

Rules of the Road International

prepared by: *North Star Flotilla ~ USCG Aux.*

Part A GENERAL

Rule 1 APPLICATION

Rule 2 **RESPONSIBILITY**

- a) You are negligent if you do not follow ordinary practice of seaman.
- b) Consider dangers of Nav. & Collision including limitations of the vessels and depart from the rules to avoid immediate danger

Rule 3 GENERAL DEFINITIONS

Sail Vessel: provided propelling machinery is not being used

Not under CMD: exceptional circumstance making it unable to maneuver

Restricted in ability to maneuver: due to nature of vessels work can't get out of the way

Examples: dredging, ATON work, Towing if it severely restricts ability to maneuver

Constrained by draft: due to draft is severely restricted in maneuverability

Underway: not anchored, or made fast to shore or aground

In sight of one another: Must observe visually

Part B STEERING & SAILING RULES

SECTION I CONDUCT OF VESSELS IN ANY VISIBILITY

Rule 4 APPLICATION

Rule 5 **LOOKOUT**

Proper lookout by sight & sound as well as all means available

Rule 6 **SAFE SPEED** so you can take proper & effective action to prevent collision

- a) FACTORS for all vessels: visibility, traffic density, stopping & turning distance, background lights, wind, sea current, navigational hazards, draft vs depth of water
- b) FACTORS for vessels with RADAR, limitations of radar unit, range scale, Sea state interference, undetectable targets, location & movement of vessels on Radar, exact assessment of visibility for necessary determine of "in sight"

Rule 7 **RISK OF COLLISION**

- a) All vessels must determine if a risk of collision exists. If doubt, assume risk.
- b) If radar, plotting or equivalent systematic observation of detected targets
- c) Assumptions not made on scanty info, especially radar info
- d) Risk of Collision if:
 - 1) Bearing constant & range decreasing
 - 2) Approaching large vessel or tow at close range regardless of bearing

Rule 8 **ACTION TO AVOID COLLISION**

- a) Actions taken should be early enough to avoid a collision by normal seamanship
- b) Actions taken should be large enough to be apparent to another vessel either by radar or visually.
- c) If possible use course alteration only to prevent a close quarters situation
- d) Action taken to avoid a collision must result in passing at a safe distance & you must monitor the situation till the other vessel is past and clear.
- e) If necessary slow or stop to assess the situation to prevent a collision.
- f) 1) Give way vessel Shall take early action to keep clear and not requiring Stand on vessel to take action
3) Stand on vessel still must prevent a collision if Give-way action is not enough

Rule 9 **NARROW CHANNELS**

- a) Keep to the right
- b) Vessel <20 M or sailing vessel shall not impede a vessel the needs to stay in the narrow channel or fairway

- c) Fishing vessel shall not impede a vessel the needs to stay in the narrow channel or fairway
- d) A vessel shall not cross a narrow channel if it impedes a vessel the needs to stay in the narrow channel or fairway. If the vessel in the narrow channel has doubt sound danger signal (5 or more blasts)
- e) If vessel to be overtaken needs to take action for a safe passage of an overtaking vessel, vessels must exchange sound signals or sound danger signal is overtaking should not take place
- f) A vessel nearing a bend (where another vessel by be obscured) must exchange sound a signals
(1 prolonged blast)
- g) Avoid anchoring in a narrow channel

Rule 10 **TRAFFIC SEPERATION SCHEMES**

- b) Stay in the correct lane, enter or leave at the ends else enter at a small angle
- c) Avoid crossing traffic lanes, but is necessary do so at right angles
- d) Vessels engaged in fishing, vessels <20 meters & Sailing vessels may use inshore traffic zones (space between the lanes)
- e) A vessel not entering or crossing shall stay clear of the lanes & zones unless emergency or to fish in the zone
- f) Vessels near the ends of traffic scheme must navigate with caution
- g) Avoid anchoring in or near or at ends of a traffic scheme
- h) A vessel not using the traffic scheme shall avoid it by a wide margin
- i) Vessel engaged in fishing shall not impede a vessel in a traffic lane
- j) Vessel <20 meters or Sailing vessel shall not impede a power driven vessel in a traffic lane
- k & l) A vessel restricted in ability to maneuver when engaged in maintenance of safety of a traffic scheme or a vessel laying, picking up or maintaining a submarine cable is exempt from this rule

SECTION II CONDUCT OF VESSELS IN SIGHT OF EACH OTHER

Rule 11 APPLICATION when vessels see each other visually

Rule 12 **SAILING VESSELS**

- a) wind on different sides, vessel with wind on port side (port tack) is Give-way vessel
- b) wind on same sides, vessel up-wind is give-way vessel
- c) if vessel has wind on port side can't tell the tack of other vessel they are Give-way

Rule 13 **OVERTAKING**

- a) vessel doing the overtaking MUST keep clear
- c) if a vessel is not sure if it is overtaking assume overtaking
- d) overtaking vessel MUST stay clear till it has passed the overtaking vessel

Rule 14 **HEAD ON Situation**

- a) two power driven vessels on opposite courses & risk of collision exists, each shall turn to starboard (port to port passing)
- b) situation exists when both see both sidelights or masthead lights in a line
- c) If not sure assume a head on (meeting) situation exists

Rule 15 **CROSSING Situation**

If a risk of collision exists, the vessel that has the other vessel on her own starboard side is the give-way vessel (give way should avoid crossing ahead)

Rule 16 **GIVE-WAY VESSEL ACTION**

Take early and substantial action to keep well clear

Rule 17 **ACTION BY THE STAND-ON VESSEL**

- a) keep course & speed unless you believe give-way vessel is not taking appropriate action, you may take appropriate action to avoid collision.
- b) If Stand-on vessel is so close to give-way vessel that action by give-way vessel alone will not prevent collision, take action to prevent collision
- c) In a crossing situation if stand-on vessel takes action under rule 17 a, you should avoid turning to port if possible
- d) This rule does not relieve the give-way vessel her responsibility to keep clear.

Rule 18 **RESPONSIBILITIES BETWEEN VESSELS** (except in rules 9, 10 & 13)

- a) power driven vessels underway SHALL KEEP CLEAR of vessels: Not under CMD, vessels Restricted in Ability to Maneuver, vessels engaged in fishing, sailing vessels
- b) sailing vessels SHALL KEEP CLEAR of vessels: Not under CMD, Restricted in ability to maneuver, vessels engaged in fishing
- c) vessels engaged in fishing SHALL KEEP CLEAR of vessels: Not under CMD & Restricted in ability to maneuver
- e) Any vessel other than one Not under CMD or Restricted in ability to maneuver avoid impeding a vessel constrained by her draft
- e) A seaplane on the water shall keep clear of all other vessels

SECTION III CONDUCT OF VESSELS IN RESTRICTED VISIBILITY

Rule 19 **CONDUCT OF VESSELS IN RESTRICTED VISIBILITY**

- a) applies to vessels not in sight of each other when in or near areas of restricted visibility
- b) all vessels shall proceed at a safe speed
- d) a vessel that detects another vessel, by radar alone, shall determine if a close quarters or risk of collision exists, if so, take action in ample time. If action is an alteration of course, avoid a turn to port for a vessel fwd of your beam (except for overtaking situation). For vessels abeam or abaft the beam avoid turning towards the vessel.
- e) Unless you have determined that no risk of collision exists, any vessel hearing a fog signal of a vessel fwd of your beam shall reduce speed to a minimum and shall if necessary take all way off and in any event navigate with caution till the risk of collision is over.

Part C LIGHTS AND SHAPES

Rule 20 APPLICATION

Rule 21 **DEFINITIONS**

- a) Masthead Light 20 Pts (225 deg) White
- b) Sidelights 10 Points (112.5 deg) Green Starboard & Red Port
- c) Stern Light 12 Points
- d) Towing Light (same as stern light but yellow in color)
- e) All-round Light 32 points (360 deg)
- f) Flashing Light flashing more than 120 flashes per minute (> 2 fl /sec)

Rule 22 **VISIBILITY OF LIGHTS** minimum range of lights

- a) Vessels 50 meters or longer
Masthead – 6 miles / side, stern, towing, & all-round W/R/G/Y 3 miles
- b) Vessels 12 meters to less than 50 meters
Masthead – 5 miles (except <20 M 3 miles) Side, Stern Towing, & all-round W/R/G/Y 2 miles
- c) Vessels less than 12 meters
Masthead – 2 miles / side 1 mile, stern, towing, & all-round W/R/G/Y 2 miles
- d) Partly submerged vessels or objects being towed must display a White all-round light - 3 miles

Rule 23 **POWER-DRIVEN VESSELS UNDERWAY**

- a) i) Masthead Light & ii) 2nd Masthead (2nd is optional for < 50 meters) iii) Side & iv) Stern lights
- b) AIR-CUSHION when not in displacement mode, an additional yellow flashing all-round light
- c) OPTIONAL situations
 - i) less than 12 meters all-round white & side lights
 - ii) less than 7 meters & max speed 7 kts all-round white & if possible side lights
 - iii) less than 12 meters may offset lights all-round white provided a combination red & green is used

Rule 24 **TOWING & PUSHING**

- a) When towing only 1 masthead light with a 2nd in a vertical line
(if tow is > 200 meters a 3rd in the same vertical line)
side & stern & towing lights (if tow is >200 meters a **black diamond**)
- b) Composite tow (pushing) (in the notch) light as a single power driven vessel.
- c) Pushing or towing along side only 1 masthead light with a 2nd in a vertical line
- d) Another masthead light either fwd or aft of lights required in “a” (vessels <50 meters are exempt)
- e) Vessel or object being towed side lights & stern light (if tow is >200 meters a **black diamond**)
- f) The group of vessels being pushed ahead or towed alongside shall be light as one vessel
(side lights at fwd end)
- g) Partly submerged vessels or objects being towed white all-round at each end
(If greater than 25 m wide two white lights at each end) **black diamond** day shape
- h) in the case of e & g above if lighting is impracticable, then effort to indicate the presence of the towed vessel
- i) in the case of a & c above if lighting is impracticable and it is towing a vessel in distress, then effort to indicate the presence of the towed vessel

Rule 25 **SAILING VESSELS UNDERWAY & VESSELS UNDER OARS**

- a) Sailing vessels underway show side lights & stern light
- b) Sailing vessel <20 meters lights in a may be combined into one light at the top of the mast
- c) Sailing vessel underway may also show red over green all-round lights vertically near the top of the mast
If this option is used then option b can not be used
- d) i) Sailing vessel < 7 meters may show use a white flashlight in time to prevent a collision
ii) Vessel under oars may light as a sail vessel or may use a white flashlight described in d i
- e) Sail vessel when using machinery to propel must display a day shape **black cone apex down**

Rule 26 **FISHING VESSELS**

- a) fishing vessel whether underway or at anchor shall display these lights & shapes
- b) Vessel trawling masthead light aft & above the green over white all round lights & **two cones apex together**. When making way also display side lights & stern light
If vessel is < 50 meters requirement b is not mandated
- c) Vessel engaged in fishing (*not trawling*) display Red over White all round lights & **two cones apex together**. If gear extends >150 meters display all-round white & Cone apex up in direction of the gear
- d) Additional signals are described in ANNEX II when in close proximity to other vessels engaged in fishing
- e) A vessel when not engaged in fishing shall not exhibit these special lights or shapes

Rule 27 **NOT UNDER COMMAND OR RESTRICTED IN ABILITY TO MANEUVER**

- a) Not under CMD two all-round red lights vertically ~ **two black balls**
~ when making way: sidelights & stern light
- b) Restricted in Ability to maneuver (not a vessel engaged in minesweeping)
Red White Red all-round lights ~ **ball diamond ball**
when making way masthead / side & stern lights When anchored also lights & shapes in Rule 30
- c) Vessel engaged in towing so that it is severely restricted in ability to deviate from course shall display lights & shapes as described in b.
- d) Vessels engaged in dredging or underwater operations when restricted in ability to maneuver shall display lights & shapes as described in b. Also two red all-round lights and **two black balls on the obstructed side** and two green all-round lights and **two black diamonds on the un-obstructed side**.
When anchored shall not display lights & shapes in Rule 30
- e) When size of the vessel engaged in diving operations can't display item in d , shall display Red White Red all-round lights & **flag code “A”** 1 meter in height
- f) Vessels engaged in mine-clearance ops light under rules 23 & 30 and also three green all-round lights and **three green balls** (these lights tell other vessels to keep > 1000 meters away)

- g) Vessels < 12 meters (except those engaged in diving ops) do not have to follow this rule

Rule 28 **VESSELS CONSTRAINED BY THEIR DRAFT**

Vessel constrained by her draft and carry additional three Red all-round lights vertically and a **cylinder**.

Rule 29 **PILOT RULES**

- a) on duty – White & Red vertically all-round ~ underway side & stern lights ~ anchor also item in Rule 30

Rule 30 **ANCHORED & VESSELS AGROUND**

- a) i) vessel at anchor White all-round white & **black ball** ii) 2nd white all-round lower and near the stern
 b) vessel < 50 meters needs only 1 white all round light
 c) vessel > 100 meters also shall display deck lights
 d) vessel aground light as in a & b and also two Red all-round lights vertically and **3 black balls vertically**
 e) vessel < 7 meters anchored not near a narrow channel, fairway or anchorage are exempt from a & b
 f) vessel < 12 meters aground exempt from d

Rule 31 **SEAPLANES**

It impracticable to light by these rules should exhibit lights & shapes similar if possible

Part D SOUND AND LIGHT SIGNALS

Rule 32 **DEFINITIONS**

- a) Whistle any sound signaling device at meets specs of Annex III
 b) **Short Blast** sound of 1 second
 c) **Prolonged blast** sound of 4 to 6 seconds

Rule 33 **EQUIPMENT FOR SOUND SIGNALS**

- a) Vessel >12 meters whistle & bell ~ Vessel > 100 meters a gong
 b) Vessel < 12 meters is exempt from a but must be able to provide a means of making a sound signal

Rule 34 **MANEUVERING & WARNING SIGNALS**

- a) power-driven underway:
 1 short “turning to starboard” ~ 2 short “turning to port” ~ 3 short “engines going astern
 b) vessel may supplement signals in a with a light flash of 1 second on a White 5 mile all-round light
 c) When in sight in a narrow channel or fairway:
 i) Vessel intending to overtake 2 prolonged & 1 short blasts “overtake you on your starboard side”
 ii) Vessel intending to overtake 2 prolonged & 2 short blasts “overtake you on your port side”
 ii) Vessel being Overtaken vessel (Rule 9 e) indicates agreement with:
 1 prolonged & 1 short blast & 1 prolonged & 1 short blast
 d) Vessels in sight and if either fails to understand intentions or actions of the other vessel or action is not sufficient to prevent collision she shall sound danger signal 5 or more short blasts rapidly
 e) Vessels nearing a bend or an area of a channel or fairway that may be obscured sound 1 prolonged blast
 An obscured approaching vessel shall answer with 1 prolonged blast
 f) On a vessel with two whistles more than 100 meters apart shall only use 1 of the whistles

Rule 35 **SOUND SIGNALS IN RESTRICTED VISIBILITY**

Day or night in or near restricted visibility :

- a) power-driven 1 prolonged blast every 2 minutes
 b) power-driven underway not making way 2 prolonged blasts every 2 minutes
 c) Vessels not under CMD, restricted in ability to maneuver, constrained by draft, sailing vessel,
 vessel engaged in fishing, vessel towing or pushing ahead 1 prolonged & 2 short blasts every 2 minutes
 d) Vessels at anchor engaged in fishing or restricted in ability to maneuver ~ use signals of c not g
 e) Vessel towed (last vessel of tow) if manned, sound 1 prolonged & 3 short blasts every 2 minutes
 f) when pushing ahead in a composite tow is treated a a single vessel (use a or b)
 g) Vessel at anchor shall ring a bell rapidly for 5 seconds. If vessel is >100 meters shall ring a gong rapidly for 5 seconds right after the bell (gong is in the aft part)
 A vessel may (in addition to the bell) sound 1 short 1 prolonged 1 short blasts to announce her position
 h) Vessel aground in addition to signals in g shall precede & end the bell signal with three (3) strokes

of the bell. May also sound appropriate whistle signal

- i) Vessel <12 meters may substitute some other efficient sound signal at intervals not more than 2 minutes
- j) Pilot vessels engaged in pilotage duty may sound additional signal of 4 short blasts

Rule 36 **SIGNALS TO ATTRACT ATTENTION**

If necessary one may make light or sound signals that cannot be mistaken for any authorized signals or may direct a beam of light in the direction of the danger (may not interfere or hinder the other vessel).

Strobe, high intensity intermittent or revolving lights shall be avoided.

Rule 38 **DISTRESS SIGNALS** (16 signals)

Red star shells / continuous sounding of fog horn / flames on vessel / gun fired at 1 min intervals /

Orange with black ball & square / SOS ...---... / MAYDAY radio / Red parachute flare

Any color dye marker / code flags N & C / square flag and ball / waving arms /

Radio telegraph alarm / Radio telephone alarm / EPIRB / smoke

Rule 38 **EXEMPTIONS**

Vessels built before 1972 that complies with International Regs. for Preventing Collisions at Sea, 1960 may have till 1976 to comply repositioning of lights may be permanent et al

ANNEX I

- 1) Definitions: "height above deck: (most continuous deck)
- 2) Vertical positioning & spacing
 - a) Power-driven vessels > 20 meters
 - i) fwd masthead light 6 meters above deck or max width if width >6 meters
 - ii) Aft masthead light > 4.5 meters above the fwd masthead light
 - b) vertical separation must exist visually from 1000 meters astern
 - c) Power-driven between 12 & 20 meters Masthead light > 2.5 meters above deck
 - d) Power driven < 12 meters upper most light may be < 2.5 meters above deck but Masthead light MUST be 1 meter higher than side lights
- 3) Horizontal positioning & spacing of lights
- 4) Direction indicating lights for fishing vessels, dredgers, vessels engaged in under-water ops
- 5) Screens for side lights
- 6) Shapes
- 7) Color specifications
- 8) Intensity of lights
- 9) Horizontal sectors for lights
- 10) Vertical sectors for lights
- 11) Intensity for non-electric lights
- 12) Maneuvering light
- 13) High speed craft

ANNEX II Additional signals for fishing vessels in close proximity

- 1) GENERAL lights 1 mile & must be .9 meters apart & lower than lights in Rule 26 b & c
- 2) **SIGNALS FOR TRAWLERS** (*May not a Must*)
 - a) Vessels >20 meters (when trawling)
 - i) if shooting nets ; 2 White lights vertically
 - ii) when hauling nets ; White over Red vertically
 - iii) if net becomes fast aground ; 2 Red lights vertically
 - b) Vessels > 20 meters engaged in pair trawling
 - i) at night, a search light directed at the other vessel in the pair trawl
 - ii) When shooting or hauling their nets the lights described in 2 a above
 - c) Vessels <20 meters may but are not required to display lights in 2 a or b above.
- 3) **SIGNALS FOR PURSE SEINERS**

Display 2 yellow lights vertically lights will flash alternately
They may only be displayed while the vessel is hampered by its fishing gear

ANNEX III TECHNICAL DETAILS OF SOUND SIGNAL APPLIANCES

1) WHISTLES

- a) Frequency 70 to 700 Hz
- b) Frequency for vessel length 70 – 200 meters ~ 130-350 Hz > 200 meters ~ 250 – 700 Hz < 75 meters
- c) Intensity vessels: <20 meters .5 miles ~ 20-75 meters 1mile ... >200 meters 2 miles

2) BELL or GONG

- a) intensity 110 dB at at 1 meter
- b) size: 300 mm vessels >20 meter ~ 200 mm vessels 12 to 20

ANNEX IV DISTRESS SIGNALS

INLAND RULES ONLY --

ANNEX V PILOT RULES

- 88.85 Vessels 12 meters & longer Copy of Rules of the Road MUST be aboard
- 88.11 Law Enforcement vessels when engaged in law enforcement or public safety activities flashing Blue light
- 88.12 Public Safety vessels engaged in Gov. sanctioned public safety activities alternately flashing Red & Yellow light For identification only ~ no special privileges
- 88.13 Lights on moored barges
- 88.15 Lights on dredge pipelines

International Rules

33 CFR 82 INTERPRETIVE RULES

- 82.3 Def composite unit
- 82.5 Light for moored vessels
- 82.7 Side Lights for unmanned Barges

33 CFR 80 COLREGS DEMARCATION LINES ~72 COLREGS *INTERNATIONAL RULES* apply seaward of the lines ~ shore side you use INLAND RULES

80.145 (d) An east-west line drawn through Beavertail light between Brenton Point and the Boston Neck shoreline

80.150 Block Island 72 COLREGS apply on the harbors of Block Island

*** *Point Judith pond & south coast RI salt ponds* are 72 COLREGS (International Rules) ***

INLAND RULES where they differ from the INTERNATIONAL RULES

Rule 3 **No definition of** “Constrained by her Draft”

- l) Def of Western rivers
- m) Def of Great Lakes
- n) Def of Inland Waters

Rule 9 (e) **When in a narrow channel or Fairway the overtaking Power-Driven vessel** will make appropriate sound signal described in Rule 34 (c) and the vessel to be overtaken will either answer with the same signal (if in agreement) or answer with the danger signal

Rule 14 (d) **Power-driven vessel operating on Great Lakes or Western Rivers** the vessel with a down-bound (following current) has the right of way over a vessel up-bound (going into the current)

- Rule 15 (b) **Power-driven vessel crossing a river on Great Lakes or Western Rivers** shall keep out of the way of a vessel ascending or descending the river
- Rule 18 No mention of a vessel other than a vessel restricted in ability to maneuver or vessel not under CMD must keep clear of a vessel Constrained by her Draft.
- Rule 21 (b) **Sidelights on vessel <12 meters** can have combined sidelights off the centerline
 (g) Def: “**Special Flashing Light**” is a yellow light 180 to 225 deg (like masthead light) that flashes 50 to 70 times per min
- Rule 23 **No exemption for power-driven <7 meters & <7 HP to just show an all-round white light**
 (d) Power-driven vessel on Great Lakes may show an-round white light instead of the 2nd Masthead light & stern light
- Rule 24 (c) **Pushing or towing along-side display 2 yellow towing lights vertically instead of White stern light**
 (f) (ii) Vessel being pushed ahead or towed along-side shall display “Special Flashing Light”
 (iii) Vessels that are along both sides of towing vessel each one display a stern light and a single set of side lights red and a single “Special Flashing Light”
 (g) Towing vessel may direct a searchlight in the direction of the tow to indicate the tow to other vessels
 (i) On Western Rivers power-driven vessels shall display 2 towing lights vertically instead of Stern light and Masthead lights
- Rule 25 (e) **A vessel <12 meters is not required to display sail day-shape (black cone apex down)**
- Rule 28 **Does Not Exist lights for vessel constrained by their draft**
- Rule 30 (g) Vessel <20 meters when at anchor in a special anchorage is not required to display anchor lights or anchor shape (black Ball)
- Rule 34 a & b) **Meeting or Crossing signals are done when vessels are within ½ mile of each other**
 They are signals of intent (ie I intend to leave you on my port side) (*Intl: I am turning to Starboard*)
 The other vessel must either answer with the same signal (agreement) or the danger signal
 Intensity of the Signal Light is 2 miles (*not 5 miles*)
 c) Overtaking vessel: (i) 1 short blast “I intend to overtake you on your starboard side” (*Intl: - - .*)
 2 short blasts “I intend to overtake you on your port side” (*Intl: - - ..*)
 (ii) Overtaken vessel shall sound either the same signal (agreement) or the danger signal (*Intl answer: - . - .*)
 g) **Power-driven vessel leaving a dock or berth shall sound 1 Prolonged Blast**
 h) Vessels may agree to meeting, crossing or overtaking over the radio instead of sound signals
- Rule 35 (c) **Vessels “Constrained by her draft” is not included** with those sounding 2 prolonged blasts and 1 short blast in restricted visibility
 (j) **Vessels < 20 meters or a barge, canal boat, scow or other non-descript craft do not have to ring a bell in a special anchorage**
- Rule 37 **Extra Distress Signal** ~ High intensity white light flashing 50 to 70 times per minute

ANNEX I

84.01 Definitions: High Speed Craft ~ Rule

84.03 Vertical positioning of lights above hull: Masthead 5 meters *not 6* if Breadth >5 meters then 8 meters
vertical spacing between multiple masthead lights is 2 meters *not 4.5*

- (h) No mention of combined side lights on vessels < 20 meters needing to be 1 meter below masthead light
- (i) Vessels > 20 meters when lights are vertical only 1 meter spacing (*Intl: 2 meters*)

84.05 (e) Power-driven vessels, 50 to 60 meters in length, on Western rivers horizontal distance between masthead lights shall not be less than 50 meters

84.11 (b) Power-driven vessel <12 meters, built after July 1983, the masthead or all-round white light shall be screened to prevent direct illumination of the vessel forward of the operator's position

84.23 Maneuvering light ½ meter vertically above forward masthead light (*Intl: 2 meters*)

ANNEX II

85.3 Signals for trawlers No length requirement

ANNEX IV

87.1 Need for Assistance Additional light: High intensity white light flashing 50 to 70 times per minute