

PROCEEDINGS

OF THE MARINE SAFETY COUNCIL



DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

International Regulations for Preventing Collisions at Sea, 1972—Summary and Complete Text . . .

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COVERS

FRONT COVER: The world's largest and fastest containership, the S/S *Sea-Land Galloway*, is pictured entering New York Harbor accompanied by McAllister tugs. The fully loaded 946-foot containership made the run from Rotterdam to New York averaging a cargoliner record 29.4 knots despite a detour to England to land a sick crewmember. *Photo courtesy Sea-Land, Inc.*

BACK COVER: Sliding down the ways is the newly built trailership, S/S *Fortaleza*, built for Transamerican Trailer Transport, Inc. by Sun Shipbuilding and Dry Dock Company. The 700-foot vessel will average over 25 knots on runs between Baltimore and Puerto Rico. *Photo courtesy Sun Shipbuilding and Dry Dock Co.*

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OF THE

MARINE SAFETY COUNCIL

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Lieutenant (jg) A. W. Vander Meer, Jr., Editor

The new Regulations will be considerably easier to refer to and are conveniently divided into the following parts and sections including accompanying annexes.

Part A—General

Part B—Steering and Sailing Rules

Section I—Conduct of Vessels in Any Condition of Visibility

Section II—Conduct of Vessels in Sight of One Another

Section III—Conduct of Vessels in Restricted Visibility

Part C—Lights and Shapes

Part D—Sound and Light Signals

Part E—Exemptions

Annex I—Positioning and Technical Details of Lights and Shapes

Annex II—Additional Signals for Fishing Vessels Fishing in Close Proximity to One Another

Annex III—Technical Details of Sound Signals and Appliances

Annex IV—Distress Signals

The 1960 rules require the use of moderate speed in foggy weather but, aside from precautions required by the ordinary practice of seamen, no mention was made concerning speed in clear weather. Under the revised regulations a vessel will be required at all times to proceed at a safe speed so that proper and effective action can be taken to avoid collision (Rule 7). Among the factors to be taken into account in determining safe speed are the state of the visibility, traffic density, vessel maneuverability, weather conditions, sea conditions and radar limitations.

Maintaining a proper lookout has been a requirement from the earliest of international rules. The revised rules in addition to containing more detail on the maintenance of a proper lookout (Rule 5), will require the use

of all available means aboard a vessel to determine if risk of collision exists when vessels are operating in proximity to one another (Rule 7). When radar equipment is fitted and operational, its use will be required. Action to avoid collision is collected conveniently in a separate rule which draws upon the present requirements and radar recommendations (Rule 8).

The starboard hand rule is retained for vessels navigating narrow channels with the new requirement of keeping as near to the outer limit of the channel as is safe and practicable (Rule 9). In addition a specific provision will prohibit a vessel from crossing a narrow channel if it impedes the passage of a vessel which can only navigate within such channel. Vessels overtaking in a narrow channel will be required to use new signals (Rule 34). Whistle signals will consist of two prolonged blasts preceding the side preference indication to prevent confusion with other signals required by the rules. The vessel being overtaken will indicate agreement by a prolonged, short, prolonged, short whistle signal (International Morse Code letter "C").

Another new rule prescribes the conduct of vessels operating in or near traffic separation schemes adopted by IMCO (Rule 10). Vessels using these schemes will be required to proceed in the appropriate traffic lane in the general direction of traffic flow for that lane, keeping clear of separation lines or zones. Insofar as is practicable, vessels must avoid crossing traffic lanes. When crossing a lane is necessary it must be accomplished as nearly as practicable at right angles to the general direction of traffic flow. Vessels not using a traffic separation scheme will be required to avoid it by as wide a margin as is practicable. Other provisions concern entering and leaving lanes, inshore traffic zones, fishing, anchoring, small vessels, sailing vessels and general precautions.

The rules concerning the conduct of vessels in overtaking, head-on and crossing situations remain substan-

tially the same as the present rules (Rules 13-15). The rule concerning the stand-on (privileged) vessel has been modified to require action by that vessel "to avoid" collision when the give-away (burdened) vessel is so close that collision cannot be avoided by the action of the give-away vessel alone (Rule 17). In addition, the stand-on vessel will be permitted to take action to avoid collision somewhat earlier than is now permitted. That is, the stand-on vessel may under the revised rules take avoiding action as soon as it becomes apparent to her that the give-away is not taking appropriate action in accordance with the rules.

The right-of-way between various categories of vessels has been combined into a single rule for clarity and ease of reference with new provisions for vessels constrained by their draft (Rule 18). Vessels not under command and those restricted in their ability to maneuver are given the highest priority, with vessels constrained by their draft, vessels engaged in fishing, and sailing vessels given priority in that descending order. Seaplanes on the water will be required to keep well clear of all vessels and avoid impeding their navigation, but in circumstances where risk of collision exists the normal rules of the road shall apply.

The term "vessels restricted in their ability to maneuver" includes any vessel engaged in: laying, servicing or picking up a navigation mark, submarine cable or pipeline; dredging, surveying or underwater operations; replenishment or transferring persons, provisions or cargo while underway; launching of or recovery of aircraft; minesweeping operations; and towing operations such as renders a vessel unable to deviate from its course (Rule 3(g)).

Vessels constrained by their draft are defined as power-driven vessels which are severely restricted in their ability to deviate from the course being followed because of the vessels' drafts in relation to the available

depth of water (Rule 3(h)). New provisions for the display of lights and day shapes have been developed to indicate a vessel constrained by its draft. In addition to the usual navigation lights for power-driven vessels, such vessels may display three all-round red lights in a vertical line or by day show a black cylinder (Rule 28).

In restricted visibility a vessel which detects by radar alone the presence of another vessel in a developing close-quarters situation or where risk of collision exists and takes avoiding action is cautioned to avoid alterations of course to port for a vessel forward of the beam (except when overtaking) or alterations of course towards a vessel abeam or abaft the beam. Every vessel which hears apparently forward of her beam the fog signal of another vessel will not be required to stop her engines as is now required. The rule has been modified to provide that except where it has been determined that a risk of collision does not exist, every vessel "shall reduce her speed to the minimum at which she can be kept on her course," taking all her way off if necessary and "in any event navigate with extreme caution until danger of collision is over." (Rule 19).

Visibility requirements of navigation lights have been changed. (Rule 22). In vessels of 50 meters (164 ft.) or more in length, masthead lights must be visible at 6 miles, sidelights, sternlights and other colored lights at three miles. In vessels between 20 meters (65.6 ft.) and less than 50 meters, masthead lights must be visible at 5 miles and other lights at 2 miles. For vessels of less than 20 meters but 12 meters (39.4 ft.) or more in length, masthead lights must be visible at 3 miles and other lights at 2 miles. In vessels of less than 12 meters, masthead lights must be visible at 2 miles, sidelights at 1 mile and all other lights at 2 miles.

Air-cushion vessels operating in the nondisplacement mode will be required to exhibit an all-round flashing yellow light in addition to lights

normally required of power-driven vessels underway (Rule 23(b)).

Lights and day shapes for fishing vessels remain such as they are at present, with the exception that the masthead light abaft the fishing identification lights, for vessels of 50 meters (164 ft.) or more in length, will be shown higher than presently required (Rule 26). Additional signals for fishing vessels fishing in close proximity to one another may also be exhibited (Annex II). These signals are similar to signals provided in the Convention on the Conduct of Fishing Operations in the North Atlantic, 1967 and may be used by fishing vessels to indicate when they are shooting (setting) their nets, hauling their nets, when a net has come fast upon an obstruction, when pair trawling and when using purse seine gear.

When towing, power-driven vessels will be required to display, in addition to the usual navigation lights for vessels engaged in towing, a yellow light above the sternlight (Rule 24(a)). When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a single power-driven vessel for lighting purposes and are to exhibit the usual navigation lights of power-driven vessels (Rule 24(b)). Whenever a vessel is engaged in a towing operation that renders the vessel unable to deviate from her course such vessel will display the lights or shapes prescribed for vessels restricted in their ability to maneuver in addition to the usual towing lights or shapes. (Rule 27(c)).

New provisions have been included for vessels engaged in dredging or underwater operations when they are restricted in their ability to maneuver (Rule 27(d)). In addition to the display of lights or day shapes for vessels restricted in their ability to maneuver, when an obstruction exists, such vessels will also be required to exhibit special lights or shapes to indicate the side on which an obstruction exists (two all-round red lights or by day two black balls in a vertical

line). Whenever the size of the vessel engaged in diving operations makes it impracticable to exhibit the prescribed day signal, a rigid replica of the International Code flag "A" must be exhibited (Rule 27(e)).

The signals for vessels engaged in minesweeping operations have been slightly modified (Rule 27(f)). Vessels so engaged, regardless of the direction of outlying gear will exhibit three all-round green lights, or by day three black balls, arranged in triangular fashion, one exhibited at or near the foremast head and one at each end of the fore yard. These signals indicate that it is dangerous to approach closer than 1,000 meters (3281 ft.) astern or 500 meters (1640.5 ft.) on either side of the minesweeper.

Sound signals for use in restricted visibility are generally the same as the 1960 Rules. The interval between the two prolonged blasts for power-driven vessels underway but stopped and making no way through the water will be 2 seconds rather than 1 second (Rule 35(b)). Restricted visibility signals for a vessel not under command, a vessel restricted in its ability to maneuver, a vessel constrained by her draft, a sailing vessel, a vessel engaged in fishing and a vessel engaged in towing or pushing another vessel will be three blasts in succession, one prolonged followed by two short blasts, every 2 minutes (Rule 35(c)). Vessels towed will be required to sound a signal similar to that now required, consisting of one prolonged blast followed by three short blasts at least every 2 minutes rather than a 1 minute interval (Rule 35(d)). Vessels termed as a composite unit, that is when a pushing vessel and a vessel being pushed are rigidly connected, will be regarded as any other power-driven vessel and will give the required signals for such vessels (Rule 34(e)). Vessels aground will be required to sound bell and gong signals as are now provided in the 1960 Rules (three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell) and in

addition may sound an "appropriate whistle signal" from the International Code of Signals (Rule 34(g)). Vessels of less than 12 meters (39.4 ft.) in length will be required to sound an "efficient" sound signal at intervals of not more than 2 minutes (Rule 34(h)) rather than the 1 minute interval now required of vessels less than 40 feet in length.

Light signals to supplement whistle signals when maneuvering were permitted under the 1960 Regulations. Such a provision remains, with the modification that permissive operation of the maneuvering light signal may be repeated as appropriate when altering course to port or starboard and when operating astern propulsion (Rule 34(b)).

The use of a warning signal consisting of five short and rapid blasts on the whistle has been extended to any situation in which a vessel fails to understand the intentions or actions of another vessel or is in doubt whether sufficient action is being taken by another vessel to avoid collision (Rule 34(d)). Under the 1960 Rules only a

privileged vessel could use this signal. The warning signal may also be supplemented by a light signal using five short and rapid flashes in a group.

Vessels nearing a bend or an area of a channel or fairway where other vessels may be obscured will be required to sound a whistle signal of one prolonged blast as is presently required, however, the requirement that such signal shall be sounded when the vessel has arrived within one-half mile will be eliminated (Rule 34(e)).

Vessels which may be fitted with more than one whistle, may use only one whistle when sounding maneuvering and warning signals if the whistles fitted are more than 100 meters (328 ft.) apart (Rule 34(f)). This is to prevent misunderstanding of signals which may result when two or more whistles are sounded simultaneously and they are of sufficient distance apart to cause the arrival of separate signals.

As may be surmised from this discussion all dimensions are now prescribed in the metric system rather than feet.

Black has been prescribed as the color of all shapes to be used during the day since it is the most easily discerned color over a long distance.

Any vessel which complies with the present 1960 International Regulations which are now in force may be exempted from compliance with the new Regulations, providing that its keel was laid before entry into force of the 1972 Regulations, for a period of: 4 years concerning installation of lights and ranges prescribed in Rule 22 and the installation of lights with color specifications prescribed in Section 7 of Annex I; 9 years when repositioning of masthead lights on vessels of 150 meters (492.1 ft.) or more in length is required by Sections 3(a) and 3(b) of Annex I, or the requirements of sound signal appliances in Annex III; and a permanent exemption from repositioning of lights as a result of conversion from imperial to metric units, or the repositioning of masthead lights on vessels of less than 150 meters (492.1 ft.) in length resulting from the requirements of Section 3(a) of Annex I. &



INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

EDITOR'S NOTE: The following is the most accurate version of the text of the 1972 Rules that is available at the time of printing. It is anticipated that there may be minor differences between the text below and the final official IMCO text soon to be released. However, those differences will not be substantial. It is also emphasized that the present rules remain in effect until at least January 1, 1976, for the following rules cannot come into force until that date.

PART A—GENERAL

RULE 1

Application

(a) These rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.

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

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

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

(e) Whenever the Government concerned shall have determined that a vessel of special construction or pur-

pose cannot comply fully with the provisions of any of these rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, without interfering with the special function of the vessel, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these rules in respect to that vessel.

RULE 2

Responsibility

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

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

RULE 3

General Definitions

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

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

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

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

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

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

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

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

The following vessels shall be regarded as vessels restricted in their ability to manoeuvre:

(i) a vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;

(ii) a vessel engaged in dredging, surveying or underwater operations;

(iii) a vessel engaged in replenishment or transferring persons, provisions or cargo while underway;

(iv) a vessel engaged in the launching or recovery of aircraft;

(v) a vessel engaged in minesweeping operations;

(vi) a vessel engaged in a towing operation such as renders her unable to deviate from her course.

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

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

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

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

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

PART B—STEERING AND SAILING RULES

SECTION I—CONDUCT OF VESSELS IN ANY CONDITION OF VISIBILITY

RULE 4

Application

Rules in this Section apply in any condition of visibility.

RULE 5

Lookout

Every vessel shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

RULE 6

Safe speed

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

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

(a) By all vessels:

(i) the state of visibility;

(ii) the traffic density including concentrations of fishing vessels or any other vessels;

(iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;

(iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;

(v) the state of wind, sea and current, and the proximity of navigational hazards;

(vi) the draught in relation to the available depth of water.

(b) Additionally, by vessels with operational radar:

(i) the characteristics, efficiency and limitations of the radar equipment;

(ii) any constraints imposed by the radar range scale in use;

(iii) the effect on radar detection of the sea state, weather and other sources of interference;

(iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;

(v) the number, location and movement of vessels detected by radar;

(vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

RULE 7

Risk of Collision

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

(b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

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

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

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

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

RULE 8

Action to avoid collision

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

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

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

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

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

RULE 9

Narrow channels

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

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

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

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

(e) (i) In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c)(i). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34(c)(ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d).

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

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

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

RULE 10

Traffic separation schemes

(a) This rule applies to traffic separation schemes adopted by the organization.

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

(i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;

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

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

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

(d) Inshore traffic zones shall not normally be used by through traffic which can safely use the appropriate traffic lane within the adjacent traffic separation scheme.

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

- (i) in cases of emergency to avoid immediate danger;
- (ii) to engage in fishing within a separation zone.

(f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

(g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

(h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

(i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

(j) A vessel of less than 20 metres in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

SECTION II—CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER

RULE 11

Application

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

RULE 12

Sailing vessels

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

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

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

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

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

RULE 13

Overtaking

(a) Notwithstanding anything contained in the rules of this Section any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

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

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

(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

RULE 14

Head-on situation

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

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

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

RULE 15

Crossing situation

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

RULE 16

Action by give-way vessel

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

RULE 17

Action by stand-on vessel

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

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

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

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

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

RULE 18

Responsibilities between vessels

Except where Rules 9, 10 and 13 otherwise require:

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

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

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

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

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

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

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

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

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

SECTION III—CONDUCT OF VESSELS IN RESTRICTED VISIBILITY

RULE 19

Conduct of vessels in restricted visibility

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

(b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate manoeuvre.

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

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

- (i) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken;
- (ii) an alteration of course towards a vessel abeam or abaft the beam.

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

PART C—LIGHTS AND SHAPES

RULE 20

Application

(a) Rules in this part shall be complied with in all weathers.

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

(c) The lights prescribed by these rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.

(d) The rules concerning shapes shall be complied with by day.

(e) The lights and shapes specified in these rules shall comply with the provisions of Annex I to these regulations.

RULE 21

Definitions

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

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

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

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

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

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

RULE 22

Visibility of Lights

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

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

- a masthead light, 6 miles;
- a sidelight, 3 miles;
- a sternlight, 3 miles;
- a towing light, 3 miles;
- a white, red, green or yellow all-round light, 2 miles.

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

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

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

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

—a towing light, 2 miles;

—a white, red green or yellow all-round light, 2 miles.

RULE 23

Power-driven vessels underway

(a) A power-driven vessel underway shall exhibit:

(i) a masthead light forward;

(ii) a second masthead light abaft of and higher than the forward one; except that a vessel of less than 50 metres in length shall not be obliged to exhibit such light but may do so;

(iii) sidelights;

(iv) a sternlight.

(b) An air-cushion vessel when operating in the non-displacement mode shall, in addition to the lights prescribed in paragraph (a) of this rule, exhibit an all-round flashing yellow light.

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

RULE 24

Towing and pushing

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

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

(ii) sidelights;

(iii) a sternlight;

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

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

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

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

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

(ii) sidelights;

(iii) a sternlight.

(d) A power-driven vessel to which paragraphs (a) and (c) of this rule apply shall also comply with Rule 23(a)(ii).

(e) A vessel or object being towed shall exhibit:

(i) sidelights;

- (ii) a sternlight;
- (iii) when the length of the tow exceeds 200 metres, a diamond shape where it can best be seen.
- (f) Provided that any number of vessels being towed or pushed in a group shall be lighted as one vessel,
- (i) a vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end, sidelight;
- (ii) a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights.
- (g) Where from any sufficient cause it is impracticable for a vessel or object being towed to exhibit the lights prescribed in paragraph (e) of this rule, all possible measures shall be taken to light the vessel or object towed or at least to indicate the presence of the unlighted vessel or object.

RULE 25

Sailing vessels underway and vessels under oars

- (a) A sailing vessel underway shall exhibit:
 - (i) sidelights;
 - (ii) a sternlight.
- (b) In a sailing vessel of less than 12 metres in length the lights prescribed in paragraph (a) of this rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.
- (c) A sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of this rule, exhibit at or near the top of the mast, where they can best be seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this rule.
- (d) (i) A sailing vessel of less than 7 metres in length shall, if practicable, exhibit the lights prescribed in paragraph (a) or (b) of this rule, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.
- (ii) A vessel under oars may exhibit the lights prescribed in this rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.
- (e) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downwards.

RULE 26

Fishing vessels

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

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

- (i) two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other; a vessel of less than 20 metres in length may instead of this shape exhibit a basket;
- (ii) a masthead light abaft of and higher than the all-round green light; a vessel of less than 50 metres in length shall not be obliged to exhibit such a light but may do so;
- (iii) When making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

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

- (i) two all-round lights in a vertical line, the upper being red and the lower white, or a shape consisting of two cones with apexes together in a vertical line one above the other; a vessel of less than 20 metres in length may instead of this shape exhibit a basket;
- (ii) when there is outlying gear extending more than 150 metres horizontally from the vessel, an all-round white light or a cone apex upwards in the direction of the gear;
- (iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

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

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

RULE 27

Vessels not under command or restricted in their ability to manoeuvre

- (a) A vessel not under command shall exhibit:
 - (i) two all-round red lights in a vertical line where they can best be seen;
 - (ii) two balls or similar shapes in a vertical line where they can best be seen;
 - (iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.
- (b) A vessel restricted in her ability to manoeuvre, except a vessel engaged in minesweeping operations, shall exhibit:
 - (i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;

(ii) three shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond;

(iii) when making way through the water, masthead lights, sidelights and a sternlight, in addition to the lights prescribed in subparagraph (i);

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

(c) A vessel engaged in a towing operation such as renders her unable to deviate from her course shall, in addition to the lights or shapes prescribed in subparagraph (b) (i) and (ii) of this rule, exhibit the lights or shape prescribed in Rule 24(a).

(d) A vessel engaged in dredging or underwater operations, when restricted in her ability to manoeuvre, shall exhibit the lights and shapes prescribed in paragraph (b) of this rule and shall in addition, when an obstruction exists, exhibit:

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

(ii) two all-round green lights or two diamonds in a vertical line to indicate the side on which another vessel may pass;

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

(iv) a vessel to which this paragraph applies when at anchor shall exhibit the lights or shapes prescribed in subparagraphs (i) and (ii) instead of the lights or shape prescribed in Rule 30.

(e) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit the shapes prescribed in paragraph (d) of this rule, a rigid replica of the International Code flag "A" not less than 1 metre in height shall be exhibited. Measures shall be taken to ensure all-round visibility.

(f) A vessel engaged in minesweeping operations shall, in addition to the lights prescribed for a power-driven vessel in Rule 23, exhibit three all-round green lights or three balls. One of these lights or shapes shall be exhibited at or near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach closer than 1,000 metres astern or 500 metres on either side of the minesweeper.

(g) Vessels of less than 7 metres in length shall not be required to exhibit the lights prescribed in this rule.

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

RULE 28

Vessels constrained by their draught

A vessel constrained by her draught may, in addition

to the lights prescribed for power-driven vessels in Rule 23, exhibit where they can best be seen three all-round red lights in a vertical line, or a cylinder.

RULE 29

Pilot vessels

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

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

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

(iii) when at anchor, in addition to the lights prescribed in subparagraph (i), the anchor light, lights or shape.

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

RULE 30

Anchored vessels and vessels aground

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

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

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

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

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

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

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

(ii) three balls in a vertical line.

(e) A vessel of less than 7 metres in length, when at anchor or aground, not in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate, shall not be required to exhibit the lights or shapes prescribed in paragraphs (a), (b) or (d) of this rule.

RULE 31

Seaplanes

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

PART D—SOUND AND LIGHT SIGNALS

RULE 32

Definitions

(a) The word "whistle" means any sound signalling appliance capable of producing the prescribed blasts and which complies with the specifications in Annex III to these regulations.

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

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

RULE 33

Equipment for sound signals

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

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

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

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

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

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

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

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

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

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

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

RULE 34

Manoeuvring and warning signals

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

—one short blast to mean "I am altering my course to starboard";

—two short blasts to mean "I am altering my course to port";

—three short blasts to mean "I am operating astern propulsion".

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

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

—one flash to mean "I am altering my course to starboard";

—two flashes to mean "I am altering my course to port";

—three flashes to mean "I am operating astern propulsion";

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

(iii) the light used for this signal shall, if fitted, be an all-round white light, visible at a minimum range of 5 miles, and shall comply with the provisions of Annex I.

RULE 35

Sound signals in restricted visibility

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

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

(b) A power-driven vessel underway but stopped and making no way through the water shall sound at intervals of not more than 2 minutes two prolonged blasts in

succession with an interval of about 2 seconds between them.

(c) A vessel not under command, a vessel restricted in her ability to manoeuvre, a vessel constrained by her draught, a sailing vessel, a vessel engaged in fishing and a vessel engaged in towing or pushing another vessel shall, instead of the signals prescribed in paragraphs (a) (b) of this rule, sound at intervals of not more than 2 minutes three blasts in succession, namely one prolonged followed by two short blasts.

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

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

(f) A vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds. In a vessel of 100 metres or more in length the bell shall be sounded in the forepart of the vessel and immediately after the ringing of the bell the gong shall be sounded rapidly for about 5 seconds in the after part of the vessel. A vessel at anchor may in addition sound three blasts in succession, namely one short, one prolonged and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.

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

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

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

RULE 36

Signals to attract attention

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

RULE 37

Distress signals

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

PART E—EXEMPTIONS

RULE 38

Exemptions

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

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

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

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

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

(ii) The repositioning of masthead lights on vessels of 150 metres or more in length, resulting from the prescriptions of Section 3(a) of Annex I to these regulations, until 9 years after the date of entry into force of these regulations.

(e) The repositioning of masthead lights resulting from the prescriptions of Section 2(b) of Annex I, until 9 years after the date of entry into force of these regulations.

(f) The repositioning of sidelights resulting from the prescriptions of Section 3(b) of Annex I, until 9 years after the date of entry into force of these regulations.

(g) The requirements for sound signal appliances prescribed in Annex III, until 9 years after the date of entry into force of these regulations.

ANNEX I

POSITIONING AND TECHNICAL DETAILS OF LIGHTS AND SHAPES

1. Definition

The term "height above the hull" means height above the uppermost continuous deck.

2. Vertical positioning and spacing of lights

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

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

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

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

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

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

(e) One of the two or three masthead lights prescribed for a power-driven vessel when engaged in towing or pushing another vessel shall be placed in the same position as the forward masthead light of a power-driven vessel.

(f) In all circumstances the masthead light or lights shall be so placed as to be above and clear of all other lights and obstructions.

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

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

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

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

(ii) on a vessel of less than 20 metres in length such lights shall be spaced not less than 1 metre apart and the lowest of these lights shall, except where a towing light is required, not be less than 2 metres above the gunwale;

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

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

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

3. Horizontal positioning and spacing of lights

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

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

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

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

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

5. Screens for sidelights

The sidelights be fitted with inboard screens painted matt black, and meeting the requirements of Section 9 of this Annex. With a combined lantern, using a single vertical filament and a very narrow division between the green and red sections, external screens need not be fitted.

6. Shapes

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

(i) a ball shall have a diameter of not less than 0.6 metre;

- (ii) a cone shall have a base diameter of not less than 0.6 metre and a height equal to its diameter;
- (iii) a cylinder shall have a diameter of at least 0.6 metre and a height of twice its diameter;
- (iv) a diamond shape shall consist of two cones as defined in (ii) above having a common base.

(b) The vertical distance between shapes shall be at least 1.5 metre.

(c) In a vessel of less than 20 metres in length shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.

7. Colour specification of lights

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

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

(i) <i>White:</i>							
x	0.525	0.525	0.452	0.310	0.310	0.443	
y	0.382	0.440	0.440	0.348	0.283	0.382	
(ii) <i>Green:</i>							
x	0.028	0.009	0.300	0.203			
y	0.385	0.723	0.511	0.356			
(iii) <i>Red:</i>							
x	0.680	0.660	0.735	0.721			
y	0.320	0.320	0.265	0.259			
(iv) <i>Yellow:</i>							
x	0.612	0.618	0.575	0.575			
y	0.382	0.382	0.425	0.406			

8. Intensity of lights

(a) The minimum luminous intensity of lights shall be calculated by using the formula:

$$I = 3.43 \times 10^6 \times T \times D^2 \times K^{-0.8}$$

where I is luminous intensity in candelas under service conditions,

T is threshold factor 2×10^{-7} lux,

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

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

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

Range of visibility (luminous range) of light in nautical miles D	Luminous intensity of light in candelas for K=0.8 I
1	0.9
2	4.3
3	12
4	27
5	52
6	94

NOTE: The maximum luminous intensity of navigation lights should be limited to avoid undue glare.

9. Horizontal Sectors

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

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

(b) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights, which need not be placed at an impracticable height above the hull.

10. Vertical Sectors

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

(i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;

(ii) at least 60 percent of the required minimum intensity is maintained from 7.5 degrees above to 7.5 degrees below the horizontal.

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

(i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;

(ii) at least 50 percent of the required minimum intensity is maintained from 25 degrees above to 25 degrees below the horizontal.

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

11. Intensity of non-electric lights

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

12. Manoeuvring light

Notwithstanding the provisions of paragraph 2(f) of this Annex the manoeuvring light described in Rule 34(b) shall be placed in the same fore and aft vertical plane as the masthead light or lights and, where practicable, at a minimum height of 2 metres vertically above the forward masthead light, provided that it shall be carried

not less than 2 metres vertically above or below the after masthead light. On a vessel where only one masthead light is carried the manoeuvring light, if fitted, shall be carried where it can best be seen, not less than 2 metres vertically apart from the masthead light.

13. Approval

The construction of lanterns and shapes and the installation of lanterns on board the vessel shall be to the satisfaction of the appropriate authority of the State where the vessel is registered.

ANNEX II

ADDITIONAL SIGNALS FOR FISHING VESSELS FISHING IN CLOSE PROXIMITY

1. General

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

2. Signals for Trawlers

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

(i) when shooting their nets: two white lights in a vertical line;

(ii) when hauling their nets: one white light over one red light in a vertical line;

(iii) when the net has come fast upon an obstruction: two red lights in a vertical line.

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

(i) by night, a searchlight directed forward and in the direction of the other vessel of the pair;

(ii) when shooting or hauling their nets or when their nets have come fast upon an obstruction, the lights prescribed in 2(a) above.

3. Signals for purse seiners

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

ANNEX III

TECHNICAL DETAILS OF SOUND SIGNAL APPLIANCES

1. Whistles

(a) *Frequencies and range of audibility.* The fundamental frequency of the signal shall lie within the range 70–700 Hz.

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

(b) *Limits of fundamental frequencies.* To ensure a wide variety of whistle characteristics, the fundamental frequency of a whistle shall be between the following limits:

(i) 70–200 Hz, for a vessel 200 metres or more in length;

(ii) 130–350 Hz, for a vessel 75 metres but less than 200 metres in length;

(iii) 250–700 Hz, for a vessel less than 75 metres in length.

(c) *Sound signal intensity and range of audibility.* A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 metre from it, a sound pressure level in at least one $\frac{1}{3}$ -octave band within the range of frequencies 180–700 Hz (± 1 percent) of not less than the appropriate figure given in the table below.

Length of vessel in meters	$\frac{1}{3}$ d-octave band level at 1 metre in dB referred to 2×10^{-5} N/m ²	Audibility range in nautical miles
200 or more.....	143	2
75 but less than 200.....	138	1.5
20 but less than 75.....	130	1
Less than 20.....	120	0.5

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

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

(d) *Directional properties.* The sound pressure level of a directional whistle shall be not more than 4 dB below the sound pressure level on the axis at any direction in the horizontal plane within ± 45 degrees of the axis. The sound pressure level at any other direction in the horizontal plane shall be not more than 10 dB below the sound pressure level on the axis, so that the range in any direction will be at least half the range on the forward axis. The sound pressure level shall be measured in that one-third octave band which determines the audibility range.

(e) *Positioning of whistles.* When a directional whistle is to be used as the only whistle on a vessel, it shall be installed with its maximum intensity directed straight ahead.

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

(f) *Fitting of more than one whistle.* If whistles are fitted at a distance apart of more than 100 metres, it shall be so arranged that they are not sounded simultaneously.

(g) *Combined whistle systems.* If due to the presence of obstructions the sound field of a single whistle or of one of the whistles referred to in paragraph 1(f) above is likely to have a zone of greatly reduced signal level, it is recommended that a combined whistle system be fitted so as to overcome this reduction. For the purposes of the rules a combined whistle system is to be regarded as a single whistle. The whistles of a combined system shall be located at a distance apart of not more than 100 metres and arranged to be sounded simultaneously. The frequency of any one whistle shall differ from those of the others by at least 10 Hz.

2. Bell or gong

(a) *Intensity of signal.* A bell or gong, or other device having similar sound characteristics shall produce a sound pressure level of not less than 110 dB at 1 metre.

(b) *Construction.* Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of more than 20 metres in length, and shall be not less than 200 mm for vessels of 12 to 20 metres in length. Where practicable, a power-driven bell striker is recommended to ensure constant

force but manual operation shall be possible. The mass of the striker shall be not less than 3 percent of the mass of the bell.

3. Approval

The construction of sound signal appliances, their performance and their installation on board the vessel shall be to the satisfaction of the appropriate authority of the State where the vessel is registered.

ANNEX IV

DISTRESS SIGNALS

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

(a) a gun or other explosive signal fired at intervals of about a minute;

(b) a continuous sounding with any fog-signalling apparatus;

(c) rockets or shells, throwing red stars fired one at a time at short intervals;

(d) a signal made by radiotelegraphy or by any other signaling method consisting of the group . . . — — . . . (SOS) in the Morse Code;

(e) a signal sent by radiotelephony consisting of the spoken word "Mayday";

(f) the International Code Signal of distress indicated by N.C.;

(g) a signal consisting of a square flag having above or below it a ball or anything resembling a ball;

(h) flames on the vessel (as from a burning tar barrel, oil barrel, etc.);

(i) a rocket parachute flare or a hand flare showing a red light;

(j) a smoke signal giving off orange-coloured smoke;

(k) slowly and repeatedly raising and lowering arms outstretched to each side;

(l) the radiotelegraph alarm signal;

(m) the radiotelephone alarm signal;

(n) signals transmitted by emergency position-indicating radio beacons.

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

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

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

(b) a dye marker.

1973

AMERICAN MERCHANT MARINE SEAMANSHIP TROPHY

Nominations are now being received for the 1973 American Merchant Marine Seamanship Trophy.

The award, pictured on this page, is a sterling silver cup inscribed at its base with the names and deeds of the recipients. It was established in 1962 to give recognition to U.S. citizens for deeds exemplifying the highest traditions of seamanship and maritime skills. A Select Committee of steamship labor and management representatives and government officials, appointed by the Assistant Secretary of Commerce for Maritime Affairs, reviews the nominations annually and when merited chooses the winner.

The award has been given seven times since its establishment. Such feats as the coordinated action of officers and crew in fighting a disastrous shipboard fire, a bosun's heroic actions in an effort to save his sinking ship, and the rescue of seven men from a sinking schooner during a North Atlantic storm have merited the award.

In 1972, the trophy was presented to Captain Carl B. Holmes for his distinguished seamanship while Master of the States Steamship Company freighter SS *Montana*, in rescuing 19 survivors of a disabled Danish ship in gale-whipped seas. Spotting distress flares, the *Montana* drew near the slowly sinking life raft which held the exhausted survivors of the Danish freighter. Due to high winds and seas, it was impossible for the *Montana* to get close to the raft so a lifeboat had to be lowered into the rough sea. The lifeboat had to make its perilous way through 24-foot waves to bring the stranded seamen to the safety of the *Montana*.

Nominations based on the following criteria will be considered:

1. The candidate must be a U.S. citizen. Only individuals are eligible — corporations, partnerships, associations are excluded.

2. The candidate must have performed a feat of distinguished seamanship while aboard a civilian-manned U.S.-flag vessel during the calendar year 1972.

- a. "Distinguished seamanship" has been defined by the Select Committee to include either a distinguished feat of professional com-

petence in the presence of extreme peril to life or property or an outstanding feat of seamanship exemplifying the highest standards of professional competence under severe, adverse weather conditions.

- b. "U.S.-flag vessels" may include yachts or other small craft.

3. Nominations are received on a continuing basis but all nominations for the 1973 award must be received by the Secretariat, c/o Eastern Region Director, Maritime Administration, 26 Federal Plaza, New York, N.Y. 10007 by April 1, 1973.



Pictured above is the American Merchant Marine Seamanship Trophy, now on display in the offices of States Steamship Co. in San Francisco. Nominations for this year's award based on events which occurred during 1972 are now being sought.

AMENDMENTS TO REGULATIONS

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of Transportation

[CGD 72-96RC]

PART 92—ANCHORAGE AND NAVIGATION REGULATIONS

St. Marys River, Mich.

This amendment more accurately defines three reference points of land (mentioned in 33 CFR 92.49, appearing on p. 23540 of the Federal Register of Nov. 4, 1972) along the St. Marys River that serve as bounds within which various vessel speed limits are enforced. The three reference points are Sweets Point, Point Aux Frenes, and Point Louise. This amendment designates a specific aid to navigation at each of these areas as the exact reference point to be used in determining where a speed limit commences or terminates.

The purpose of the amendment is to redefine the three reference points with sufficient precision to remove any uncertainties in the description of the actual locations.

Because this amendment is required to insure immediate, fair, and effective law enforcement action under 33 U.S.C. 474 for violations of 33 CFR 92.49, and because the amendment is minor in nature, notice and public procedure thereon have been determined to be both impracticable and unnecessary.

Accordingly, Part 92 of Title 33 of the Code of Federal Regulations is amended by revising § 92.49(b) and (e) (3) to read as follows:

§ 92.49 Speed limits for vessels of 50 gross tons or over.

* * * * *

(b) Detour Reef Light to Point Aux Frenes Passing Range South Front Light: The speed limit between—

(1) Detour Reef Light and Sweets Point Light is 17 miles per

hour; and

(2) Round Island Light and Point Aux Frenes Passing Range South Front Light is 14 miles per hour.

* * * * *

(e) Lake Nicolet Light 80 to Pointe Aux Pins Main Light: The speed limit between—

* * * * *

(3) The upper limit of the St. Marys Falls Canal and Pointe Aux Pins Main Light is 12 miles per hour.

* * * * *

(Secs. 1-3, 29 Stat. 54, as amended, sec. 6(b), 80 Stat. 937; 33 U.S.C. 474, 49 U.S.C. 1655(b); 49 CFR 1.46(b))

Effective date. This amendment becomes effective on January 26, 1973.

(Federal Register of January 29, 1973)

TITLE 46—SHIPPING

Chapter I—Coast Guard, Department of Transportation

[CGD 72-238R]

SUBCHAPTER C—UNINSPECTED VESSELS

PART 25—REQUIREMENTS

SUBCHAPTER T—SMALL PASSENGER VESSELS (UNDER 100 GROSS TONS)

PART 184—VESSEL CONTROL AND MISCELLANEOUS SYSTEMS EQUIPMENT

Light Intensity Standards

Sections 25.05-15(d) and 184.15-5(d) require compliance with certain intensity standards for new navigation lights installed and replacements of existing lights made on or after January 1, 1973. This date for compliance was predicated on the development and the issuance prior to that date of approval specifications for navigation lights. It now appears that these approval specifications cannot be developed and issued prior the present date. The amendments in this document

extend the effective date for compliance with these light intensity standards from January 1, 1973, to January 1, 1974, in order to provide additional time for the development and issuance of these approval specifications.

Since the approval specifications for navigation lights have not yet been determined, compliance with §§ 25.05-15(d) and 184.15-5(d) is not required, and since these amendments provide additional time for such a determination, imposing no additional burden on any person, notice and public procedure thereon are unnecessary and the amendments may be made effective in less than 30 days.

In consideration of the foregoing Parts 25 and 184 of Title 46 of the Code of Federal Regulations are amended as follows:

1. Section 25.05-15 is amended in paragraph (d) by revising the date of compliance as follows:

§ 25.05-15 Light intensity standards.

* * * * *

(d) The light intensity standards of this section shall apply to new navigation lights installed and replacement of existing lights made on or after January 1, 1974. Such lights shall be of an approved type.

2. Section 184.15-5 is amended in paragraph (d) by revising the date of compliance as follows:

§ 184.15-5 Light intensity standards.

* * * * *

(d) The light intensity standards of this section shall apply to new navigation lights installed and replacement of existing lights made on or after January 1, 1974. Such lights shall be of an approved type.

(Sec. 17, 54 Stat. 166, sec. 3, 70 Stat. 152, sec. 6(b)(1), 80 Stat. 937; 46 U.S.C. 526p, 390(b), 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b))

Effective date: January 10, 1973.
(Federal Register of January 8, 1973)

MERCHANT MARINE SAFETY PUBLICATIONS

The following publications of marine safety rules and regulations may be obtained from the nearest marine inspection office of the U.S. Coast Guard. Because changes to the rules and regulations are made from time to time, these publications, between revisions, must be kept current by the individual consulting the latest applicable Federal Register. (Official changes to all Federal rules and regulations are published in the Federal Register, printed daily except Saturday, Sunday, and holiday.) The date of each Coast Guard publication in the table below is indicated in parentheses following its title. The dates of the Federal Registers affecting each publication are noted after the date of each edition.

The Federal Register will be furnished by mail to subscribers, free of postage, for \$2.50 per month or \$25 per year, payable in advance. The charge for individual copies is 20 cents for each issue, or 20 cents for each group of pages as actually bound. Reprint check or money order, made payable to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Regulations for Dangerous Cargoes, 46 CFR 146 and 147 (Subchapter N), dated October 1, 1972 are now available from the Superintendent of Documents price: \$3.75

CG No.	TITLE OF PUBLICATION
101	Specimen Examination for Merchant Marine Deck Officers (7-1-63).
108	Rules and Regulations for Military Explosives and Hazardous Munitions (4-1-72). F.R. 7-21-72.
115	Marine Engineering Regulations (7-1-70) F.R. 12-30-70, 3-25-72, 7-18-72.
123	Rules and Regulations for Tank Vessels (5-1-69) F.R. 10-29-69, 2-25-70, 6-17-70, 10-31-70, 12-30-70, 3-8-72, 3-9-72, 6-14-72, 7-18-72, 10-4-72, 10-14-72, 12-21-72.
129	Proceedings of the Marine Safety Council (Monthly).
169	Rules of the Road—International—Inland (8-1-72). F.R. 9-12-72.
172	Rules of the Road—Great Lakes (7-1-72). F.R. 10-6-72, 11-4-72, 1-16-73, 1-19-73.
174	A Manual for the Safe Handling of Inflammable and Combustible Liquids (3-2-64).
175	Manual for Lifeboatmen, Able Seamen, and Qualified Members of Engine Department (3-1-65).
176	Load Line Regulations (2-1-71) F.R. 10-1-71.
182	Specimen Examinations for Merchant Marine Engineer Licenses (7-1-63).
184	Rules of the Road—Western Rivers (8-1-72). F.R. 9-12-72.
190	Equipment List (8-1-72). F.R. 8-9-72, 8-11-72, 8-21-72, 9-14-72, 10-19-72, 11-8-72, 12-5-72, 1-15-73.
191	Rules and Regulations for Licensing and Certification of Merchant Marine Personnel (6-1-72). F.R. 12-21-72.
200	Marine Investigation Regulations and Suspension and Revocation Proceedings (5-1-67). F.R. 3-30-68, 4-30-70, 10-20-70, 7-18-72.
220	Specimen Examination Questions for Licenses as Master, Mate, and Pilot of Central Western Rivers Vessels (4-1-57).
227	Laws Governing Marine Inspection (3-1-65).
239	Security of Vessels and Waterfront Facilities (3-1-72). F.R. 11-3-72.
249	Marine Safety Council Public Hearing Agenda (Annually).
256	Rules and Regulations for Passenger Vessels (5-1-69). F.R. 10-29-69, 2-25-70, 4-30-70, 6-17-70, 10-31-70, 12-30-70, 3-9-72, 7-18-72, 10-4-72, 10-14-72, 12-21-72.
257	Rules and Regulations for Cargo and Miscellaneous Vessels (8-1-69). F.R. 10-29-69, 2-25-70, 4-22-70, 4-30-70, 6-17-70, 10-31-70, 12-30-70, 9-30-71, 3-9-72, 7-18-72, 10-4-72, 10-14-72, 12-21-72.
258	Rules and Regulations for Uninspected Vessels (5-1-70). F.R. 1-8-73.
259	Electrical Engineering Regulations (6-1-71). F.R. 3-8-72, 3-9-72, 8-16-72.
266	Rules and Regulations for Bulk Grain Cargoes (5-1-68). F.R. 12-4-69.
268	Rules and Regulations for Manning of Vessels (10-1-71). F.R. 1-13-72.
293	Miscellaneous Electrical Equipment List (9-3-68).
320	Rules and Regulations for Artificial Islands and Fixed Structures on the Outer Continental Shelf (7-1-72). F.R. 7-8-72.
323	Rules and Regulations for Small Passenger Vessels (Under 100 Gross Tons) (12-1-71). F.R. 3-8-72, 3-25-72, 6-24-72, 7-18-72, 12-8-72, 12-21-72, 1-8-73.
329	Fire Fighting Manual for Tank Vessels (7-1-68).
439	Bridge-to-Bridge Radiotelephone Communications (12-1-72).

CHANGES PUBLISHED DURING JANUARY 1973

The following have been modified by Federal Registers:

CG-190, Federal Register of January 15, 1973.

CG-258, Federal Register of January 8, 1973.

CG-172, Federal Registers of January 16 and 29, 1973.

CG-323, Federal Register of January 8, 1973.

