

6. MISCELLANEOUS

- 6.1 Equipment should be so constructed and installed that it is readily accessible for inspection and maintenance purposes. As far as practicable, access to dangerous voltages within equipment should be prevented.
- 6.2 Information should be provided to enable competent members of a ship's staff to operate and maintain equipment efficiently.
- 6.3 Equipment should be provided with an external indication of manufacture, type and/or number.
- 6.4 Equipment should be installed in such a manner that it is capable of meeting its recommended performance standards.

RESOLUTION A.282(VIII)

*Adopted on 20 November 1973
Agenda item 10*

**RECOMMENDATION ON THE INSTALLATION AND
USE OF MANOEUVRING LIGHTS**

THE ASSEMBLY,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

TAKING INTO ACCOUNT that, according to Rule 28(c) of the International Regulations for Preventing Collisions at Sea, 1960, sound signals mentioned in that Rule may be further indicated by a light signal,

HAVING NOTED the provisions of Rule 34(b) of the new International Regulations for Preventing Collisions at Sea, 1972, and the technical specifications contained in Section 12 of Annex I thereto,

HAVING CONSIDERED the Report of the Maritime Safety Committee on its twenty-seventh session,

RESOLVES:

- (a) to adopt the Recommendation, reproduced at Annex hereto, concerning the fitting and use of manoeuvring lights in accordance with the provisions of the International Regulations for Preventing Collisions at Sea, 1972,
- (b) to invite Contracting Governments to report on operational experience with such manoeuvring lights, and
- (c) to invite the Maritime Safety Committee to examine such reports and, if further action is required, to advise accordingly.

ANNEX

RECOMMENDATION ON THE INSTALLATION AND USE OF A MANOEUVRING LIGHT PERMITTED BY RULE 28(c) OF THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1960

THE MARITIME SAFETY COMMITTEE,

NOTING the occasional inadequacy of the sound signals prescribed in Rule 28(a) of the International Regulations for Preventing Collisions at Sea, 1960,

NOTING FURTHER that according to Rule 28(c) of the said Regulations any whistle signal mentioned in that Rule may be further indicated by a light signal,

RECALLING that the International Conference on the Revision of the above-mentioned Regulations in October 1972 improved Rule 28(c) of the existing Regulations in order to avoid misunderstandings and to ensure an efficient perception of manoeuvring signals,

RECALLING FURTHER that additional operational experience with these manoeuvring lights should be collected,

RECOMMENDS that Contracting Governments should promote the fitting and use of manoeuvring lights in accordance with the provisions of Rule 34(b) of the new International Regulations for Preventing Collisions at Sea, 1972, and the technical specifications laid down in Section 12 of Annex I thereto, which provisions and specifications are quoted hereunder:

“Rule 34(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.

Section 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.”

RECOMMENDS FURTHERMORE that Contracting Governments, if possible, should collate reports on operational experience with manoeuvring lights,

REQUESTS that any such reports be forwarded to the Organization for further study and consideration.