

No. 15824

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**MULTILATERAL**

**Convention on the international regulations for preventing collisions at sea, 1972 (with International Regulations, 1972, procès-verbal of rectification of the English and French originals of the Convention dated 1 December 1973, official Russian and Spanish translations established in accordance with article IX of the Convention, Final Act of the International Conference on Revision of the International Regulations for Preventing Collisions at Sea, 1972, and Resolutions Nos. I and II adopted by the Conference). Concluded at London on 20 October 1972**

*Authentic texts of the Convention, International Regulations, procès-verbal of rectification and the resolutions: English and French.*

*Authentic texts of the Final Act: English, French, Russian and Spanish.*

*Registered by the Inter-Governmental Maritime Consultative Organization on 8 August 1977.*

CONVENTION<sup>1</sup> ON THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

The Parties to the present Convention,  
Desiring to maintain a high level of safety at sea,

Mindful of the need to revise and bring up to date the International Regulations for Preventing Collisions at Sea annexed to the Final Act of the International Conference on Safety of Life at Sea, 1960<sup>2</sup>,

Having considered those Regulations in the light of developments since they were approved,

<sup>1</sup> Came into force on 15 July 1977 in respect of the States indicated hereafter, on whose behalf it had been signed definitively or an instrument of ratification, acceptance, approval or accession had been deposited with the Inter-Governmental Maritime Consultative Organization, i.e., 12 months after the date (14 July 1976) on which the conditions provided for to that effect (viz., *inter alia*, that at least 15 States, the aggregate of whose merchant fleets constitutes 65 per cent by tonnage of the world fleet of vessels of 100 gross tons and over, became Contracting Parties thereto) had been fulfilled, in accordance with article IV (1):

<i>State</i>	<i>Date of definitive signature (s) or of deposit of the instrument of ratification, acceptance (A), approval (AA) or accession (a)</i>	<i>State</i>	<i>Date of definitive signature (s) or of deposit of the instrument of ratification, acceptance (A), approval (AA) or accession (a)</i>
Algeria .....	4 October 1976 <i>a</i>	Norway* .....	13 August 1974
Argentina .....	11 May 1977 <i>a</i>	Papua New Guinea* .....	18 May 1976 <i>a</i>
Austria .....	8 June 1977 <i>a</i>	Poland .....	14 December 1976
Bahamas .....	22 July 1976 <i>a</i>	Romania*† .....	27 March 1975 <i>a</i>
Belgium* .....	22 December 1975	Singapore .....	29 April 1977 <i>a</i>
Brazil* .....	26 November 1974	South Africa .....	20 December 1976 <i>a</i>
(Signature affixed on 23 May 1973.)		Spain* .....	31 May 1974 <i>a</i>
Bulgaria* .....	29 April 1975	Sweden* .....	28 April 1975
Canada*† .....	7 March 1975 <i>a</i>	Switzerland* .....	30 December 1975
Cape Verde .....	28 April 1977 <i>a</i>	Syrian Arab Republic*† .....	16 February 1976 <i>a</i>
Czechoslovakia† .....	7 April 1977 <i>a</i>	Tonga .....	12 April 1977 <i>a</i>
Denmark* .....	24 January 1974	Union of Soviet Socialist Republics*† .....	9 November 1973 <i>a</i>
Finland .....	16 February 1977	United Kingdom* .....	28 June 1974 <i>a</i>
France* .....	10 May 1974 <i>AA</i>	(With a declaration of application to Hong Kong dated 30 October 1974, and a declaration of application to the Bailiwick of Guernsey, the Bailiwick of Jersey and the Isle of Man dated 15 July 1977.)	
German Democratic Republic*† .....	15 May 1975 <i>a</i>	United States of America .....	23 November 1976 <i>A</i>
Germany, Federal Republic of* .....	14 July 1976	(With a declaration of application dated 1 April 1977 to Puerto Rico, Guam, the Panama Canal Zone, the United States Virgin Islands, American Samoa, the Trust Territory of the Pacific Islands, Midway Islands, Wake Islands, Johnston Island, Palmyra Island, Kingman Reef, Howland Island, Baker Island, Jarvis Island and Navassa Islands.)	
Ghana* .....	7 December 1973	Yugoslavia* .....	23 March 1976 <i>a</i>
Greece* .....	17 December 1974	Zaire .....	10 February 1977 <i>a</i>
(Signature affixed on 17 May 1973.)			
Hungary† .....	15 December 1976 <i>a</i>		
Iceland* .....	21 April 1975		
India* .....	30 May 1973 <i>s</i>		
Israel .....	24 June 1977 <i>a</i>		
Japan .....	21 June 1977 <i>a</i>		
Liberia* .....	28 December 1973 <i>a</i>		
Mexico* .....	8 April 1976 <i>a</i>		
Monaco .....	18 January 1977 <i>a</i>		
Morocco .....	27 April 1977 <i>a</i>		
Netherlands* .....	4 February 1976 <i>a</i>		
New Zealand .....	26 November 1976		
(Signature affixed on 1 June 1973.)			
Nigeria .....	17 January 1974 <i>a</i>		

\* State whose definitive signature, ratification, acceptance, approval or accession contributed towards the entry into force of the Convention.

† See p. 90 of this volume for the texts of declarations and reservations made upon accession.

<sup>2</sup> United Nations, *Treaty Series*, vol. 536, p. 27.

Have agreed as follows:

*Article I.* GENERAL OBLIGATIONS

The Parties to the present Convention undertake to give effect to the Rules and other Annexes constituting the International Regulations for Preventing Collisions at Sea, 1972 (hereinafter referred to as “the Regulations”) attached hereto.

*Article II.* SIGNATURE, RATIFICATION, ACCEPTANCE, APPROVAL AND ACCESSION

1. The present Convention shall remain open for signature until 1 June 1973 and shall thereafter remain open for accession.

2. States Members of the United Nations, or of any of the Specialized Agencies, or the International Atomic Agency, or Parties to the Statute of the International Court of Justice may become Parties to this Convention by:

- (a) signature without reservation as to ratification, acceptance or approval;
- (b) signature subject to ratification, acceptance or approval followed by ratification, acceptance or approval; or
- (c) accession.

3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Inter-Governmental Maritime Consultative Organization (hereinafter referred to as “the Organization”) which shall inform the Governments of States that have signed or acceded to the present Convention of the deposit of each instrument and of the date of its deposit.

*Article III.* TERRITORIAL APPLICATION

1. The United Nations in cases where they are the administering authority for a territory or any Contracting Party responsible for the international relations of a territory may at any time, by notification in writing to the Secretary-General of the Organization (hereinafter referred to as “the Secretary-General”), extend the application of this Convention to such a territory.

2. The present Convention shall, upon the date of receipt of the notification or from such other date as may be specified in the notification, extend to the territory named therein.

3. Any notification made in accordance with paragraph 1 of this Article may be withdrawn in respect of any territory mentioned in that notification and the extension of this Convention to that territory shall cease to apply after one year or such longer period as may be specified at the time of the withdrawal.

4. The Secretary-General shall inform all Contracting Parties of the notification of any extension or withdrawal of any extension communicated under this Article.

*Article IV.* ENTRY INTO FORCE

1. (a) The present Convention shall enter into force twelve months after the date on which at least 15 States, the aggregate of whose merchant fleets constitutes not less than 65 per cent by number or by tonnage of the world fleet of vessels of 100 gross tons and over have become Parties to it, whichever is achieved first.

(b) Notwithstanding the provisions in sub-paragraph (a) of this paragraph, the present Convention shall not enter into force before 1 January 1976.

2. Entry into force for States which ratify, accept, approve or accede to this Convention in accordance with Article II after the conditions prescribed in subparagraph 1(a) have been met and before the Convention enters into force, shall be on the date of entry into force of the Convention.

3. Entry into force for States which ratify, accept, approve or accede after the date on which this Convention enters into force, shall be on the date of deposit of an instrument in accordance with Article II.

4. After the date of entry into force of an amendment to this Convention in accordance with paragraph 4 of Article VI, any ratification, acceptance, approval or accession shall apply to the Convention as amended.

5. On the date of entry into force of this Convention, the Regulations replace and abrogate the International Regulations for Preventing Collisions at Sea, 1960<sup>1</sup>.

6. The Secretary-General shall inform the Governments of States that have signed or acceded to this Convention of the date of its entry into force.

#### Article V. REVISION CONFERENCE

1. A conference for the purpose of revising this Convention or the Regulations or both may be convened by the Organization.

2. The Organization shall convene a conference of Contracting Parties for the purpose of revising this Convention or the Regulations or both at the request of not less than one-third of the Contracting Parties.

#### Article VI. AMENDMENTS TO THE REGULATIONS

1. Any amendment to the Regulations proposed by a Contracting Party shall be considered in the Organization at the request of that Party.

2. If adopted by a two-thirds majority of those present and voting in the Maritime Safety Committee of the Organization, such amendment shall be communicated to all Contracting Parties and Members of the Organization at least six months prior to its consideration by the Assembly of the Organization. Any Contracting Party which is not a Member of the Organization shall be entitled to participate when the amendment is considered by the Assembly.

<sup>1</sup> The following governments have agreed to accept and to apply the Regulations:\*

Algeria	Finland	Libyan Arab Jamahiriya	Romania
Argentina	France	Madagascar	Singapore
Australia	Gambia	Maldives	South Africa
Austria	Germany, Federal Republic of	Monaco	Spain
Bahamas	Ghana	Morocco	Surinam (succession)
Barbados	Greece	Netherlands	Sweden
Belgium	Iceland	New Zealand	Switzerland
Brazil	India	Nigeria	Tonga
Bulgaria	Indonesia	Norway	Trinidad and Tobago
Burma	Ireland	Oman	Tunisia
Canada	Israel	Pakistan	Turkey
China	Italy	Papua New Guinea	USSR
Cuba	Ivory Coast	Paraguay	United Kingdom
Cyprus	Jamaica	Peru	United Republic of Cameroon
Czechoslovakia	Japan	Philippines	United States
Denmark	Kuwait	Poland	Uruguay
Ecuador	Lebanon	Portugal	Viet Nam
Egypt	Liberia	Republic of Korea	Yugoslavia
Fiji			

\* Information provided by the Inter-Governmental Maritime Consultative Organization.

3. If adopted by a two-thirds majority of those present and voting in the Assembly, the amendment shall be communicated by the Secretary-General to all Contracting Parties for their acceptance.

4. Such an amendment shall enter into force on a date to be determined by the Assembly at the time of its adoption unless, by a prior date determined by the Assembly at the same time, more than one third of the Contracting Parties notify the Organization of their objection to the amendment. Determination by the Assembly of the dates referred to in this paragraph shall be by a two-thirds majority of those present and voting.

5. On entry into force any amendment shall, for all Contracting Parties which have not objected to the amendment, replace and supersede any previous provision to which the amendment refers.

6. The Secretary-General shall inform all Contracting Parties and Members of the Organization of any request and communication under this Article and the date on which any amendment enters into force.

#### *Article VII.* DENUNCIATION

1. The present Convention may be denounced by a Contracting Party at any time after the expiry of five years from the date on which the Convention entered into force for that Party.

2. Denunciation shall be effected by the deposit of an instrument with the Organization. The Secretary-General shall inform all other Contracting Parties of the receipt of the instrument of denunciation and of the date of its deposit.

3. A denunciation shall take effect one year, or such longer period as may be specified in the instrument, after its deposit.

#### *Article VIII.* DEPOSIT AND REGISTRATION

1. The present Convention and the Regulations shall be deposited with the Organization, and the Secretary-General shall transmit certified true copies thereof to all Governments of States that have signed this Convention or acceded to it.

2. When the present Convention enters into force, the text shall be transmitted by the Secretary-General to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

#### *Article IX.* LANGUAGES

The present Convention is established, together with the Regulations, in a single copy in the English and French languages, both texts being equally authentic. Official translations in the Russian and Spanish languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned, being duly authorized by their respective Governments for that purpose, have signed the present Convention.

DONE at London this twentieth day of October one thousand nine hundred and seventy-two.

## INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

## 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 purpose 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 non-displacement 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 [severely restricts the towing vessel and her tow in their ability to deviate from their]<sup>1</sup> 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 mean 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. LOOK-OUT*

Every vessel shall at all times maintain a proper look-out 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.

<sup>1</sup> By a procès-verbal of rectification dated 1 December 1973, the words “render her unable to deviate from her” appearing in the original English text have been replaced by the text in brackets — Par un procès-verbal de rectification daté du 1<sup>er</sup> décembre 1973, les mots «render her unable to deviate from her» apparaissant dans le texte original anglais ont été remplacés par le texte entre crochets.

*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) as 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 a 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 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 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 [ ]<sup>1</sup> 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 [ ]<sup>1</sup> one of the two vessels is to keep out of the way, 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.

<sup>1</sup> By a procès-verbal of rectification dated 1 December 1973, the words "by these Rules" have been deleted from the original English text — Par un procès-verbal de rectification daté du 1<sup>er</sup> décembre 1973, les mots «by these Rules» ont été supprimés du texte original anglais.

(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, 3 miles;
- (b) in vessels of 12 metres or more in length but less than 50 metres in length:
  - a masthead light, 5 miles; except than 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 [alongside]<sup>1</sup> 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;
- (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.

<sup>1</sup> Rectifications to the English text, appearing between brackets, were effected by a procès-verbal of rectification dated 1 December 1973 — Les rectifications concernant le texte anglais, apparaissant entre crochets, ont été effectuées par un procès-verbal de rectification en date du 1 décembre 1973.

(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 [engaged in fishing]<sup>1</sup> 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:

<sup>1</sup> Rectifications to the English text, appearing between brackets, were effected by a procès-verbal of rectification dated 1 December 1973 — Les rectifications concernant le texte anglais, apparaissant entre crochets, ont été effectuées par un procès-verbal de rectification en date du 1 décembre 1973.



- (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 sub-paragraph (i);
- (iv) when at anchor, in addition to the lights or shapes prescribed in sub-paragraphs (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 sub-paragraph (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 sub-paragraphs (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 sub-paragraph (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 sub-paragraph (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.

*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.

(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.

(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.

*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) or (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 nine 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 nine years after the date of entry into force of these Regulations;
- (f) the repositioning of sidelights resulting from the prescriptions of [Sections 2(g) and] 3(b) of Annex I, until nine years after the date of entry into force of these Regulations;
- (g) the requirements for sound signal appliances prescribed in Annex III, until nine 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.

<sup>1</sup> By a procès-verbal of rectification dated 1 December 1973, the word "Section" appearing in the original English text has been replaced by the words in brackets — Par un procès-verbal de rectification daté du 1<sup>er</sup> décembre 1973, le mot «Section» apparaissant dans le texte original anglais a été remplacé par les mots entre crochets.

(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 in 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 shall 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) White

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) Green

x	0.028	0.009	0.300	0.203
y	0.385	0.723	0.511	0.356

### (iii) Red

x	0.680	0.660	0.735	0.721
y	0.320	0.320	0.265	0.259

### (iv) Yellow

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:

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

where  $I$  is luminous intensity in candelas under service conditions,

$T$  is threshold factor  $2 \times 10^{-7}$  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 per cent 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 per cent 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 per cent 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*

Non-electric 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 ( $\pm 1$  per cent) 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  $\frac{1}{3}$ rd-octave band within the range of frequencies 180-700 Hz ( $\pm 1$  per cent) of not less than the appropriate figure given in the table below.

<i>Length of vessel in metres</i>	<i><math>\frac{1}{3}</math>rd-octave band level at 1 metre in dB referred to <math>2 \times 10^{-5}</math> N/m<sup>2</sup></i>	<i>Audibility range in nautical miles</i>
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 per cent 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  $\pm 45$  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  $\frac{1}{3}$ rd-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 per cent 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 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 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.

For the Government of the Kingdom of Afghanistan:  
Pour le Gouvernement du Royaume d'Afghanistan :

For the Government of the People's Republic of Albania:  
Pour le Gouvernement de la République populaire d'Albanie :

For the Government of the Democratic and Popular Republic of Algeria:  
Pour le Gouvernement de la République algérienne démocratique et populaire :

For the Government of the Argentine Republic:  
Pour le Gouvernement de la République Argentine :

For the Government of the Commonwealth of Australia:  
Pour le Gouvernement du Commonwealth d'Australie :

For the Government of the Republic of Austria:  
Pour le Gouvernement de la République d'Autriche :

For the Government of the State of Bahrain:  
Pour le Gouvernement de l'Etat de Bahreïn :

For the Government of Barbados:  
Pour le Gouvernement de la Barbade :

For the Government of the Kingdom of Belgium:  
Pour le Gouvernement du Royaume de Belgique :  
Sous réserve de ratification<sup>1</sup>  
[J. VAN DEN BOSCH]<sup>2,3</sup>

For the Government of the Kingdom of Bhutan:  
Pour le Gouvernement du Royaume du Bhoutan :

For the Government of the Republic of Bolivia:  
Pour le Gouvernement de la République de Bolivie :

For the Government of the Republic of Botswana:  
Pour le Gouvernement de la République du Botswana :

For the Government of the Federative Republic of Brazil:  
Pour le Gouvernement de la République fédérative du Brésil :  
Subject to ratification<sup>4</sup>  
[SÉRGIO CORRÊA DA COSTA]<sup>5</sup>

For the Government of the People's Republic of Bulgaria:  
Pour le Gouvernement de la République populaire de Bulgarie :  
Subject to ratification<sup>4</sup>  
[A. NIKOLOV]

For the Government of the Union of Burma:  
Pour le Gouvernement de l'Union birmane :

<sup>1</sup> Subject to ratification.

<sup>2</sup> Names of signatories appearing between brackets were not legible and have been supplied by the Inter-Governmental Maritime Consultative Organization — Les noms des signataires donnés entre crochets étaient illisibles et ont été fournis par l'Organisation intergouvernementale consultative de la navigation maritime.

<sup>3</sup> Unless otherwise indicated, signatures were affixed on 20 October 1972 (information supplied by the Inter-Governmental Maritime Consultative Organization) — Sauf indication contraire, les signatures ont été apposées le 20 octobre 1972 (information fournie par l'Organisation intergouvernementale consultative de la navigation maritime).

<sup>4</sup> Sous réserve de ratification.

<sup>5</sup> Signature affixed on 23 May 1973 (information supplied by Inter-Governmental Maritime Consultative Organization) — Signature apposée le 23 mai 1973 (information fournie par l'Organisation intergouvernementale consultative de la navigation maritime).

For the Government of the Republic of Burundi:  
Pour le Gouvernement de la République du Burundi :

For the Government of the Byelorussian Soviet Socialist Republic:  
Pour le Gouvernement de la République socialiste soviétique de Biélorussie :

For the Government of the Federal Republic of Cameroon:  
Pour le Gouvernement de la République fédérale du Cameroun :

For the Government of Canada:  
Pour le Gouvernement du Canada :

For the Government of the Central African Republic:  
Pour le Gouvernement de la République centrafricaine :

For the Government of the Republic of Chad:  
Pour le Gouvernement de la République du Tchad :

For the Government of the Republic of Chile:  
Pour le Gouvernement de la République du Chili :

For the Government of the People's Republic of China:  
Pour le Gouvernement de la République populaire de Chine :

For the Government of the Republic of Colombia:  
Pour le Gouvernement de la République de Colombie :

For the Government of the People's Republic of the Congo:  
Pour le Gouvernement de la République populaire du Congo :

For the Government of the Republic of Costa Rica:  
Pour le Gouvernement de la République du Costa Rica :

For the Government of the Republic of Cuba:  
Pour le Gouvernement de la République de Cuba :

For the Government of the Republic of Cyprus:  
Pour le Gouvernement de la République de Chypre :

For the Government of the Czechoslovak Socialist Republic:  
Pour le Gouvernement de la République socialiste tchécoslovaque :

For the Government of the Republic of Dahomey:  
Pour le Gouvernement de la République du Dahomey :

For the Government of the Kingdom of Denmark:  
Pour le Gouvernement du Royaume du Danemark :

Subject to ratification<sup>1</sup>

[ERLING KRISTIANSEN]

17. Nov. 1972

For the Government of the Dominican Republic:  
Pour le Gouvernement de la République Dominicaine :

For the Government of the Republic of Ecuador:  
Pour le Gouvernement de la République de l'Équateur :

<sup>1</sup> Sous réserve de ratification.

For the Government of the Arab Republic of Egypt:  
Pour le Gouvernement de la République arabe d'Égypte :

For the Government of the Republic of El Salvador:  
Pour le Gouvernement de la République d'El Salvador :

For the Government of the Republic of Equatorial Guinea:  
Pour le Gouvernement de la République de la Guinée équatoriale :

For the Government of the Empire of Ethiopia:  
Pour le Gouvernement de l'Empire d'Éthiopie :

For the Government of the Federal Republic of Germany:  
Pour le Gouvernement de la République fédérale d'Allemagne :  
Subject to ratification<sup>1</sup>  
[Dr. BREUER]

For the Government of Fiji:  
Pour le Gouvernement de Fidji :

For the Government of the Republic of Finland:  
Pour le Gouvernement de la République de Finlande :  
Subject to ratification<sup>1</sup>  
[AXEL ASPELIN]

For the Government of the French Republic:  
Pour le Gouvernement de la République française :  
Sous réserve d'acceptation<sup>2</sup>  
le 9 novembre 1972  
[J. DENOYELLE]

<sup>1</sup> Sous réserve de ratification.

<sup>2</sup> Subject to acceptance.



For the Government of the Gabonese Republic:  
Pour le Gouvernement de la République gabonaise :

For the Government of the Republic of The Gambia:  
Pour le Gouvernement de la République de Gambie :

For the Government of the Republic of Ghana:  
Pour le Gouvernement de la République du Ghana :  
Subject to ratification<sup>1</sup>  
[C. K. T. DZIWORSHIE]

For the Government of the Kingdom of Greece:  
Pour le Gouvernement du Royaume de Grèce :  
Subject to ratification<sup>1</sup>  
[N. BROUMAS]<sup>2</sup>

For the Government of the Republic of Guatemala:  
Pour le Gouvernement de la République du Guatemala :

For the Government of the Republic of Guinea:  
Pour le Gouvernement de la République de Guinée :

For the Government of the Republic of Guyana:  
Pour le Gouvernement de la République de Guyane :

For the Government of the Republic of Haiti:  
Pour le Gouvernement de la République d'Haïti :

<sup>1</sup> Sous réserve de ratification.

<sup>2</sup> Signature affixed on 17 May 1973 (information supplied by the Inter-Governmental Maritime Consultative Organization) — Signature apposée le 17 mai 1973 (information fournie par l'Organisation intergouvernementale consultative de la navigation maritime).

For the Government of the Holy Sea:  
Pour le Gouvernement du Saint-Siège :

For the Government of the Republic of Honduras:  
Pour le Gouvernement de la République du Honduras :

For the Government of the Hungarian People's Republic:  
Pour le Gouvernement de la République populaire hongroise :

For the Government of the Republic of Iceland:  
Pour le Gouvernement de la République d'Islande :  
Subject to approval<sup>1</sup>  
[PÁLL RAGNARSSON]

For the Government of the Republic of India:  
Pour le Gouvernement de la République de l'Inde :  
[M. RASGOTRA]<sup>2</sup>

For the Government of the Republic of Indonesia:  
Pour le Gouvernement de la République d'Indonésie :  
Subject to acceptance<sup>3</sup>  
[HAMIMJAR S. ÁTMADJA]

For the Government of the Empire of Iran:  
Pour le Gouvernement de l'Empire d'Iran :

For the Government of the Republic of Iraq:  
Pour le Gouvernement de la République d'Irak :

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<sup>1</sup> Sous réserve d'approbation.

<sup>2</sup> Signature affixed on 30 May 1973 (information supplied by the Inter-Governmental Maritime Consultative Organization) — Signature apposée le 30 mai 1973 (information fournie par l'Organisation intergouvernementale consultative de la navigation maritime).

<sup>3</sup> Sous réserve d'acceptation.

For the Government of Ireland:  
Pour le Gouvernement de l'Irlande :

Subject to ratification<sup>1</sup>

[DONAL O'SULLIVAN]<sup>2</sup>

For the Government of the State of Israel:  
Pour le Gouvernement de l'Etat d'Israël :

For the Government of the Italian Republic:  
Pour le Gouvernement de la République italienne :

Sous réserve de ratification<sup>3</sup>

[VITTORIO ARTEMISIO]

For the Government of the Republic of the Ivory Coast:  
Pour le Gouvernement de la République de Côte d'Ivoire :

For the Government of Jamaica:  
Pour le Gouvernement de la Jamaïque :

For the Government of Japan:  
Pour le Gouvernement du Japon :

For the Government of the Hashemite Kingdom of Jordan:  
Pour le Gouvernement du Royaume hachémite de Jordanie :

For the Government of the Republic of Kenya:  
Pour le Gouvernement de la République du Kenya :

<sup>1</sup> Sous réserve de ratification.

<sup>2</sup> Signature affixed on 30 May 1973 (information supplied by the Inter-Governmental Maritime Consultative Organization) — Signature apposée le 30 mai 1973 (information fournie par l'Organisation intergouvernementale consultative de la navigation maritime).

<sup>3</sup> Subject to ratification.

For the Government of the Khmer Republic:  
Pour le Gouvernement de la République khmère :  
[HAN KANG]  
Sous réserve de ratification<sup>1</sup>

For the Government of the Republic of Korea:  
Pour le Gouvernement de la République de Corée :  
Subject to acceptance<sup>2</sup>  
[KYUNG NOK CHOI]

For the Government of the State of Kuwait:  
Pour le Gouvernement de l'Etat du Koweït :  
[A. R. MULLA HUSSEIN]  
Subject to acceptance<sup>2</sup>

For the Government of the Kingdom of Laos:  
Pour le Gouvernement du Royaume du Laos :

For the Government of the Lebanese Republic:  
Pour le Gouvernement de la République libanaise :

For the Government of the Kingdom of Lesotho:  
Pour le Gouvernement du Royaume du Lesotho :

For the Government of the Republic of Liberia:  
Pour le Gouvernement de la République du Libéria :

For the Government of the Libyan Arab Republic:  
Pour le Gouvernement de la République arabe libyenne :

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<sup>1</sup> Subject to ratification.

<sup>2</sup> Sous réserve d'acceptation.

For the Government of the Principality of Liechtenstein:  
Pour le Gouvernement de la Principauté de Liechtenstein :

For the Government of the Grand Duchy of Luxembourg:  
Pour le Gouvernement du Grand-Duché de Luxembourg :

For the Government of the Malagasy Republic:  
Pour le Gouvernement de la République malgache :

For the Government of the Republic of Malawi:  
Pour le Gouvernement de la République du Malawi :

For the Government of Malaysia:  
Pour le Gouvernement de la Malaisie :

For the Government of the Republic of Maldives:  
Pour le Gouvernement de la République des Maldives :

For the Government of the Republic of Mali:  
Pour le Gouvernement de la République du Mali :

For the Government of Malta:  
Pour le Gouvernement de Malte :

For the Government of the Islamic Republic of Mauritania:  
Pour le Gouvernement de la République islamique de Mauritanie :

For the Government of Mauritius:  
Pour le Gouvernement de Maurice :

For the Government of the United Mexican States:  
Pour le Gouvernement des Etats-Unis du Mexique :

For the Government of the Principality of Monaco:  
Pour le Gouvernement de la Principauté de Monaco :

For the Government of the Mongolian People's Republic:  
Pour le Gouvernement de la République populaire mongole :

For the Government of the Kingdom of Morocco:  
Pour le Gouvernement du Royaume du Maroc :

For the Government of the Republic of Nauru:  
Pour le Gouvernement de la République de Nauru :

For the Government of the Kingdom of Nepal:  
Pour le Gouvernement du Royaume du Népal :

For the Government of the Kingdom of the Netherlands:  
Pour le Gouvernement du Royaume des Pays-Bas :

For the Government of New Zealand:  
Pour le Gouvernement de la Nouvelle-Zélande :  
Subject to ratification<sup>1</sup>  
[T. H. McCOMBS]<sup>2</sup>

For the Government of the Republic of Nicaragua:  
Pour le Gouvernement de la République du Nicaragua :

For the Government of the Republic of the Niger:  
Pour le Gouvernement de la République du Niger :

For the Government of the Federal Republic of Nigeria:  
Pour le Gouvernement de la République fédérale du Nigéria :

For the Government of the Kingdom of Norway:  
Pour le Gouvernement du Royaume de Norvège :  
Subject to ratification<sup>1</sup>  
[NEUBERTH WIE]

For the Government of the Sultanate of Oman:  
Pour le Gouvernement du Sultanat d'Oman :

For the Government of Pakistan:  
Pour le Gouvernement du Pakistan :

For the Government of the Republic of Panama:  
Pour le Gouvernement de la République du Panama :

<sup>1</sup> Sous réserve de ratification.

<sup>2</sup> Signature affixed on 1 June 1973 (information supplied by the Inter-Governmental Maritime Consultative Organization) — Signature apposée le 1 juin 1973 (information fournie par l'Organisation intergouvernementale consultative de la navigation maritime).

For the Government of the Republic of Paraguay:  
Pour le Gouvernement de la République du Paraguay :

For the Government of the People's Democratic Republic of Yemen:  
Pour le Gouvernement de la République démocratique populaire du Yémen :

For the Government of the Republic of Peru:  
Pour le Gouvernement de la République du Pérou :

For the Government of the Republic of the Philippines:  
Pour le Gouvernement de la République des Philippines :

For the Government of the Polish People's Republic:  
Pour le Gouvernement de la République populaire de Pologne :  
Subject to ratification<sup>1</sup>  
[ARTUR STAREWICZ]

For the Government of the Portuguese Republic:  
Pour le Gouvernement de la République portugaise :  
Sous réserve de ratification<sup>2</sup>  
[B. CADETE]

For the Government of the State of Qatar:  
Pour le Gouvernement de l'Etat du Qatar :

For the Government of the Socialist Republic of Romania:  
Pour le Gouvernement de la République socialiste de Roumanie :

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<sup>1</sup> Sous réserve de ratification.

<sup>2</sup> Subject to ratification.



For the Government of the Rwandese Republic:  
Pour le Gouvernement de la République rwandaise :

For the Government of the Republic of San Marino:  
Pour le Gouvernement de la République de Saint-Marin :

For the Government of the Kingdom of Saudi Arabia:  
Pour le Gouvernement du Royaume de l'Arabie Saoudite :

For the Government of the Republic of Senegal:  
Pour le Gouvernement de la République du Sénégal :

For the Government of the Republic of Sierra Leone:  
Pour le Gouvernement de la République de Sierra Leone :

For the Government of the Republic of Singapore:  
Pour le Gouvernement de la République de Singapour :

For the Government of the Somali Democratic Republic:  
Pour le Gouvernement de la République démocratique somalie :

For the Government of the Republic of South Africa:  
Pour le Gouvernement de la République sud-africaine :

For the Government of the Spanish State:  
Pour le Gouvernement de l'Etat espagnol :

For the Government of the Republic of Sri Lanka (Ceylon):  
Pour le Gouvernement de la République de Sri Lanka (Ceylan) :

For the Government of the Democratic Republic of the Sudan:  
Pour le Gouvernement de la République démocratique du Soudan :

For the Government of the Kingdom of Swaziland:  
Pour le Gouvernement du Royaume du Souaziland :

For the Government of the Kingdom of Sweden:  
Pour le Gouvernement du Royaume de Suède :

[GÖRAN STEEN]

Subject to ratification<sup>1</sup>

For the Government of the Swiss Confederation:  
Pour le Gouvernement de la Confédération suisse :

[R. BÄR]

Sous réserve de ratification<sup>2</sup>

24.I.73

For the Government of the Syrian Arab Republic:  
Pour le Gouvernement de la République arabe syrienne :

For the Government of the United Republic of Tanzania:  
Pour le Gouvernement de la République-Unie de Tanzanie :

For the Government of the Kingdom of Thailand:  
Pour le Gouvernement du Royaume de Thaïlande :

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<sup>1</sup> Sous réserve de ratification.

<sup>2</sup> Subject to ratification.

For the Government of the Togolese Republic:  
Pour le Gouvernement de la République togolaise :

For the Government of Trinidad and Tobago:  
Pour le Gouvernement de la Trinité-et-Tobago :

For the Government of the Republic of Tunisia:  
Pour le Gouvernement de la République tunisienne :

For the Government of the Republic of Turkey:  
Pour le Gouvernement de la République turque :

For the Government of the Republic of Uganda:  
Pour le Gouvernement de la République de l'Ouganda :

For the Government of the Ukrainian Soviet Socialist Republic:  
Pour le Gouvernement de la République socialiste soviétique d'Ukraine :

For the Government of the Union of Soviet Socialist Republics:  
Pour le Gouvernement de l'Union des Républiques socialistes soviétiques :

For the Government of the United Arab Emirates:  
Pour le Gouvernement des Emirats arabes unis :

For the Government of the United Kingdom of Great Britain and Northern Ireland:  
Pour le Gouvernement du Royaume-Uni de Grande-Bretagne et d'Irlande du Nord :  
Subject to acceptance<sup>1</sup>  
[A. C. MANSON]

For the Government of the United States of America:  
Pour le Gouvernement des Etats-Unis d'Amérique :  
Subject to acceptance<sup>1</sup>  
[WILLIAM L. MORRISON]  
[STUART S. BECKWITH]

For the Government of the Republic of the Upper Volta:  
Pour le Gouvernement de la République de Haute-Volta :

For the Government of the Eastern Republic of Uruguay:  
Pour le Gouvernement de la République orientale de l'Uruguay :

For the Government of the Republic of Venezuela:  
Pour le Gouvernement de la République du Venezuela :

For the Government of the Republic of Viet-Nam:  
Pour le Gouvernement de la République du Viet-Nam :

For the Government of the Independent State of Western Samoa:  
Pour le Gouvernement de l'Etat indépendant du Samoa-Occidental :

For the Government of the Yemen Arab Republic:  
Pour le Gouvernement de la République arabe du Yémen :

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<sup>1</sup> Sous réserve d'acceptation.

For the Government of the Socialist Federal Republic of Yugoslavia:  
Pour le Gouvernement de la République fédérative socialiste de Yougoslavie :

For the Government of the Republic of Zaire:  
Pour le Gouvernement de la République du Zaïre :

For the Government of the Republic of Zambia:  
Pour le Gouvernement de la République de Zambie :

DECLARATIONS AND RESERVATIONS  
MADE UPON ACCESSIONDÉCLARATIONS ET RÉSERVES  
FAITES LORS DE L'ADHÉSION

## CANADA

## CANADA

[TRADUCTION<sup>1</sup> — TRANSLATION<sup>2</sup>]

“The Government of Canada considers that the provisions of Rule 10, ‘Traffic Separation Schemes’, do not provide for compulsory use of the adopted schemes. The Government of Canada considers that the compulsory routing of ships is necessary to avoid collisions between ships and the resulting damage to the marine environment.

“The Government of Canada notes that there are no exceptions to Rule 10(b), (c) and (h) for vessels engaged in fishing with nets, lines, trawls, trolling lines or other apparatus, or for vessels engaged in special operations such as survey, cable, buoy, pipeline or salvage operations, and that the exceptions in Rule 10(e) are not broad enough to adequately provide for vessels engaged in special operations. The Government of Canada considers that the practical application of Rule 10 would be complicated without realistic exceptions for fishing vessels and for vessels engaged in special operations.

“The Government of Canada therefore does not consider that it is prohibited from providing for the compulsory use of traffic separation schemes or providing for such exceptions to Rule 10(b), (c), (e) and (h).”

Le Gouvernement canadien estime que les dispositions de la règle 10 intitulée «Dispositifs de séparation du trafic» ne prévoient pas l'utilisation obligatoire des dispositifs adoptés. Il considère que l'organisation obligatoire du trafic maritime est nécessaire pour éviter les abordages entre les navires et les dommages qui en résultent pour le milieu marin.

Le Gouvernement canadien note qu'il n'existe d'exceptions aux paragraphes *b*, *c* et *h* de la règle 10 ni pour les navires en train de pêcher avec des filets, des lignes, des chaluts, des lignes traînantes ou autres engins ni pour les navires occupés à des travaux spéciaux tels que levée, pose de câbles, de bouées, de canalisations ou opérations de sauvetage, et que les exceptions prévues au paragraphe *e* de la règle 10 ne sont pas assez générales pour couvrir suffisamment le cas des navires occupés à des travaux spéciaux. Le Gouvernement canadien considère que l'application pratique de la règle 10 sera difficile si l'on ne prévoit pas d'exceptions réalistes pour les navires de pêche et pour les navires occupés à des travaux spéciaux.

Le Gouvernement canadien ne considère donc pas qu'il lui est interdit de prévoir l'utilisation obligatoire des dispositifs de séparation du trafic ou de prévoir des dérogations aux paragraphes *b*, *c*, *e*, *h* de la règle 10.

<sup>1</sup> Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

<sup>2</sup> Translation supplied by the Inter-Governmental Maritime Consultative Organization.

GERMAN DEMOCRATIC  
REPUBLIC

RÉPUBLIQUE DÉMOCRATIQUE  
ALLEMANDE

[GERMAN TEXT — TEXTE ALLEMAND]

„Die Regierung der Deutschen Demokratischen Republik ist der Auffassung, daß die Bestimmungen des Artikels 2 der Konvention im Widerspruch zu dem Prinzip stehen, wonach alle Staaten, die sich in ihrer Politik von den Zielen und Grundsätzen der Charta der Vereinten Nationen leiten lassen, das Recht haben, Mitglied von Konventionen zu werden, die die Interessen aller Staaten berühren.

„Die Regierung der Deutschen Demokratischen Republik läßt sich in ihrer Haltung zu den Bestimmungen des Artikels 3 der Konvention, soweit sie die Anwendung der Konvention auf Kolonialgebiete und andere abhängige Territorien betreffen, von den Festlegungen der Deklaration der Vereinten Nationen über die Gewährung der Unabhängigkeit an die kolonialen Länder und Völker (Res. Nr. 1514 (XV) vom 14. Dezember 1960) leiten, welche die Notwendigkeit einer schnellen und bedingungslosen Beendigung des Kolonialismus in allen seinen Formen und Äußerungen proklamieren.“

[TRANSLATION<sup>1</sup>]

The Government of the German Democratic Republic considers that the provisions of Article 2 of the Convention are inconsistent with the principle that all States pursuing their policies in accordance with the purposes and principles of the Charter of the United Nations shall have the right to become parties to conventions affecting the interests of all States.

The position of the Government of the German Democratic Republic on Article 3 of the Convention, as far as the application of the Convention to colonial and other dependent territories is concerned, is governed by the provisions of the United Nations Declaration on the Granting of Independence to Colonial Countries and Peoples (Resolution 1514 (XV) of 14 December 1960)<sup>2</sup> proclaiming the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

[TRADUCTION<sup>1</sup>]

Le Gouvernement de la République démocratique allemande estime que les dispositions de l'article 2 de la Convention ne sont pas compatibles avec le principe selon lequel tous les Etats dont la politique est conforme aux buts et principes de la Charte des Nations Unies ont le droit de devenir parties aux conventions touchant les intérêts de tous les Etats.

La position du Gouvernement de la République démocratique allemande à l'égard des dispositions de l'article 3 de la Convention, dans la mesure où il concerne l'application de la Convention aux territoires coloniaux et aux autres territoires dépendants, s'inspire des dispositions de la Déclaration des Nations Unies sur l'octroi de l'indépendance aux pays et peuples coloniaux [Rés. 1514 (XV) du 14 décembre 1960<sup>2</sup>] par laquelle est proclamée la nécessité de mettre fin de manière rapide et sans condition au colonialisme sous toutes ses formes et dans toutes ses manifestations.

<sup>1</sup> Translation supplied by the Inter-Governmental Maritime Consultative Organization.

<sup>2</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

<sup>1</sup> Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

<sup>2</sup> Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16 (A/4684)*, p. 70.

## HUNGARY

“The Presidential Council of the Hungarian People’s Republic declares that Article 2, paragraph (2) of the Convention on the International Regulations for Preventing Collisions at Sea of 1972, which does not allow some States to become a Party to the Convention, is of discriminative nature. The Convention regulates such questions which concern all States and, therefore, under the principle of sovereign equality of States, it should be open for all States without any restriction and discrimination.

“The Presidential Council of the Hungarian People’s Republic also declares that Article 3 of the Convention is at variance with the UN General Assembly’s Resolution No. 1514/XV of December 14, 1960<sup>1</sup> on the granting of independence to the colonial countries and peoples, which declared the necessity of the unconditional elimination of all forms of colonialism.”

## ROMANIA

[TRANSLATION<sup>2</sup>]

(a) The Council of State of the Socialist Republic of Romania considers that the provisions of Rule 18(2) of the Convention are not in accord with the principle whereby international treaties, the objectives and aims of which are of concern to the international community as a whole, should be open to participation by all States.

(b) The Council of State of the Socialist Republic of Romania considers that the maintenance in a state of dependence of certain territories, to which the provisions

<sup>1</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

<sup>2</sup> Translation supplied by the Inter-Governmental Maritime Consultative Organization.

## HONGRIE

[TRADUCTION<sup>1</sup> — TRANSLATION<sup>2</sup>]

Le Conseil présidentiel de la République populaire hongroise déclare que le paragraphe 2 de l’article II de la Convention sur le Règlement international de 1972 pour prévenir les abordages en mer, qui ne permet pas à certains Etats de devenir Parties à la Convention, a un caractère discriminatoire. La Convention traite de questions qui intéressent tous les Etats et par conséquent, en vertu du principe de l’égalité souveraine entre les Etats, elle devrait être ouverte à la participation de tous les Etats sans aucune restriction ni discrimination.

Le Conseil présidentiel de la République populaire hongroise déclare également que l’article III de la Convention est en contradiction avec la résolution n° 1514/XV du 14 décembre 1960<sup>1</sup> de l’Assemblée générale des Nations Unies sur l’octroi de l’indépendance aux pays et aux peuples coloniaux, qui proclame la nécessité d’une élimination inconditionnelle de toutes les formes de colonialisme.

## ROUMANIE

«a) Le Conseil d’Etat de la République Socialiste de Roumanie considère que les prévisions de l’article 18, paragraphe 2 de la Convention ne sont pas en concordance avec le principe selon lequel les traités internationaux dont l’objet et le but intéressent la communauté internationale dans son ensemble doivent être ouverts à la participation de tous les Etats.

«b) Le Conseil d’Etat de la République Socialiste de Roumanie considère que le maintien de l’état de dépendance de certains territoires auxquels se réfère la ré-

<sup>1</sup> Traduction fournie par l’Organisation intergouvernementale consultative de la navigation maritime.

<sup>2</sup> Translation supplied by the Inter-Governmental Maritime Consultative Organization.

<sup>3</sup> Nations Unies, *Documents officiels de l’Assemblée générale, quinzième session, Supplément n° 16 (A/4684)*, p. 70.



of Article III of the Convention refer, is not in accord with the Charter of the United Nations and the documents adopted by the United Nations concerning the granting of independence to colonial countries and peoples, including the Declaration on the principles of international law affecting friendly relations and co-operation between States in accordance with the Charter of the United Nations, unanimously adopted by the UN General Assembly Resolution 2625 (XXV) of 1970,<sup>1</sup> which solemnly proclaims the right of States to encourage achievement of the principle of the equality of rights of peoples and their right to take their own decisions, with a view to putting a swift end to colonialism.

glementation de l'article III de la Convention n'est pas en concordance avec la Charte de l'ONU et les documents adoptés par l'Organisation des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux, y compris la Déclaration relative aux principes du droit international touchant les relations amicales et la coopération entre les Etats conformément à la Charte des Nations Unies, adoptée à l'unanimité par la résolution de l'Assemblée générale de l'ONU n° 2625 (XXV) de 1970<sup>1</sup>, qui proclame solennellement le devoir des Etats de favoriser la réalisation du principe de l'égalité de droits des peuples et de leur droit à disposer d'eux-mêmes, dans le but de mettre rapidement fin au colonialisme.»

*SYRIAN ARAB REPUBLIC*

*RÉPUBLIQUE ARABE SYRIENNE*

[ARABIC TEXT — TEXTE ARABE]

بمجرد ان اقرار الجمهورية العربية السورية لهذه القواعد المنصوص عليها في الاتفاقية وابرامها لا يحوى باية حال معنى الاعتراف باسرائيل ولا يؤدى الى الدخول معها في معاملات مما تنظمه احكام هذه الاتفاقية .

[TRANSLATION<sup>2</sup>]

...the acceptance of the Syrian Arab Republic to the regulations stipulated in the said Convention and its ratification do not imply in any way the recognition in Israel and do not lead to its engagement with it in any dealings that may be regulated by the said Convention.

[TRADUCTION<sup>2</sup>]

...l'acceptation et la ratification par la République arabe syrienne du Règlement énoncé dans ladite convention n'impliquent en aucune manière la reconnaissance d'Israël et ne la conduisent à aucun rapport avec lui dans toute transaction qui pourrait découler de ladite convention.

<sup>1</sup> United Nations, *Official Records of the General Assembly, Twenty-fifth Session, Supplement No. 28 (A/8028)*, p. 121.

<sup>2</sup> Translation supplied by the Inter-Governmental Maritime Consultative Organization.

<sup>1</sup> Nations Unies, *Documents officiels de l'Assemblée générale, vingt-cinquième session, Supplément n° 28 (A/8028)*, p. 121.

<sup>2</sup> Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

*UNION OF SOVIET  
SOCIALIST REPUBLICS*

*UNION DES RÉPUBLIQUES  
SOCIALISTES SOVIÉTIQUES*

[RUSSIAN TEXT — TEXTE RUSSE]

«1. Союз Советских Социалистических Республик заявляет, что положение пункта 2 статьи II Конвенции о международных правилах предупреждения столкновения судов в море 1972 года, согласно которому некоторые государства лишаются возможности стать участниками этой Конвенции, носит дискриминационный характер, и считает, что Конвенция в соответствии с принципом суверенного равенства государств должна быть открыта для участия всех заинтересованных государств без какой-либо дискриминации и ограничения и

«2. Союз Советских Социалистических Республик считает необходимым также заявить, что положения статьи III Конвенции о международных правилах предупреждения столкновений судов в море 1972 года, касающиеся распространения ее участниками действия Конвенции на территории, за международные отношения которых они несут ответственность, являются устаревшими и противоречат Декларации Генеральной Ассамблеи Организации Объединенных Наций о предоставлении независимости колониальным странам и народам (Резолюция 1514 (XV) от 14 декабря 1960 года), провозглашавшей необходимость незамедлительно и безоговорочно положить конец колониализму во всех его формах и проявлениях».

[TRANSLATION<sup>1</sup>]

The Union of Soviet Socialist Republics declares that Article II, paragraph 2, of the 1972 Convention on the International Regulations for Preventing Collisions at Sea, under which certain States are precluded from becoming parties to that Convention, is of a discriminatory character, and considers that, in accordance with the principle of the sovereign equality of States, the Convention should be open to participation by all interested States without discrimination or restriction.

The Union of Soviet Socialist Republics also deems it necessary to declare that the provisions of Article III of the 1972 Convention on the International Regulations for Preventing Collisions at Sea, concerning the extension of its application to a territory for whose international relations a Contracting Party is responsible, are outdated and contrary to the Declaration of the General Assembly of the United Nations on the granting of independence to colonial

[TRADUCTION<sup>1</sup>]

Le Gouvernement de l'Union des Républiques socialistes soviétiques déclare que le paragraphe 2 de l'article II de la Convention sur le Règlement international de 1972 pour prévenir les abordages en mer, qui empêche certains Etats de devenir parties à la Convention, a un caractère de discrimination et il estime, conformément au principe de l'égalité souveraine des Etats, que la Convention doit être ouverte à la participation de tous les Etats intéressés sans discrimination ou restriction.

Le Gouvernement de l'Union des Républiques socialistes soviétiques tient également à déclarer que les dispositions de l'article III de la Convention sur le Règlement international de 1972 pour prévenir les abordages en mer, qui concernent l'extension de son application à un territoire dont les relations internationales sont confiées à la responsabilité d'une Partie contractante, sont périmées et contraires à la déclaration de l'Assemblée générale des

<sup>1</sup> Translation supplied by the Inter-Governmental Maritime Consultative Organization.

<sup>1</sup> Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

countries and peoples (Resolution 1514 (XV) of 14 December 1960),<sup>1</sup> which proclaimed the necessity of bringing to a speedy and unconditional end colonialism in all its forms and manifestations.

## CZECHOSLOVAKIA

... “that the provision of Article II, paragraph 2 of the Convention on the International Regulations for Preventing Collisions at Sea—COLREG (London, 1972) prevents some States from becoming parties to the Convention. It is therefore of the opinion that the Convention should be opened to all the interested countries in keeping with the principle of equal sovereignty of States.

“The Czechoslovak Socialist Republic deems it also necessary to declare that the provision of Article III of the Convention, dealing with the extension of its validity to territories for whose international relations the party to the Convention is responsible, is at variance with the United Nations General Assembly Declaration on the Granting of Independence to Colonial Countries and Peoples (Resolution 1514 (XV) of 14 December 1960)<sup>1</sup> which proclaimed the necessity of putting a speedy and unconditional end to colonialism in all its forms and manifestations.”

Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960<sup>1</sup>], qui proclamait la nécessité de mettre fin rapidement et inconditionnellement au colonialisme sous toutes ses formes et dans toutes ses manifestations.

## TCHÉCOSLOVAQUIE

[TRADUCTION<sup>2</sup> — TRANSLATION<sup>3</sup>]

... aux termes des dispositions du paragraphe 2 de l'article II de la Convention sur le Règlement international de 1972 pour prévenir les abordages en mer, certains États ne peuvent pas devenir Parties à la Convention. Le Gouvernement tchécoslovaque estime donc que la Convention devrait être ouverte à tous les pays intéressés, conformément au principe de l'égalité et de la souveraineté des États.

La République socialiste tchécoslovaque estime en outre nécessaire de déclarer que les dispositions de l'article III de la Convention relatives à l'extension de son application aux territoires dont les relations internationales sont assurées par une Partie à la Convention sont contraires à la Déclaration de l'Assemblée générale des Nations Unies sur l'octroi de l'indépendance aux pays et aux peuples coloniaux [résolution 1514 (XV) du 14 décembre 1960<sup>1</sup>], qui proclamait la nécessité de mettre rapidement et inconditionnellement fin au colonialisme sous toutes ses formes et dans toutes ses manifestations.

<sup>1</sup> United Nations, *Official Records of the General Assembly, Fifteenth Session, Supplement No. 16 (A/4684)*, p. 66.

<sup>1</sup> Nations Unies, *Documents officiels de l'Assemblée générale, quinzième session, Supplément n° 16 (A/4684)*, p. 70.

<sup>2</sup> Traduction fournie par l'Organisation intergouvernementale consultative de la navigation maritime.

<sup>3</sup> Translation supplied by the Inter-Governmental Maritime Consultative Organization.

## FINAL ACT OF THE INTERNATIONAL CONFERENCE ON REVISION OF THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

1. Upon the invitation of the Inter-Governmental Maritime Consultative Organization a Conference was held in London from 4 October to 20 October 1972 for the purpose of revising the International Regulations for Preventing Collisions at Sea, 1960.

2. The Governments of the following States were represented by Delegations at the Conference:

Argentina	India	Poland
Australia	Indonesia	Portugal
Belgium	Iran	Romania
Brazil	Ireland	South Africa
Bulgaria	Italy	Spain
Canada	Japan	Sweden
Central African Republic	Khmer Republic	Thailand
Chile	Korea, Republic of	Union of Soviet Socialist Republics
Cuba	Kuwait	United Kingdom of Great Britain and Northern Ireland
Denmark	Liberia	Ireland
Federal Republic of Germany	Mexico	United States of America
Finland	Netherlands	Venezuela
France	New Zealand	Vietnam
Ghana	Nigeria	Zaire, Republic of
Greece	Norway	
Iceland	Panama	
	Philippines	

3. The Governments of the following States were represented at the Conference by Observers:

Iraq	Libyan Arab Republic	Pakistan
Lebanon		Switzerland

The Government of Hong Kong also sent an Observer.

4. The following intergovernmental organizations sent Representatives to the Conference:

United Nations  
Economic Commission for Europe (ECE)  
International Civil Aviation Organization (ICAO)

5. The following non-governmental organizations were represented at the Conference by Observers:

International Association of Lighthouse Authorities (IALA)  
International Confederation of Free Trade Unions (ICFTU)  
International Chamber of Shipping (ICS)  
International Maritime Pilots' Association (IMPA)  
Oil Companies' International Marine Forum (OCIMF)  
Permanent International Association of Navigation Congresses (PIANC)

6. The Conference elected Captain K. J. N. Wie, Head of the delegation of Norway, as President of the Conference.

7. Captain F. P. Sohnke (Federal Republic of Germany), Captain A. J. Nikolov (Bulgaria), Rear-Admiral J. A. Alvarez (Argentina), Captain H. S. Atmadja (Indonesia) and Captain W. Valkenier (Liberia) were elected as Vice-Presidents of the Conference.

8. The Secretary-General of the Conference was Mr. Colin Goad (Secretary-General of the Inter-Governmental Maritime Consultative Organization) and the Deputy Secretary-General of the Conference was Mr. J. Quéguiner (Deputy Secretary-General of the Organization). The Executive Secretary of the Conference was Captain A. Saveliev (Secretary of the Maritime Safety Committee of the Organization) and the Deputy Executive Secretary of the Conference was Captain Z. N. Sdougos (Head of the Marine Safety Division of the Organization).

9. The Conference established five Committees for the accomplishment of its work:

*Committee I*

Chairman: Captain G. W. R. Graves (Canada)  
 Vice-Chairmen: Captain F. Pèlerin (France)  
 Mr. H. Sagara (Japan)

*Committee II*

Chairman: Captain B. N. Repkin (Union of Soviet Socialist Republics)  
 Vice-Chairmen: Lieutenant-Commander E. Mitropoulos (Greece)  
 Captain M. W. Patel (India)

*Steering Committee*

Chairman: Captain K. J. N. Wie (Norway)  
 President of the Conference

*Credentials Committee*

Chairman: Baron de Gerlache de Goméry (Belgium)

*Drafting Committee*

Chairman: Captain E. O. Jones (United Kingdom).

10. The Conference had as the basis for its discussions the following documentation:

- The International Regulations for Preventing Collisions at Sea, 1960;
- A draft Agreement together with draft Regulations and Annexes which had been prepared in the Inter-Governmental Maritime Consultative Organization and communicated to governments prior to the opening of the Conference;
- Proposals and comments, including amendments to the documents mentioned above, submitted to the Conference by interested governments and organizations.

11. As a result of its deliberations, as contained in the records of the plenary sessions and in the records and reports of the respective Committees, the Conference adopted and opened for signature and accession: The Convention on the International Regulations for Preventing Collisions at Sea, 1972, to which are attached the Rules and other Annexes which constitute the International Regulations for Preventing Collisions at Sea, 1972.

The Convention and the Regulations constitute Attachment 1 to this Final Act.

12. The Conference also adopted Resolutions on the following subjects:

- participation at the Assembly of the Organization with the right to vote by all Contracting Parties whenever amendments to the Regulations are under consideration (Resolution I);

— early deposit of instruments of ratification, approval, acceptance or accession (Resolution II),

the texts of which are appended to this Final Act as Attachments 2 and 3.

13. The text of this Final Act, being a single original in the English, French, Russian and Spanish languages, together with the texts of the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the Regulations attached thereto and the Resolutions of the Conference, which are in English and French, shall be deposited with the Inter-Governmental Maritime Consultative Organization. Official translations of the attached Convention, Regulations and Resolutions shall be prepared in the Russian and Spanish languages and shall be deposited together with this Final Act.

14. The Secretary-General of the Inter-Governmental Maritime Consultative Organization shall send a certified copy of this Final Act and, when they have been prepared, certified copies of the official translations of the Convention, the Regulations and Resolutions to each of the Governments invited to send Representatives to this Conference.

IN WITNESS WHEREOF the undersigned have affixed their signatures to this Final Act.

DONE at London this twentieth day of October, one thousand, nine hundred and seventy-two.

## RESOLUTION I

The Conference,

Recognizing the need for participation by all Contracting Parties to the Convention on the International Regulations for Preventing Collisions at Sea, 1972, in the process of amending that Convention,

Particularly recognizing the need for participation in that process by Contracting Parties which are not Members of the Inter-Governmental Maritime Consultative Organization when consideration of amendments is undertaken by the Assembly of the Organization,

Considering that provision can be made by the Organization for such participation by States which are not Members of the Organization,

Resolves to recommend that the Assembly provide for participation with the right to vote by all Contracting Parties to the Convention including those which are not Members of the Organization whenever matters concerning amendment of the International Regulations for Preventing Collisions at Sea, 1972, are under consideration in the Assembly of the Organization.

## RESOLUTION II

The Conference,

Mindful of the need for early entry into force of the Convention on the International Regulations for Preventing Collisions at Sea, 1972,

Resolves to recommend that those States which contemplate becoming Parties to the Convention:

- (1) deposit their instruments of ratification, approval, acceptance or accession at as early a date as possible;
  - (2) if they have not deposited such instruments before 31 December 1973, give the Secretary-General of the Inter-Governmental Maritime Consultative Organization by not later than that date an indication of the period within which they expect to be able to do so.
-