

# **Uniform Shipping Laws Code 2008**

## **Section 17: River Murray Traffic Regulations (CTH, NSW, NT, QLD, SA, TAS, VIC & WA)**

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**SECTION 17**

**River Murray Traffic Regulations**

**CONTENTS**

1. This Section is divided into Parts as follows:
  - Part 1—PRELIMINARY (Clauses 2 - 4)
  - The Schedule—River Murray Traffic Regulations

**PART 1 – PRELIMINARY**

2. This Section should be read in conjunction with the Introduction, Definitions and General Requirements Section, and shall apply to all vessels, both new and existing
3. Notwithstanding reference on the title page to Commercial Vessels, in this Section the definition of Vessel shall be that set out in The Schedule.
4. An obligation should be placed on the master, mate or the person concerned with the navigation, management or working of a vessel to comply with the River Murray Traffic Regulations.

*(Amendment dated 15 August 1995)*

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THE SCHEDULE  
RIVER MURRAY TRAFFIC REGULATIONS

**PART A – GENERAL**

**RULE 1**

**Application**

- (a) These Rules shall apply to all vessels on the River Murray, its tributaries and anabranches and to the Lake Albert, Lake Alexandrina, the Coorong and all other navigable waterways and streams connected with such River, Lakes and Coorong.
- (b) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority as to navigation in any lock, or in the immediate vicinity of any lock, bridge, or construction work on the River Murray or any of its tributaries.
- (c) Navigable channels and waterways will when marked be marked in according to the International Association of Lighthouse Authorities Maritime Buoyage System ‘A’.
- (d) These rules other than 8 (f), 18 (d), 18 (e), 23 and 31 shall not apply to ferries and punts crossing a river or fairway by means of ropes or cables.

**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 non-displacement craft, seaplanes and non-commercial craft, 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 word ‘seaplane’ includes any aircraft designed to manoeuvre on the water.
- (e) 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 regulations and therefore is unable to keep out the way of another vessel and includes but is not limited to:
  - (i) a vessel engaged in laying, servicing or picking up a navigation mark, underwater cable or pipeline;
  - (ii) a vessel engaged in dredging, surveying or underwater operations.

- (f) The term 'underway' means that a vessel is not at anchor, or made fast to the shore, or aground.
- (g) The words 'length' and 'breadth' of a vessel mean her length overall and greatest breadth.
- (h) Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.
- (i) The term 'restricted visibility' means any condition in which visibility is restricted by fog, mist, heavy rainstorms, sandstorms or any other causes.
- (j) The word 'mile' means the international nautical mile of 1852 metres.

## **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**

##### **Look-out**

Every vessel shall at all times maintain a proper look-out by sight and hearing as appropriate in the prevailing circumstances and conditions.

#### **RULE 6**

##### **Safe speed**

- (a) Every vessel shall at all times proceed at a safe speed adapted to existing circumstances and conditions, so that she can take proper and effective action to avoid collision.
- (b) A vessel shall not proceed at a speed greater than 8 kilometres per hour over the ground when within 100 metres of a ferry crossing.

#### **RULE 7**

##### **Action to avoid collision**

Any action taken to avoid collision shall be positive, made in ample time and with due regard to the observance of good seamanship.

#### **RULE 8**

##### **Narrow Channels**

- (a) Every vessel when proceeding along the course of a river, channel, or fairway shall when it is safe and practicable, keep to that side of the river, channel or fairway which lies on the starboard side of such vessel.
- (b) In any channel, a vessel which can safely navigate outside such channel shall not hamper the safe passage of a vessel which can navigate only inside such channel. A power driven vessel navigating upstream shall not impede the progress of a vessel navigating downstream.
- (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 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 30 (c).
- (e) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.
- (f) All vessels shall keep out of the way of a ferry or punt which is crossing a river or fairway by means of ropes or cables, provided that such ferry or punt shall not proceed across a river or fairway if danger of collision with a passing vessel exists.

## SECTION II—CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER

### RULE 9

#### Application

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

### RULE 10

#### 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; and
  - (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.
- (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.

### RULE 11

#### 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 unable to see either 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.
- (e) In a narrow channel or fairway, a vessel shall only overtake another if this can be done safely.

### RULE 12

#### Head-on Situation

- (a) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.
- (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 light 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 13

#### 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 14

#### Action by Give-way vessel

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

**RULE 15****Action by Stand-on vessel**

- (a) Where one of the two vessels is to keep out of the way, the other shall keep her course and speed.
- (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 giving-way vessel alone, she shall take such action as will best aid to avoid collision.

**RULE 16****Responsibilities between vessels**

Except where Rules 8 and 11 otherwise require:

- (a) A power-driven vessel underway shall keep out of the way of:
  - (i) a vessel restricted in her ability to manoeuvre; and
  - (ii) a sailing vessel.
- (b) A sailing vessel underway shall keep out of the way of a vessel restricted in her ability to manoeuvre.
- (c) 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.

**PART C—LIGHTS AND SHAPES****RULE 17****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 do not 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 18****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) 'All round light' means a light showing an unbroken light over an arc of the horizon of 360 degrees.
- (e) 'Flashing light' means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.

#### RULE 19

##### Visibility of Lights

The lights prescribed in these Rules shall have an intensity so as, on a dark night with a clear atmosphere, to be visible at the following minimum ranges:

- (a) In vessels of 12 metres or more in length:
  - a masthead light, 3 miles;
  - a sidelight, 2 miles;
  - a sternlight, 2 miles; and
  - a white, red, green or yellow all-round light, 2 miles.
- (b) In vessels of less than 12 metres in length:
  - a masthead light, 2 miles;
  - a sidelight, 1 mile;
  - a sternlight, 1 mile; and
  - a white, red, green or yellow all-round light, 1 mile.

#### RULE 20

##### Power-driven vessels underway

- (a) A power-driven vessel underway shall exhibit:
  - (i) a masthead light forward;
  - (ii) sidelights; and
  - (iii) 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)
  - (i) A power-driven vessel of less than 12 metres in length may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and sidelights;
  - (ii) a power-driven vessel of less than 7 metres in length 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 and shall, if practicable, also exhibit sidelights;
  - (iii) the masthead light or all-round white light on a power-driven vessel of less than 12 metres in length may be displaced from the fore and aft centreline of the vessel if centreline fitting is not practicable, provided that the sidelights are combined in one lantern which shall be carried on the fore and aft centreline of the vessel or located as nearly as practicable in the same fore and aft line as the masthead light or the all-round white light.
- (d) When a power-driven vessel is underway, a searchlight may be used from a position where it will not obscure the sidelights, but it shall be shut off, or screened off, on approaching or being approached by another vessel, in sufficient time to prevent inconvenience to that vessel.

#### RULE 21

##### Towing and pushing

- (a) A power-driven vessel when towing shall exhibit:
  - (i) instead of the light prescribed in Rule 20 (a) (i), or 20 (c), two masthead lights forward in a vertical line;
  - (ii) sidelights; and
  - (iii) a sternlight.

- (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 20.
- (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 20 (a) (i), two masthead lights forward in a vertical line;
  - (ii) sidelights; and
  - (iii) a sternlight.
- (d) A vessel or object being towed shall exhibit:
  - (i) sidelights; and
  - (ii) a sternlight.
- (e) Provided that any number of vessels being towed alongside 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, sidelights; or
  - (ii) a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights.
- (f) Where from any sufficient cause it is impracticable for a vessel not normally engaged in towing operations to display the lights prescribed in paragraphs (a) or (c) of this Rule, such vessel shall not be required to exhibit those lights when engaged in towing another vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing vessel and the vessel being towed.

#### RULE 22

##### **Sailing vessels underway and vessel under oars**

- (a) A sailing vessel underway shall exhibit:
  - (i) sidelights; and
  - (ii) a sternlight.
- (b) In a sailing vessel of less than 20 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 less than 7 metres in length or a vessel under oars shall, if practicable, exhibit the lights prescribed in paragraph (a) or (b) 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.

#### RULE 23

##### **Ferries and Punts**

Every ferry or punt which is crossing a fairway by means of ropes or cables shall, between the hours of sunset and sunrise, show an all round red light at each end of the ferry or punt in a horizontal line at a height of not less than 3 metres above the deck and visible all round the horizon. It shall also show, at the appropriate end of the ferry, an all round green light not less than one metre vertically above the red light to indicate the direction in which the ferry is heading. Such lights are to be visible at a distance of at least 1 mile. A ferry may also use a floodlight or searchlight provided this does not obscure the lights mentioned herein.

#### RULE 24

##### **Vessels restricted in their ability to manoeuvre**

- (a) A vessel restricted in her ability to manoeuvre shall exhibit:
  - (i) three all-round lights in a vertical line where they can be best 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, 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.

## 5. Screens for sidelights

The sidelights shall be fitted with inboard screens painted matt black, and meeting the requirements of the Authority. 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 metres;
  - (ii) a cone shall have a base diameter of not less than 0.6 metres and a height equal to its diameter; and
  - (iii) 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 metre.
- (c) In a vessel 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.

## ANNEX II SOUND SIGNAL APPLIANCES

### Approval

The construction of sound signal appliances, their performance and their installation on board the vessel shall be to the satisfaction of the Authority.

## ANNEX III 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 sound signalling apparatus;
- (c) rockets or shells, throwing red stars fired one at a time at short intervals;
- (d) a signal made by lamp or by any other signalling 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 Signals 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) A 'V' signal. This consists of a rectangular sheet of material of a fluorescent orange-red colour bearing the letter 'V' in black. The sheet should be not less than 1.8 metres by 1.2 metres in size, the 'V' not less than 0.8 metres in height and the strokes forming the 'V' not less than 130 mm in breadth. It should be fitted with an eyelet and lanyard at each corner.

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.

ANNEX IV  
LOCK AND CHANNEL SIGNALS

1. The Master of a vessel approaching a lock with the intention of passing through the lock shall, when within 600 metres and not less than 400 metres of the lock, signify such intention by a signal which shall be three prolonged blasts of a whistle except that the Master of a vessel which is unable to make such signal shall clearly signify such intention by waving a flag or flashing a light. The lockmaster shall indicate that he has heard or seen the signal by showing a red flag or a red fixed or flashing light of approximately 60 flashes per minute.
2. No vessel shall approach within 150 metres of the lock until the Master has received the signal to proceed into the lock, which signal shall be the showing of a green flag or a green fixed or flashing light of approximately 60 flashes per minute.
3. The Master of the vessel shall indicate to other vessels in the vicinity that he is about to proceed to enter the lock by two blasts of a whistle, the first a prolonged blast and the second a short blast, except that the Master of a vessel which is unable to make such a signal shall clearly signify such intention by waving a flag or flashing a light.
4. The Master of a vessel which has entered a lock shall not leave the lock until he has received from the lockmaster permission so to do.
5. When the navigable pass is closed and only the lock is available for the passage of river traffic, each end of the lock, when facing upstream, will be marked as follows:

**By Day**

On the starboard or right hand side, a beacon with a green triangular topmark.

On the port or left hand side, a beacon with red square topmark.

In addition, in the case of the weir at Mildura by three shapes in a vertical line, the highest and lowest of which shall be red balls and the middle one a green cone with the apex up, displayed on the starboard or right hand side of the navigable pass when facing upstream.

**By Night**

The four ends of the lock walls will be marked by vertical red strip lights.

In addition, in the case of the weir at Mildura by three lights in a vertical line, the highest and lowest of which shall be red and the middle light green, displayed on the starboard or right side of the navigable pass when facing upstream.

6. When the navigation pass is open for river traffic, it will be marked as follows:

On the starboard, or right hand side, facing upstream

By Day—A green triangular shape or shapes

By Night—A green light or lights

On the port, or left hand side, facing upstream

By Day—A red square shape or shapes

By Night—A red light or lights.