



Treaty Series No. 7 (2004)

# Amendments

## to the International Regulations for Preventing Collisions at Sea, 1972

Adopted London, 29 November 2001

[The Amendments entered into force on 29 November 2003]

*Presented to Parliament  
by the Secretary of State for Foreign and Commonwealth Affairs  
by Command of Her Majesty  
February 2004*

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**AMENDMENTS TO THE INTERNATIONAL REGULATIONS FOR  
PREVENTING COLLISIONS AT SEA, 1972**

**1 Rule 3**

- Amend paragraph (a) as follows:
  - (a) The word “vessel” includes every description of water craft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water.
- Add a new paragraph (m) as follows:
  - (m) The term “Wing-In-Ground (WIG) craft” means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.

**2 Rule 8**

- Amend paragraph (a) as follows:
  - (a) Any action to avoid collision shall be taken in accordance with the rules of this Part and, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

**3 Rule 18**

- Add a new paragraph (f) as follows:
  - (f) (i) A WIG craft when taking-off, landing and in flight near the surface shall keep well clear of all other vessels and avoid impeding their navigation;
  - (ii) a WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.

**4 Rule 23**

- Add a new paragraph (c) as follows and renumber accordingly:
  - (c) A WIG craft only when taking-off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.

**5 Rule 31**

- Amend Rule 31 as follows:

Where it is impracticable for a seaplane or a WIG craft 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.

**6 Rule 33**

- Amend Rule 33(a) as follows:
  - (a) A vessel of 12 metres or more in length shall be provided with a whistle, a vessel of 20 metres or more in length shall be provided with a bell in addition to a whistle, 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 specification 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.

**7 Rule 35**

- Add a new paragraph (i) and renumber accordingly:
  - (i) A vessel of 12 metres or more but less than 20 metres in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.

## 8 ANNEX I

### Section 13 High-speed craft<sup>1</sup>

- Amend the existing text of this section as follows:
  - (a) The masthead light of high-speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27°.
  - (b) On high-speed craft of 50 metres or more in length, the vertical separation between foremast and mainmast light of 4.5 metres required by paragraph 2(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

$$y = \frac{(a + 17\Psi)C}{1000} + 2$$

- where:  $y$  is the height of the mainmast light above the fore mast light in metres;
- $a$  is the height of the foremast light above the water surface in service condition in metres;
- $\Psi$  is the trim in service condition in degrees;
- $C$  is the horizontal separation of masthead lights in metres.

## 9 ANNEX III

### Section 1 Whistles

- Amend paragraph (a):
  - (a) *Frequencies and range of audibility*
- Amend paragraph (c):
  - (c) *Sound signal intensity and range of audibility*

The fundamental frequency of the signal shall lie within the range 70–700Hz. The range of audibility of the signal from a whistle shall be determined by those frequencies, which 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 180–700Hz (+/- 1%) for a vessel of 20 metres or more in length, or 180–2100Hz (+/- 1%) for a vessel of less than 20 metres in length and which provide the sound pressure levels specified in paragraph 1(c) below.

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and to a distance of 1 metre from it, a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180–700Hz (+/- 1%) for a vessel of 20 metres or more in length, or 180–2100Hz (+/- 1%) for a vessel of less than 20 metres in length, of not less than the appropriate figure given in the table below.

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<sup>1</sup> Refer to the International Code of Safety for High-Speed craft, 1994 and the International Code of Safety for High-Speed Craft, 2000.

Length of vessel in metres	1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{N/m}^2$	Audibility range in nautical miles
200 or more	143	2
75 but less than 200	138	1.5
20 but less than 75	130	1
Less than 20	120 <sup>1</sup>	0.5
	115 <sup>2</sup>	
	111 <sup>3</sup>	

## Section 2 Bell or gong

— Amend paragraph (b) as follows:

### (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 20 metres or more in length. Where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3 percent of the mass of the bell.

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<sup>1</sup> When the measured frequencies lie within the range 180–450Hz.

<sup>2</sup> When the measured frequencies lie within the range 450–800Hz.

<sup>3</sup> When the measured frequencies lie within the range 800–2100Hz.







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