

- (iii) when making way through the water, in addition to the lights prescribed in sub-paragraph (i) of this paragraph, masthead light(s) sidelights and a sternlight; and
  - (iv) when at anchor, in addition to the lights or shapes prescribed in sub-paragraphs (i) and (ii) of this paragraph, the lights or shape prescribed in Rule 25.
- (b) A vessel engaged in dredging or underwater operations restricted in her ability to manoeuvre, shall exhibit the lights and shapes prescribed in paragraph (a) 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 light(s) sidelights and a sternlight; and
  - (iv) a vessel to which this paragraph applies when at anchor shall exhibit the lights prescribed in sub-paragraphs (i) and (ii) of this paragraph, instead of the lights or shape prescribed in Rule 25.
- (c) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit all lights and shapes prescribed in paragraph (b) of this Rule, the following shall be exhibited:
- (i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;
  - (ii) a rigid replica of the International Code flag 'A' not less than 1 metre in height. Measures shall be taken to ensure its all-round visibility.
- (d) Vessels of less than 12 metres in length, except those engaged in diving operations, shall not be required to exhibit the lights and shapes prescribed in this Rule.

#### RULE 25

##### Anchored vessels and vessels aground

- (a) A vessel at anchor shall exhibit in the fore part, an all-round white light or one ball, where it can be seen best.
- (b) A vessel at anchor may also use the available working or equivalent lights to illuminate her decks.
- (c) A vessel aground shall exhibit the light 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.
- (d) A vessel less than 7 metres in length, when at anchor not in or near a narrow channel, or where other vessels normally navigate, shall not be required to exhibit the lights or shapes prescribed in paragraphs (a) and (c).
- (e) A vessel of less than 12 metres in length, when aground, shall not be required to exhibit the lights or shapes prescribed in sub-paragraphs (i) and (ii) of this Rule.

#### RULE 26

##### Channel Restricted

When a navigable channel is provided near works under construction or other obstruction it may be marked as follows:

On the starboard or right hand side facing upstream, by a green triangular beacon showing a green light by night and on the port or left hand side facing upstream, by a red square beacon showing a red light by night.

#### RULE 27

##### Channel Blocked

If a channel is impassable, three symbols in a vertical line, viz, a cone with apex up between two balls may be displayed by day and three lights in a vertical line, viz, a green light between two red lights by night.

**PART D—SOUND AND LIGHT SIGNALS****RULE 28****Definitions**

- (a) The word 'whistle' means any approved sound signalling appliance capable of producing the prescribed blasts.
- (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 29****Equipment for sound signals**

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

**RULE 30****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) 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.
- (c) 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.

**RULE 31****Ferry Crossing Signals**

- (a) A power-driven vessel when approaching a ferry or punt crossing shall sound a prolonged blast when not more than 800 metres and not less than 400 metres away and then proceed with caution.
- (b) A ferry or punt shall indicate her intention of not preceeding by showing, by day and by night, a flashing green light where it can best be seen, until the other vessel has passed.

**RULE 32****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 at anchor or aground shall at intervals of not more than one minute 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.

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

### RULE 33

#### Distress signals

When a vessel is in distress and requires assistance she shall use or exhibit the signals prescribed in Annex III to 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, or gunwale in vessels without a continuous deck.

##### 2. Positioning of lights

- (a) On a power-driven vessel 20 metres or more in length the masthead light shall be placed at a height above the hull of not less than 4 metres.  
Provided that in cases where owing to limited clearances under bridges, it is impracticable for the light to be carried 4 metres above the hull of any vessel, the light may be carried at a lower height than 4 metres, but shall be carried in as high a position as is practicable and not less than 2 metres above the level of the sidelight.
- (b) The masthead light of a power-driven vessel of not less than 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.
- (c) A power-driven vessel less than 12 metres in length may carry the uppermost light at a height 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.
- (d) One of the two 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 masthead light of a power-driven vessel.
- (e) In all circumstances the masthead light or lights shall be so placed as to be above and clear of all other lights and obstructions.
- (f) 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 masthead light. They shall not be so low as to be interfered with by deck lights.
- (g) The sidelights, if in a combined lantern and when carried on a power-driven vessel less than 12 metres in length, shall be placed not less than 1 metre below the masthead light.
- (h) When the Rules prescribe two or three lights to be carried in a vertical line, they shall be spaced as follows:
- (i) 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 hull; and
  - (ii) When three lights are carried they shall be equally spaced.

##### 3. Approval

The construction of lights and shapes and the colour specification, intensity and positioning of lights on board the vessel shall be to the satisfaction of the Authority.

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

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 24 (b) (i) and (ii) shall be exhibited at the maximum practical horizontal separation.