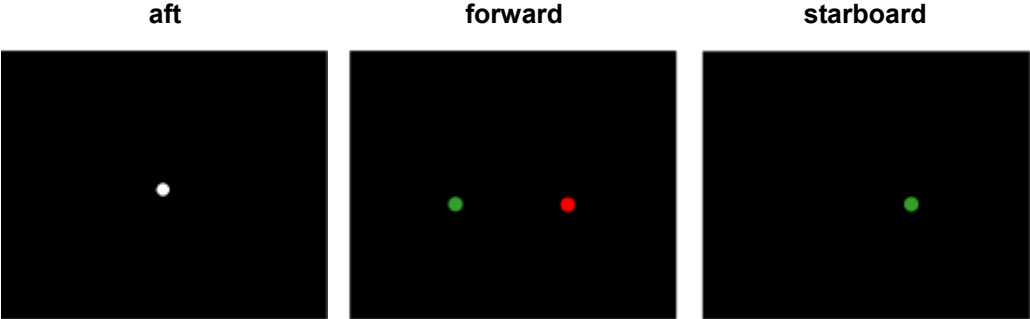


Vessels Under Way & Making Way

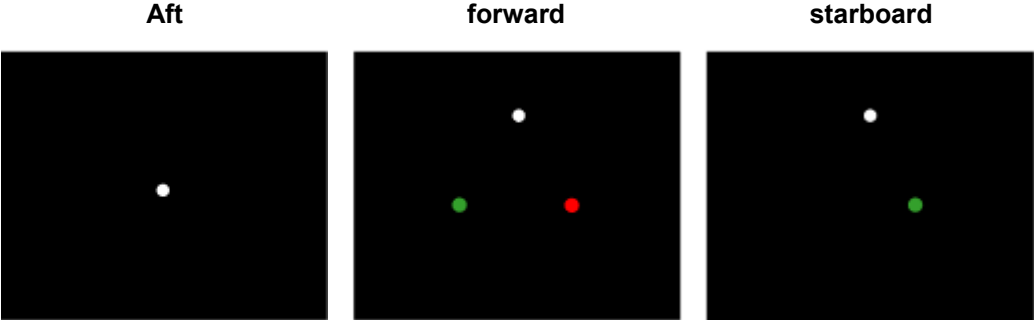
Sailing Vessel



Sailing Vessel - Rule #25

Vessels Under Way & Making Way

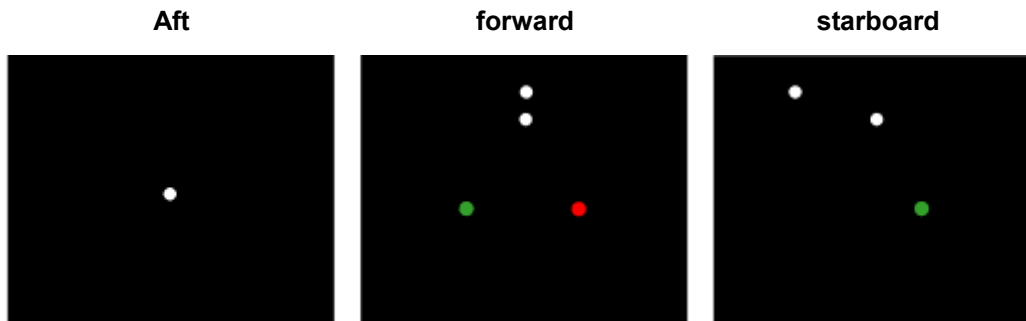
Power Vessel < 50m



Power Vessel, < 50m in length - Rule #23

Vessels Under Way & Making Way

Power Vessel > 50m



either

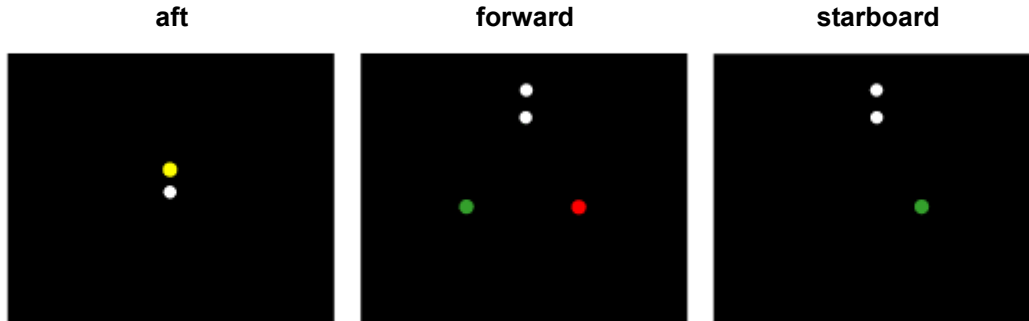
1. Power Vessel, > 50m in length
 2. Power Vessel, < 50m in length (displaying the optional second masthead light)
- Rule #23

the use of a second masthead light is optional for power vessels under 50m - {Rule 23(a)(ii)}

When seen from forward it is impossible to distinguish this from a towing vessel < 50m with tow < 200m

Vessels Under Way & Making Way

Towing Vessel < 50m (tow < 200m)



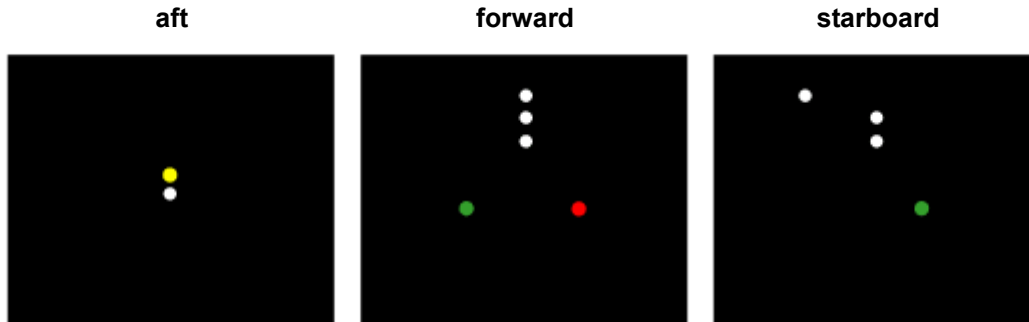
Towing Vessel < 50m (tow < 200m) - Rule #24

the use of a second masthead light is optional for power vessels under 50m - {Rule 23(a)(ii)}

When seen from forward it is impossible to distinguish this from a power vessel > 50m (or a power vessel < 50m showing the optional second masthead light)

Vessels Under Way & Making Way

Towing Vessel > 50m (tow < 200m)



either

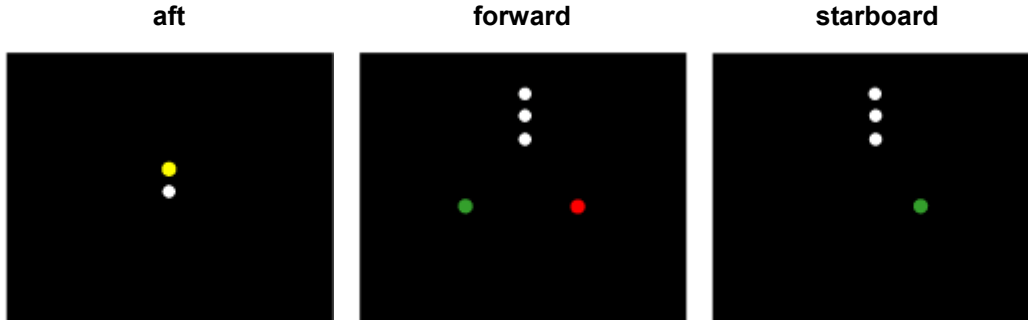
1. Towing Vessel > 50m in length with tow < 200m
2. Towing Vessel < 50m in length (displaying the optional second masthead light) with tow < 200m

Rule #24 - *the use of a second masthead light is optional for power vessels under 50m -- {Rule 23(a)(ii)}*

When seen from forward or aft it is impossible to distinguish this from a towing vessel < 50m with a tow > 200m

Vessels Under Way & Making Way

Towing Vessel < 50m (tow > 200m)

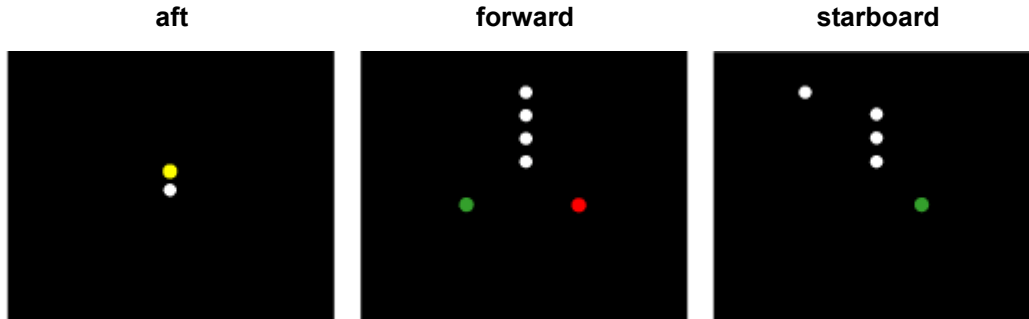


Towing Vessel < 50m (tow > 200m) - Rule #24

When seen from forward or aft it is impossible to distinguish this from a towing vessel > 50m with a tow < 200m

Vessels Under Way & Making Way

Towing Vessel > 50m (tow > 200m)

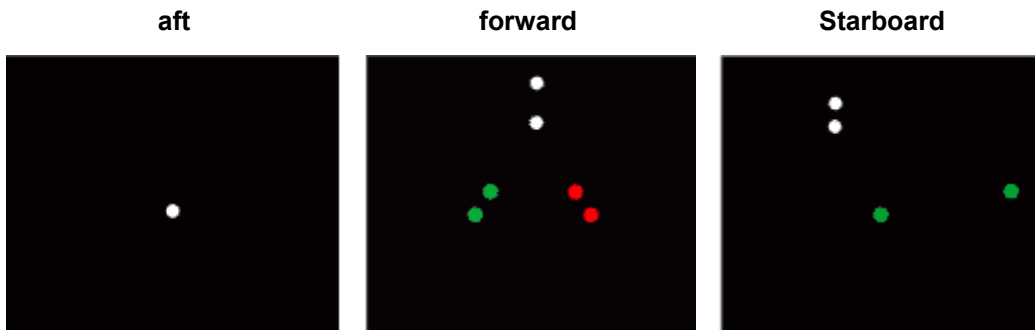


either

1. Towing Vessel > 50m in length with tow > 200m
2. Towing Vessel < 50m in length (displaying the optional second masthead light) with tow > 200m

Rule #24 - *the use of a second masthead light is optional for power vessels under 50m - {Rule 23(a)(ii)}*

Vessels Under Way & Making Way - Pushing Vessel < 50m



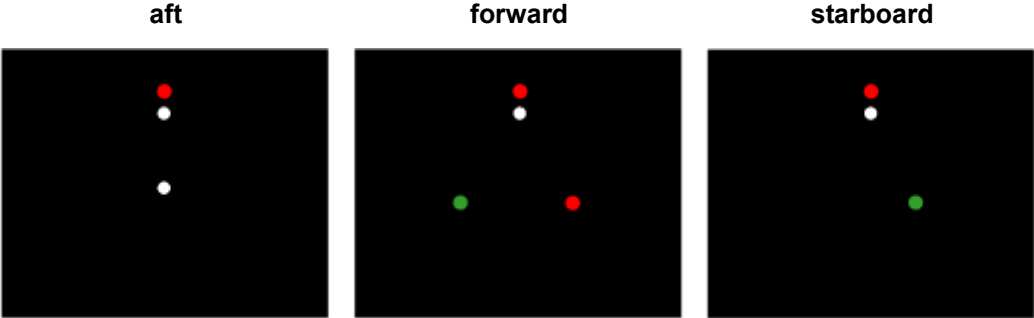
Pushing Vessel < 50m - Rule #24

The exact orientation of the sidelights seen from forward may be different (the pushed vessel may obscure the sidelights of the pushing vessel entirely)

It is a common mistake to confuse normal pushing operations with that involving a composite unit. If it were a composite unit (ie: built for pushing and rigidly connected), it would be lit as a single vessel.

Vessels Under Way & Making Way

Fishing Vessel

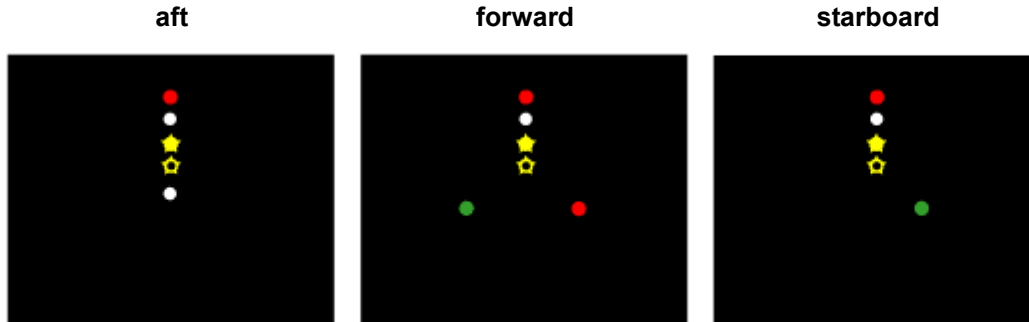


Fishing Vessel - Rule #26

Memory Aid: "Red Over White = Fishing At Night"

Vessels Under Way & Making Way

Fishing Vessel: when hampered by purse seine gear



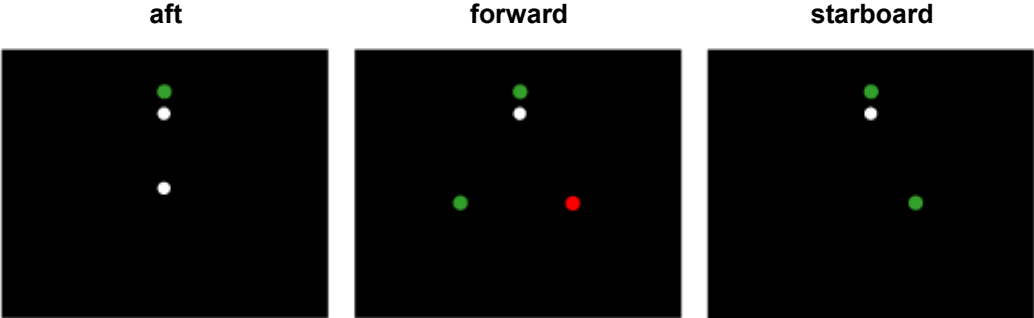
Fishing Vessel: when hampered by purse seine gear - Rule #26

*the yellow lights are equal interval alternate 1s flashing lights
{See Annex II part 3}*

Expect this vessel to be traveling in a circle or possibly making stern-way - there will also usually be a small outboard in operation as well.

Vessels Under Way & Making Way

Trawling Vessel

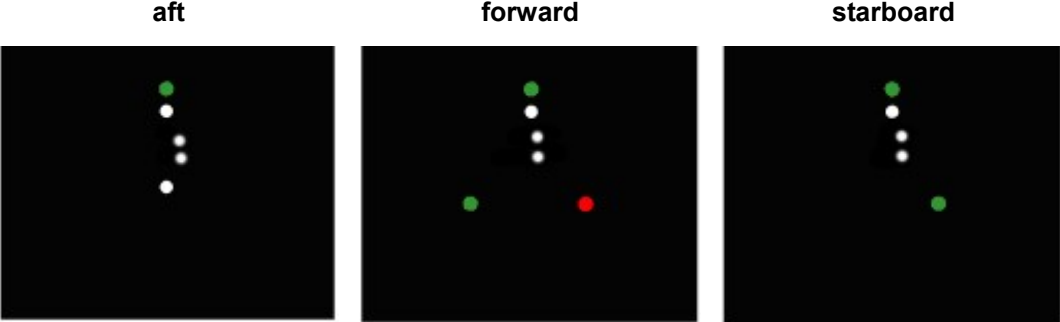


Trawling Vessel - Rule #26

Memory Aid: "Green Over White = Trawling At Night"

Vessels Under Way & Making Way

Trawling Vessel Shooting Nets

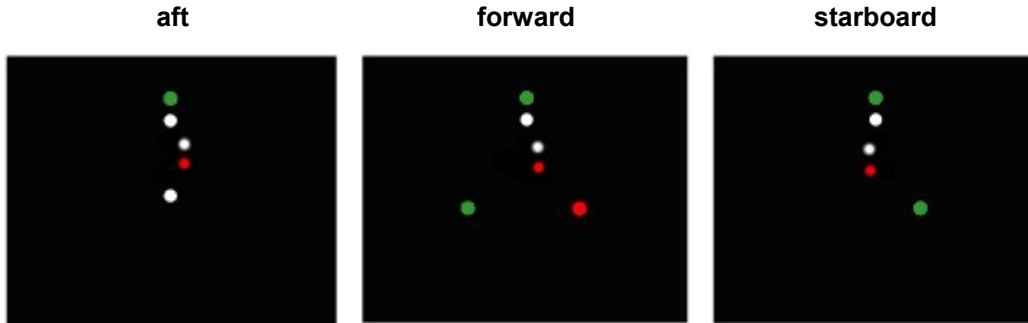


Trawling Vessel Shooting Nets - Rule #26

Memory Aid: "Green Over White = Trawling At Night"
{Annex II part 3}

Vessels Under Way & Making Way

Trawling Vessel Hauling Nets



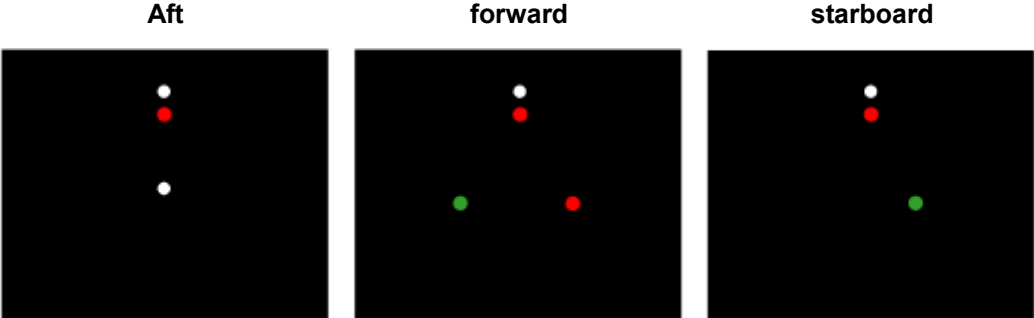
Trawling Vessel Hauling Nets - Rule #26

Memory Aid: *"Green Over White = Trawling At Night"* and the Red for hauling means the vessel may be stopped or proceeding backwards

{Annex II part 3}

Vessels Under Way & Making Way

Vessel engaged in pilotage duties

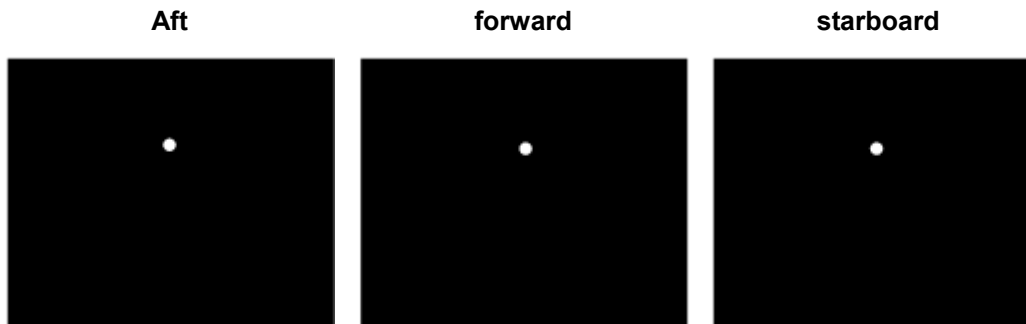


Vessel engaged in pilotage duties - Rule #29

Memory Aid: "White over Red = Pilot Ahead"

Vessels Not Under Way

Vessel < 50m At Anchor

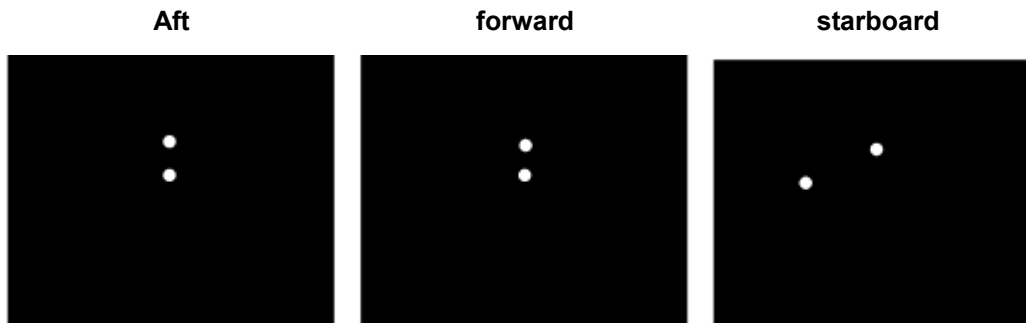


Vessel < 50m At Anchor - Rule #30

Remember, it is impossible to tell in many cases when only a single white light is seen - what this may mean (stern light? vessel at anchor? distant vessel where only the masthead light is visible over the horizon? etc...)

Vessels Not Under Way

Vessel > 50m At Anchor

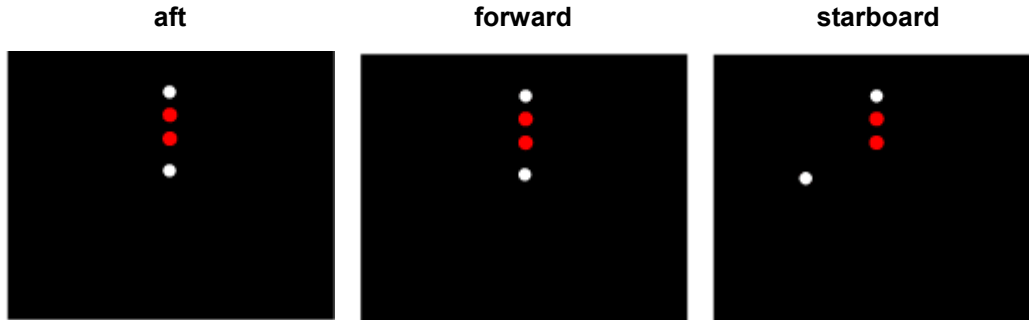


either

1. Vessel > 50m in length at anchor
2. Vessel < 50m in length at anchor (displaying the optional second allround white light)

Rule #30

Vessels Not Under Way - Vessel Aground



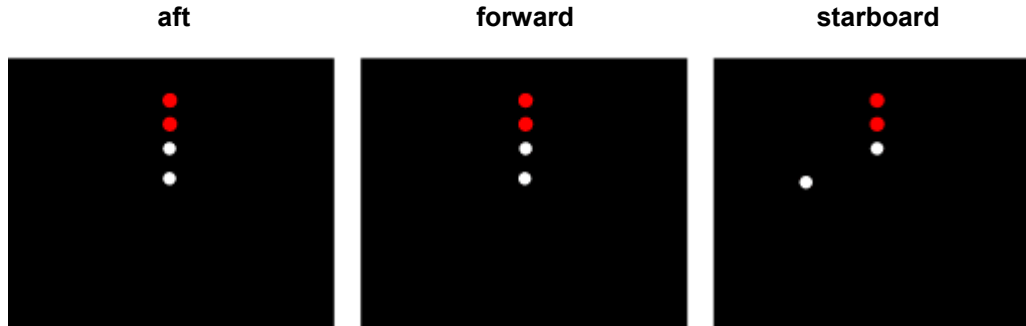
Vessel Aground - Rule #30

For a vessel < 50m only one white anchor light may be shown.

Memory Aid: lights for a vessel aground are identical to those for a vessel at anchor with the addition of the two red lights.

Since the rule does not specify exactly where the two red lights should appear in relation to the anchor light they may appear either above or below the forward anchor light.

Vessels Not Under Way - Vessel Aground (alternate possibility)



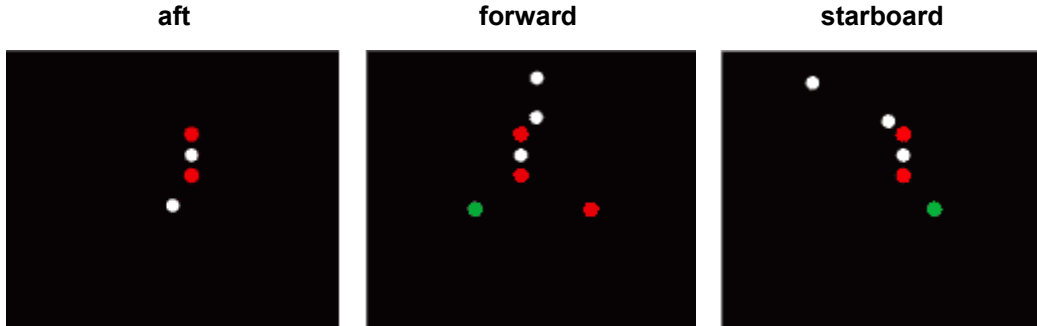
Vessel Aground (alternate possibility) - Rule #30

For a vessel < 50m only one white anchor light may be shown.

Memory Aid: lights for a vessel aground are identical to those for a vessel at anchor with the addition of the two red lights.

Since the rule does not specify exactly where the two red lights should appear in relation to the anchor light they may appear either above or below the forward anchor light.

Vessel Restricted in Her Ability To Manoeuvre > 50m in length or < 50, in length showing the optional second masthead light.



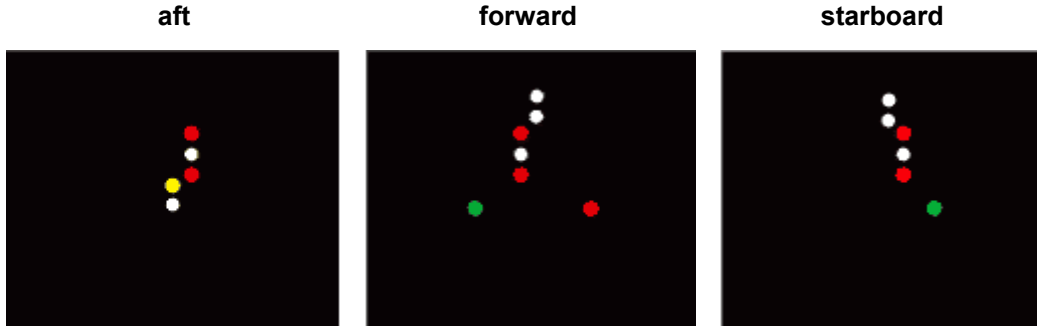
Vessel Restricted in Her Ability To Manoeuvre > 50m in length or < 50, in length showing the optional second masthead light. - Rule #27

Since being restricted in their ability to manoeuvre is always "due to the nature of her work" many vessels will also display other lights. However, if the lights are not shown (with the exception of mineclearance) the vessel is not afforded any special consideration.

The specific location of the Red, White, Red lights is flexible within the provision of the rule

Vessel Restricted in Her Ability To Manoeuvre

Towing < 50m in length with tow < 200m



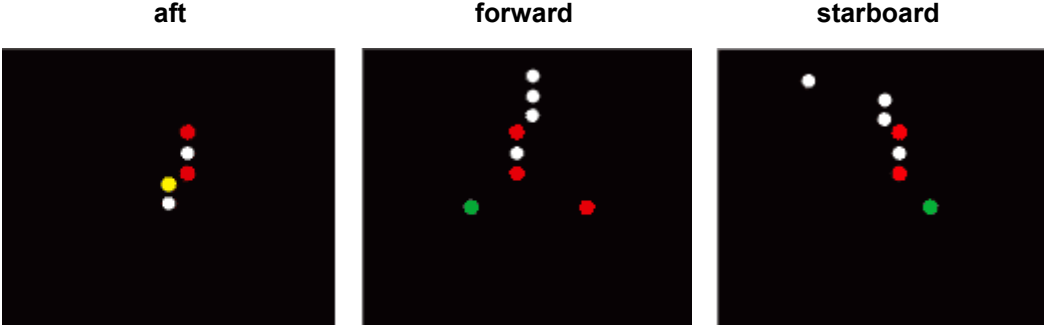
Vessel Restricted in Her Ability To Manoeuvre Towing < 50m in length with tow < 200m - Rule #27

Per the rule this applies to a power-driven vessel engaged in a towing operation that severely restricts the towing vessel and her tow in their ability to deviate from their course

In practise few towing vessels display these lights despite being severely restricted in their ability to manoeuvre i.e.: towing a log boom.

Vessel Restricted in Her Ability To Manoeuvre

Towing > 50m in length with tow < 200m

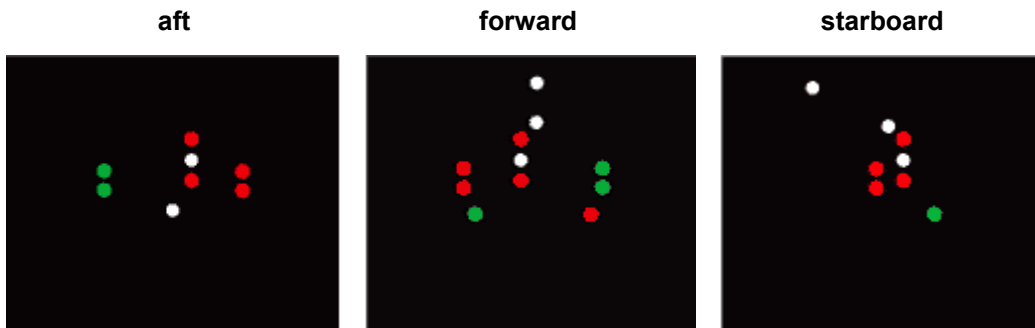


Vessel Restricted in Her Ability To Manoeuvre Towing > 50m in length with tow < 200m - Rule #27

Per the rule this applies to a power-driven vessel engaged in a towing operation that severely restricts the towing vessel and her tow in their ability to deviate from their course

In practise few towing vessels display these lights despite being severely restricted in their ability to manoeuvre i.e.: towing a log boom.

Vessel Restricted in Her Ability To Manoeuvre conducting underwater operations where an obstruction exists



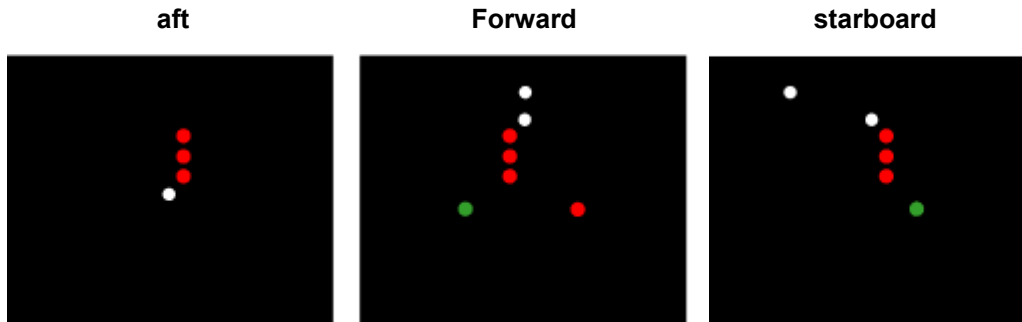
Vessel Restricted in Her Ability To Manoeuvre conducting underwater operations where an obstruction exists
- Rule #27

Memory Aid: *In the case of an obstruction "Green means go" the red pair indicate there is an obstruction on that side.*

In practise, there would probably be some kind of notice issued (Notice To Shipping) in these cases.

Special Cases

Vessel Constrained by her Draft

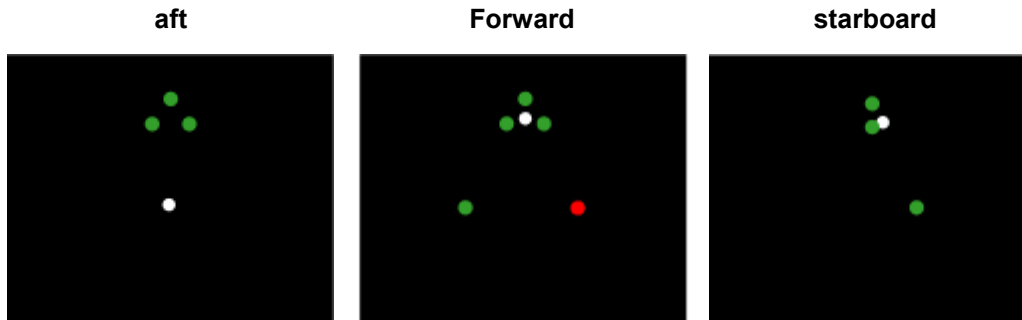


Vessel Constrained by her Draft - Rule #27

The specific location of the 3 all round red lights is flexible within the provision of the rule

Special Cases

Vessel engaged in mine clearance operations



Vessel engaged in mine clearance operations - Rule #27

When seen from the side the far all-round green light may be obscured by rigging or by the near all-round green light (as seen in the starboard view of this example)

