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G.N. 42/1970

158/1972

3/1982

INLAND WATERS SHIPPING (NAVIGATION) REGULATIONS

under s. 37

PART I

PRELIMINARY

1. Citation and application

These Regulations may be cited as the Inland Waters Shipping (Navigation) Regulations, and shall apply to all vessels used on inland waters except as provided in regulation 26.

2. Interpretation

(1) In these Regulations, unless the context otherwise requires—

“engaged in fishing” means fishing with nets, lines or trawls, but does not include fishing with trolling lines;

“height above the hull” means height above the top of the uppermost continuous strake or gunwale;

“power driven vessel” means any vessel propelled by machinery:

Provided that—

(i) a power driven vessel which is under sail and not under power shall be deemed to be a sailing vessel; and

(ii) every vessel under power, whether or not under sail as well shall be deemed to be a power driven vessel;

“prolonged blast” means a blast of from four to six seconds duration;

“short blast” means a blast of about one second’s duration;

“under way” in relation to a vessel means when the vessel is not at anchor, or made fast to the shore, or aground;

“visible”, when applied to lights, means visible on a dark night with a clear atmosphere;

“whistle” includes a siren.

(2) For the purposes of these Regulations vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.

3. Manner, etc., of showing lights

(1) The provisions of these Regulations relating to lights shall be complied with in all weathers from sunset to sunrise and shall also be complied with from sunrise to sunset in restricted visibility.

(2) Subject to subregulation (3), the only lights other than the lights prescribed in these Regulations which a vessel shall display shall be lights which cannot be mistaken for and which do not impair the visibility or distinctive character of such prescribed lights.

(3) No vessel shall display red or green lights in any manner other than in the manner prescribed in these Regulations.

4. Duties of masters in respect of lights, etc.

The master or person in charge of a vessel shall cause—

(a) the lights and shapes prescribed in these Regulations to be displayed;

(b) the signals prescribed in these Regulations to be given; and

(c) the actions prescribed in these Regulations to be taken, in the vessel under his command or in his charge and shall cause a proper lookout to be kept at all times in such vessel.

PART II

LIGHTS AND SHAPES

5. Navigation lights to be carried by certain power driven vessels

—(1) When under way a power driven vessel of 30 metres or more overall length shall carry—
G.N. 3/1982

(a) on or in front of the foremast, or, in the case of a vessel without a foremast, in the forepart of the vessel, at a height above the hull of not less than 6 metres, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (225 degrees) on each side of the vessel, that is, from right ahead to 2 points (22 ½ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles;

(b) on the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112 ½ degrees) so fixed as to show the light from right ahead to 2 points (22 ½ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles;

(c) on the port side, a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112 ½ degrees), so fixed as to show the light from right ahead to 2 points (22 ½ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles;

(d) at her stern a white light carried as nearly as practicable on the same level as the side lights, so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees) and so fixed as to show the light 6 points (67 ½ degrees) from right abaft on each side of the vessel, and of such a character as to be visible at a distance of two miles.

(2) The green and red sidelights referred to in subregulation (1) (b) and (c) shall be fitted with inboard screens projecting at least 900 millimetres forward from the light, so as to prevent these lights from being seen across the bows.

(3) When under way, a power driven vessel of 7.5 metres or more but less than 30 metres overall length shall carry—

(a) in the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 2.7 metres, a white light constructed and fixed as provided in subregulation (1) (a) and of such a character as to be visible at a distance of at least 3 miles;

(b) green and red sidelights constructed and fixed as provided in subregulation (1) (b) and (c) and subregulation (2) and of such a character as to be visible a distance of at least one mile, or a

combined lantern showing a green light and a red light from right ahead to 2 points (22 ½ degrees) abaft the beam on the starboard and port sides respectively, such lantern to be carried not less than 900 millimetres below the white light; and

(c) at her stern a white light, constructed and fixed as provided in subregulation (1) (d) and of similar character: Provided that if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern showing a white light shall be kept at hand ready for use and shall on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(4) A sailing vessel under way, and any vessel being towed, shall carry the same red and green lights as are prescribed in subregulation (1) (b) and (c) and subregulation (2), and shall also carry a stern light as prescribed in subregulation (1) (d):

Provided that a towed vessel, other than the last vessel of the tow, shall carry in lieu of such stern light, a small white light as described in regulation 8 (2).

(5) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights prescribed in subregulation (1) (b) and (c) and subregulation (2):

Provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

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

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

6. Navigation lights and shapes to be carried by vessels engaged in fishing

(1) Power driven fishing vessels when not engaged in fishing shall show the lights or shapes for similar vessels of their length. G.N. 3/1982

(2) Vessels engaged in fishing, when under way or at anchor, shall show only the lights and shapes provided in this regulation, which lights and shapes shall be visible at a distance of at least two miles.

(3) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus through the water, shall carry two lights in a vertical line, one over the other, not less than 1.2

metres nor more than 3.6 metres apart. The upper of these lights shall be green and the lower light white and each shall be visible all round the horizon. The lower of these two lights shall be carried at a height above the sidelights not less than twice the distance between the two vertical lights.

(4) Vessels when engaged in fishing, except vessels engaged in trawling, shall carry the lights provided in subregulation (3) except that the upper of the two vertical lights shall be red. Such vessels if of less than 12 metres in length may carry the red light at a height of not less than 2.7 metres above the gunwale and the white light not less than 900 millimetres below the red light.

(5) Vessels referred to in subregulations (3) and (4), when making way through the water, shall carry the sidelights or lanterns provided in regulation 5 (1) (a) and (b) as appropriate, and the stern light provided in regulation 5 (3) (c). When not making way through the water they shall show neither the sidelights nor the stern light.

(6) Vessels referred to in subregulation (4) with outlying gear extending more than 150 metres horizontally into the seaway shall carry an additional all round white light at a horizontal distance of not less than 1.8 metres nor more than 6 metres away from the vertical lights in the direction of the outlying gear. This additional white light shall be placed at a height not exceeding that of the white light provided in subregulation (3) and not lower than the sidelights.

(7) In addition to the lights which they are required by this regulation to carry, vessels engaged in fishing may, if necessary in order to attract the attention of an approaching vessel, use flare-up light, or may direct the beam of their searchlight in the direction of a danger threatening the approach vessel, in such a way as not to embarrass other vessels. They may also use working lights but fishermen shall take into account that specially bright or insufficiently screened working lights may impair the visibility and distinctive character of the lights prescribed in this regulation.

(8) By day vessels when engaged in fishing shall indicate their occupation by displaying where it can best be seen a black shape consisting of two cones each not less than 600 millimetres in diameter with their points together one above the other. Such vessels if of less than 19.5 metres in length may substitute a basket for such black shape. If their outlying gear extends more than 150 metres horizontally into the seaway vessels engaged in fishing shall display in addition one black conical shape, point upwards, in the direction of the outlying gear.

7. Cancelled by G.N. 158/1972

[Cancelled by G.N. 158/1972.]

8. Towing lights and shapes

(1) A power driven vessel when towing or pushing another vessel shall, in addition to her sidelights, carry two white lights in a vertical line one over the other not less than 1.8 metres apart, and when towing and the length of the tow, measuring from the stern of the towing vessels to the stern of the last vessel towed, exceeds 180 metres, shall carry three white lights in a vertical line one over the other, so that the upper and lower lights shall be the same distance from, and not less than 1.8 metres

above or below, the middle light. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light prescribed in regulation 5 (1) (a). None of these lights shall be carried at a height of less than 4.2 metres above the hull. In a vessel with a single mast, such lights may be carried on the mast. G.N. 3/1982

(2) The towing vessel shall also show the appropriate stern light as prescribed in regulation 5 (1) (d) or regulation 5 (3) (c).

(3) Between sunrise and sunset a power driven vessel engaged in towing, if the length of tow exceeds 180 metres, shall carry, where it can best be seen, a black diamond shape at least 600 millimetres in diameter.

(4) A power driven vessel of less than 19.5 metres in length when towing or pushing another vessel shall carry—

(a) in addition to the side-lights or the combined lantern prescribed in regulation 5 (3) (b), two white lights in a vertical line, one over the other not less than 1.2 metres apart. Each of these lights shall be of the same construction and character as the white light prescribed in regulation 5 (3) (a), and one of them shall be carried in the same position. In a vessel with a single mast such lights may be carried on the mast;

(b) the appropriate stern light as prescribed in regulation 5 (3) (c).

(5) A vessel referred to in this regulation when being towed shall carry the side-lights or the combined lantern prescribed in regulation 5 (3) (b) and except the last vessel of the tow, a small white light abaft the funnel or aftermast, but such light shall not be visible forward of the beam. When being pushed ahead it shall carry at the forward end the side-lights or combined lantern prescribed in regulation 5 (3) (b) as appropriate, provided that any number of vessels referred to in this regulation when pushed ahead in a group shall be lighted as one vessel under this regulation, unless the overall length of the group exceeds 19.5 metres when the provisions of regulation 5 (5) shall apply.

9. Lights and shapes for vessels at anchor

(1) A vessel when at anchor or made fast in or near a navigable channel where it is likely to be a hazard to other vessels shall display forward where it can best be seen at a height above the hull of not more than 6 metres a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least one mile. G.N. 3/1982

(2) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 600 millimetres in diameter.

10. Lights and shapes for vessels not under control

(1) A vessel of 15 metres or more overall length which is not under control and which is in or near a navigable channel where it is likely to be a hazard to other vessels shall display, in lieu of the light

referred to in regulation 5 (1) (a) or regulation 5 (3) (a), where they can best be seen two red lights in a vertical line, one over the other, not less than 1.8 metres apart and of such a character as to be visible all round the horizon at a distance of at least two miles. By day such vessel shall carry in a vertical line, one over the other, not less than 1.8 metres apart where they can best be seen, two black balls or shapes each not less than 600 millimetres in diameter. G.N. 3/1982

(2) A vessel referred to in this regulation, when not making way through the water, shall not show the coloured lights referred to in regulation 5 (1) (b), (c) and (d), but when making way shall show them.

(3) The lights and shapes referred to in subregulation (1) shall be taken by other vessels as signals that the vessel showing them is not under control and cannot therefore get out of the way, but not as signals of a vessel in distress and requiring assistance.

(4) A vessel of less than 15 metres overall length shall, when not under control, have ready at hand either an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent a collision.

(5) A vessel engaged in picking up a navigation mark, or a vessel engaged in surveying or underwater operations, or a vessel engaged in replenishment at sea, or in the launching or recovery of aircraft when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights prescribed in regulation 5, three lights in a vertical line one over the other so that the upper and lower lights shall be the same distance from, and not less than 1.8 metres above or below, the middle light. The highest and lowest of these lights shall be red and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least two miles. By day, she shall carry in a vertical line one over the other not less than 1.8 metres apart, where they can best be seen, three shapes each not less than 600 millimetres in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

PART III

SOUND SIGNAL AND CONTACT IN RESTRICTED VISIBILITY

11. Action to avoid collisions at sea

(1) The possession of information obtained from radar shall not relieve any vessel of the obligation of conforming strictly with the regulations and, in particular, the obligations contained in regulations 13 and 14.

(2) The First Schedule contains recommendations intended as aids to avoiding collision in restricted visibility.

12. Sound signals

(1) A power driven vessel of 12 metres or more overall length shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 12 metres or more overall length shall be provided with a similar fog-horn and bell. G.N. 3/1982

(2) All signals prescribed in this regulation for vessels under way shall be given by whistle or fog-horn.

(3) In fog, mist, heavy rainstorm, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this regulation 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 a prolonged blast;

(b) a power driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them;

(c) sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one short blast, when on the port tack two short blasts in succession, and when with the wind abaft the beam three short blasts in succession;

(d) a vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds, and 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;

(e) a vessel when towing, a vessel engaged in laying or in picking up a navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these Regulations shall, instead of the signals prescribed in paragraphs (a), (b) and (c) sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts;

(f) a vessel being towed, or, if more than one vessel is towed, the first manned vessel of the tow, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts, when practicable, this signal shall be made immediately after the signal made by the towing vessel;

(g) a vessel aground shall give the bell signal referred to in paragraph (d) and shall, in addition, give 3 separate and distinct strokes on the bell immediately before and after such rapid ringing of the bell;

(h) a vessel engaged in fishing, whether under way or at anchor, shall at intervals of not more than 1 minute sound the signal referred to in paragraph (e);

(i) a vessel engaged in fishing with trolling lines and under way shall sound the signals referred to in paragraphs (a), (b) or (c), as may be appropriate.

(4) A vessel of less than 12 metres overall length or a rowing boat or canoe shall not be obliged to give the signals referred to in subregulation (3) but if not, such vessel shall make some other efficient sound signal at intervals of not more than 1 minute.

13. Conduct in restricted visibility

(1) Every vessel shall, in fog, mist, heavy rainstorm or any other condition similarly restricting visibility, proceed at a moderate speed, having careful regard to the existing circumstances and conditions.

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

(3) A power driven vessel which detects the presence of another vessel forward of the beam before hearing her fog signal or sighting her visually may take early and substantial action to avoid a close quarters situation but, if this cannot be avoided, shall, so far as the circumstances of the case admit, stop engines in proper time to avoid collision, and then navigate with caution until danger of collision is over.

PART IV

STEERING AND SAILING REGULATIONS

14. General observance of good seamanship

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

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

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

(4) In complying with these Regulations, the master or person in charge of a vessel shall have due regard to all dangers of navigation and collision and to any other special circumstances which may render a departure from them necessary in order to avoid immediate danger.

15. Two sailing ships approaching each other

(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.

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

16. Power driven vessels meeting end on

When two power driven vessels are meeting end on or nearly end on in such manner as to involve risk of collision, each shall alter course to starboard, so that each may pass on the port side of the other.

17. Power driven vessels crossing

When two power driven vessels are crossing so as to involve risk of collision the vessel which has the other on her own starboard side shall keep out of the way of the other.

18. Power driven vessels and sailing vessels

(1) When a power driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the power driven vessel shall, except as provided for in regulations 21 and 23, keep out of the way of the sailing vessel.

(2) This regulation shall not give to a sailing vessel the right to hamper in a narrow channel the safe passage of a power driven vessel which can navigate only inside such channel.

19. Emergency action

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

20. Action to keep out of way

Every power driven vessel which is directed by these Regulations to keep out of the way of another vessel shall, if the circumstances of the case permit, avoid crossing ahead of her, and shall on approaching her, if necessary, slacken speed or stop or reverse.

21. Vessels overtaking

(1) Notwithstanding anything contained in the Regulations, every vessel overtaking another vessel shall keep out of the way of the vessel being overtaken.

(2) Every vessel coming up with another vessel from any direction more than 2 points (22 degrees) abaft her beam, i.e. in such a position, with reference to the other vessel, that at night she would be unable to see either of that vessels sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Regulations, or relieve such vessel of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

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

22. Navigating channels

(1) In a narrow channel every power driven vessel when proceeding along the course of the channel, shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel. G.N. 3/1982

(2) Whenever a power driven vessel is nearing a bend in a channel where a vessel approaching from the other direction cannot be seen such power driven vessel shall, within one-half (1/2) mile of the bend, give a signal by one prolonged blast on her whistle or fog-horn, which signal shall be answered by a similar blast given by any approaching power driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

(3) In a narrow channel a power driven vessel of less than 19.5 metres overall length shall not hamper the safe passage of a vessel which can navigate only inside such channel.

(4) A vessel (which expression shall include a pontoon ferry) crossing a river or channel shall keep out of the way of any power driven vessel proceeding upstream or downstream.

23. Keeping clear of vessels engaged in fishing

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

PART V

SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER

24. Sound signals

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

- (a) one short blast to mean "I am altering my course to starboard";
- (b) two short blasts to mean "I am altering my course to port";
- (c) three short blasts to mean "My engines are going astern".

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

(3) Any signal mentioned in this regulation may be further indicated by a visual signal consisting of a white light visible all round the horizon at a distance of at least 5 miles, and so devised that it will operate simultaneously, and in conjunction with the whistle-sounding mechanism and remain lighted and visible during the same period as the sound signal.

(4) All vessels shall endeavour to keep out of the way of any dug-out canoes that may be encountered, and extend courtesy by reducing speed or stopping engines if necessary so as not to endanger or inconvenience them by wash.

PART VI

MISCELLANEOUS

25. Consequences of neglect

Nothing in these Regulations shall exonerate any vessel or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.

26. Reservation in respect of harbours and rivers

Nothing in these Regulations shall affect the operation of any special regulations made in relation to any harbour, river, lake, or reserved seaplane area, and where these Regulations conflict with any such special regulations, such special relations shall prevail.

27. Distress signals

(1) When a vessel on the water is in distress and requires assistance from other vessels or from the shore, she shall use or display the following signals, either together or separately, namely—

- (a) a gun or other explosive signal fired at intervals of about a minute;
- (b) a continuous sounding with any fog-signalling apparatus;

- (c) rockets or shells throwing red stars fired one at a time at short intervals;
- (d) a signal made by radiotelegraphy or by any other signalling method consisting of the letters S O S 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 the letters N.C. in the Morse Code;
- (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 a volume of orange-coloured smoke;
- (k) slowly and repeatedly raising and lowering arms outstretched to each side.

(2) The use of any of the foregoing signals, except for the purpose of indicating that a vessel is in distress, and the use of any signals which may be confused with any of the foregoing signals, is prohibited, save to the extent that a fishing vessel uses flames or fire as a means of attracting fish.

28. Navigational aids

Navigation marks and buoys used on inland waters shall conform to the International Lateral System as set out in the Second Schedule.

29. Reporting of shipping casualties

When a shipping casualty is deemed to have occurred in accordance with section 21 of the Act, the master or person in charge of the vessel or vessels involved or any witness to such casualty shall, within 48 hours of such casualty, report the circumstances to the nearest surveyor, registrar of vessels, police officer or harbour master who shall immediately on receiving notification of the casualty investigate the circumstances and submit a full written report to the Minister.

30. Notices to Mariners

The Minister may publish from time to time by notice in the Government Gazette such "Notices to Mariners" as he may consider necessary. It is the duty of all owners and masters or persons in charge of vessels to be aware of and conform with such notices.

FIRST SCHEDULE

RECOMMENDATIONS ON THE USE OF RADAR INFORMATION AND AS AIDS TO AVOIDING COLLISIONS AT SEA

(1) Assumptions made on scanty information may be dangerous and should be avoided.

(2) A vessel navigating with the aid of radar in restricted visibility must, in compliance with regulation 13 (1), go at a moderate speed. Information obtained from the use of radar is one of the circumstances to be taken into account when determining moderate speed. In this regard it must be recognized that small vessels, and similar floating objects may not be detected by radar. Radar indications of one or more vessels in the vicinity may mean that “moderate speed” should be slower than a mariner without radar might consider moderate in the circumstances.

(3) When navigating in restricted visibility the radar range and bearing alone do not constitute ascertainment of the position of the other vessel under regulation 13 (2) sufficiently to relieve a vessel of the duty to stop her engines and navigate with caution when a fog signal is heard forward of the beam.

(4) When action has been taken under regulation 13 (3) to avoid a close quarters situation, it is essential to make sure that such action is having the desired effect; alterations of course or speed or both are matters as to which the mariner must be guided by the circumstances of the case.

(5) Alteration of course alone may be the most effective action to avoid a close quarters situation provided that—

- (a) there is sufficient sea room;
- (b) it is made in good time;
- (c) it is substantial; a succession of small alterations of course should be avoided;
- (d) it does not result in a close quarters situation with other vessels.

(6) The direction of an alteration of course is a matter in which the mariner must be guided by the circumstances of the case. An alteration to starboard, particularly when vessels are approaching apparently on opposite or nearly opposite courses, is generally preferable to an alteration to port.

(7) An alteration of speed, either alone or in conjunction with an alteration of course, should be substantial; a number of small alterations of speed should be avoided.

(8) If a close quarters situation is imminent, the most prudent action may be to take all way off the vessel.

SECOND SCHEDULE

NAVIGATIONAL AIDS reg. 28

(a) In this Schedule the term starboard hand denotes that side which would be on the right hand of a mariner either going with the main flood stream or approaching or entering a harbour river or channel from seaward. The expression port hand denotes the side on the left hand of the mariner in the same circumstances.

(b) The port hand of a channel shall be marked by flat topped cylindrical can buoys carrying red lights if required.

(c) The starboard side of a channel shall be marked by cone buoys with the points uppermost, carrying white lights if required.

(d) Middle ground buoys the ends of middle grounds shall be marked by spherical buoys, which are painted in horizontal bands, red and white the main channel is on the starboard hand or the channels are of equal importance and black and white where the main channel is on the port hand.

Middle grounds top marks if any, where the main channel is on the starboard hand shall consist of red cans on the outer buoys and red T's on the inner buoys. Where the main channel is on the port hand, the top marks, if any, shall consist of black cones on the outer buoys and black diamonds on the inner buoys. Where the channels are of equal importance the top-marks, if any, shall consist of red spheres on the outer buoys and red St. George's crosses on the inner buoys.

Lights on middle ground buoys if any, shall as far as possible be distinctive and coloured red or white, the colour (white or red) and the rhythm indicating the side on which the mark is to be passed. Mid channel buoys shall be of distinctive shapes different from the principal characteristic (e.g., conical, can or spherical characteristic). They shall be painted in vertical stripes either black and white or red and white.

Mid channel top marks shall be of distinctive shapes other than can, cone or sphere. Lights on mid channel buoys, if any, shall be different from neighbouring lights at the side of the channel.

Isolated danger buoys shall be spherical and painted black and red in wide horizontal bands, separated by narrow white bands.

Isolated danger top marks if any, shall consist of spheres painted black and red or half black and red horizontally.

Lights on isolated danger buoys, if any, shall be flashing, either white or red.

Fairway buoys or land fall buoys which serve to indicate the seaward approach to a harbour or river shall be similar in shape and colour to mid channel buoys.

Lights on fairway buoys, if any, shall be flashing.

Buoys on the same side of a channel may be distinguished from each other by names, numbers or letters. Some buoys may also carry radar reflector.

(e) Buoys may also be used for the following—

(i) Outfall and spoil ground buoys these mark the position where sewage or other pipes discharge into the sea, and discharging grounds for dredges and siltage lighters. The shape of

these buoys is optional, but they shall be painted yellow and black divided horizontally. Lights are optional but shall be different from neighbouring lights in the vicinity.

(ii) Telegraph cables buoys these mark the position of telegraph or other submarine cables in the vicinity of which anchoring is prohibited. The shape of these buoys is optional, but they shall be painted black with the word “TELEGRAPH” written thereon in white letters.

(iii) Danger area buoys these buoys are as allocated to naval and military authorities for purposes such as practice firing or bombing. The shape of these buoys is optional, but they shall be painted yellow with a red St. George’s cross on top making red and yellow vertical stripes on the sides. The letters “DZ” shall be painted on the sides.

(iv) Dan buoys these buoys are cylindrical in shape with a tube through the centre to take a stave, to the top of which is secured a flag. At sea these mark the limit of fishing grounds where submerged nets may be encountered.

(v) Mooring buoys these are of many shapes and sizes and usually cylindrical in shape and may be found in any harbour or anchorage.

(vi) Wreck marking buoys Wrecks which constitute a danger to shipping in the vicinity of channels or fairways may be marked by wreck marking buoys, the shape of the wreck buoy (either can, conical or spherical) indicating on which hand it should be left. Wreck marking buoys shall be painted green with the word “WRECK” painted thereto in white letters. Lights, if any, shall be green flashing.

Caution: if buoys of the principal characteristic shapes (i.e., conical, can and spherical) are not available, buoys of other shapes may be used in their places. Such buoys shall be painted in a similar manner to the marks they replace, and if lighted will exhibit lights with similar characteristics.

If buoys are not available, spars may be used to indicate on which side they are to be passed—

- (a) Port hand painted green and red divided horizontally.
- (b) Starboard hand painted green and black divided horizontally.
- (c) Either hand painted green.