	Sequence of very short blasts	“Immediate danger of collision.”	Article 47 (f)
	Prolonged blasts given at least four times or peals of bells	“Distress signal.”	Article 47 (g)



B. Crossing signal

	2 short blasts	“I wish to cross on your starboard side.” “I agree, the crossing will be on the starboard side.”	Article 62 Paragraph 4
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C. Thick weather signals

	1 prolonged blast	Signal for vessels under way, except for vessels plying in regular service.	Article 73
	2 prolonged blasts	Signal for vessels plying in regular service	Article 73

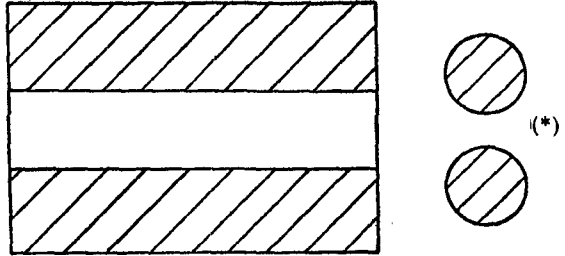
II. *Sound signals for ports and landing stages*

	2 short blasts repeated 3 times in a minute or continuous peals of bells.		Article 56 (a)
			Article 56 (b)

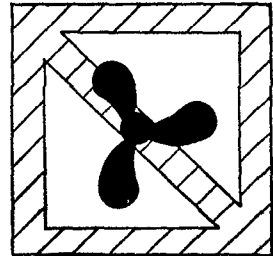
ANNEX III. WATERWAY MARKING SYSTEM

A. PROHIBITING SIGNS

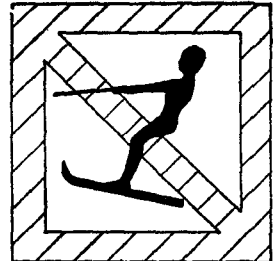
A.1. No entry



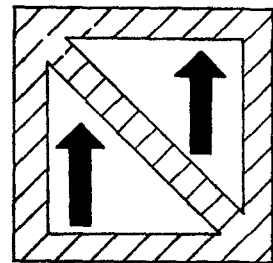
A.2. No passage for motor vessels



A.3. No water skiing or use of similar equipment

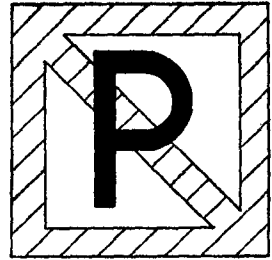


A.4. No overtaking

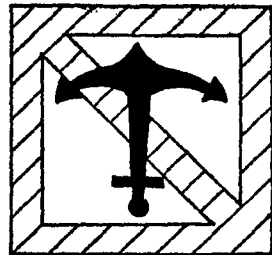


(*) Two light signals.

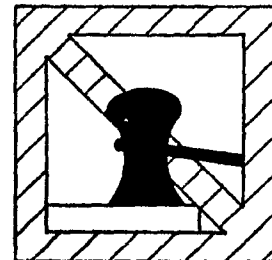
A.5. No mooring



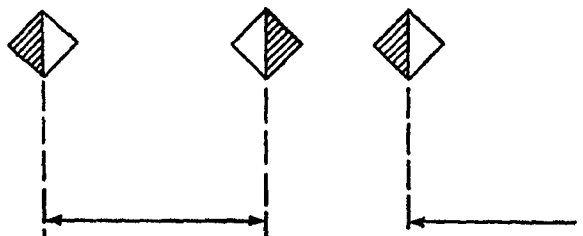
A.6. No anchoring



A.7. No docking

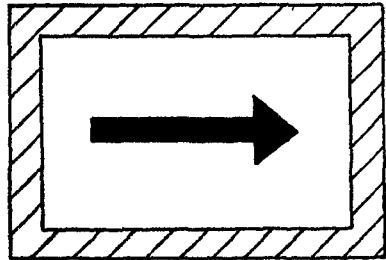


A.8. No passage outside the area indicated

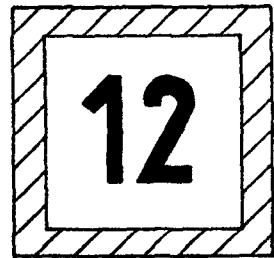


B. MANDATORY SIGNS

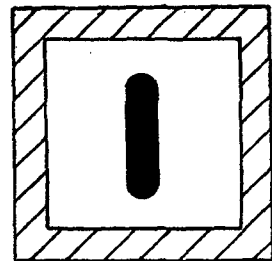
B.1. Obligation to proceed in the direction indicated by the arrow



B.2. Obligation not to exceed the speed indicated (in km per hour)

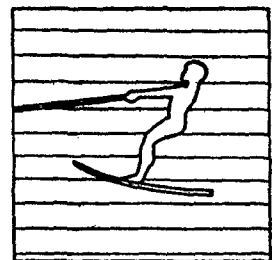


B.3. Obligation to exercise special care

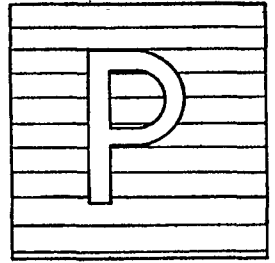


C. INFORMATIVE SIGNS

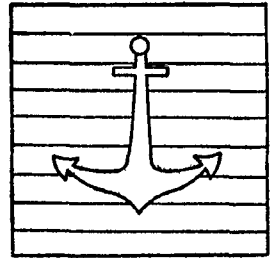
C.1. Water skiing and the use of similar equipment authorized



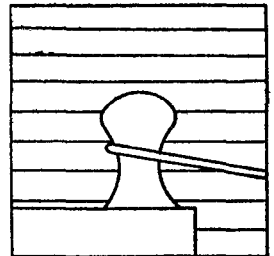
C.2. Mooring authorized



C.3. Anchoring authorized

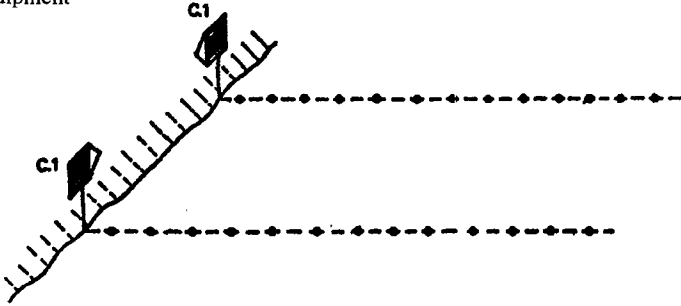


C.4. Docking authorized

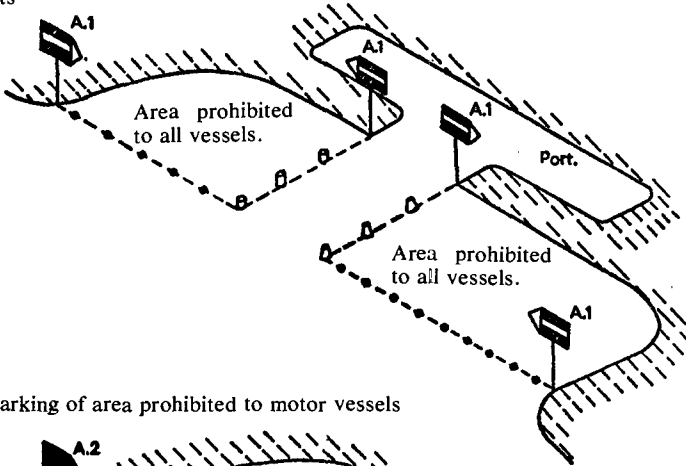


D. YELLOW BUOYS: MARKING THE BOUNDARIES IN AREAS

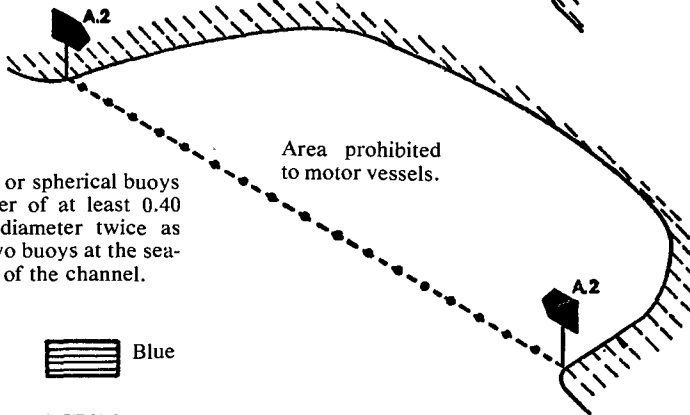
Example a. Marking of channels starting at the shore reserved for water skiing or the use of similar equipment



Example b. Marking of areas prohibited to all vessels and the access channels to ports



Example c. Marking of area prohibited to motor vessels



*) Conical or spherical buoys with a diameter of at least 0.40 metre and a diameter twice as large for the two buoys at the seaward entrance of the channel.

Colours key:



Red



Blue



White



Black