

PROVISIONAL LOCAL VESSEL ADVISORY COMMITTEE

**Amendments to the International Regulations
for Preventing Collisions at Sea, 1972 adopted by the 22nd session
Assembly of International Maritime Organization**

Purpose

1. The purpose of this paper is to seek members' view on the proposed amendments to the Hong Kong merchant shipping regulations as shown in paragraph 3 below. The proposed amendments are intended to give effect to the new international requirements.

Background

2. On 29 November 2001, the 22nd session of Assembly of the International Maritime Organization (IMO) adopted, by Resolution A.910(22), amendments to the International Regulations for Preventing Collisions at Sea, 1972. The amendments are annexed to this paper for reference, and they shall enter into force internationally on 29 November 2003.

Existing legislation to be amended

3. The Convention on the International Regulations for Preventing Collisions at Sea, 1972 applies to ships registered in Hong Kong and any ships within the waters of Hong Kong. This is given effect by the Merchant Shipping (Safety) (Signals of Distress and Prevention of Collisions) Regulations (Cap. 369N). The proposed amendments affect Rules 3, 8, 18, 23, 31, 33, 35, Annex I and Annex III of the International Regulations for Preventing Collisions at Sea 1972 as amended by IMO Resolutions A.464(XII), A.626(15), A.678(16) and A.736(18) contained in the Schedule of the Merchant Shipping (Safety) (Signals of Distress and Prevention of Collisions) Regulations (Cap. 369N).

Implementation of International Requirements

4. As the Convention on the International Regulations for Preventing Collisions at Sea, 1972 applies to Hong Kong, we are obliged to implement any amendments to the Convention when they come into force internationally. Since the provisions required under paragraph 3 of this paper will enter into force shortly, we should keep in line with the international requirements and implement these amendments. In order to give effect to these amendments in Hong Kong, we need to make legislative amendments to our existing legislation referred to in paragraph 3 of this paper.

Consultation

5. Members' comments, if any, are sought on our proposal to implement the international requirements in the Hong Kong registered ships and within the Hong Kong waters.

Presentation

6. Mr. Y. K. LI, Acting Senior Surveyor of Ships of the Marine Department will present this paper.

Technical Policy Branch
Multi-Lateral Policy Division
Marine Department

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ASSEMBLY
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**Adopted on 29 November 2001
(Agenda item 14)**

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

THE ASSEMBLY,

RECALLING Article VI of the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (hereinafter referred to as "the Convention"), on amendments to the Regulations,

HAVING CONSIDERED the amendments to the International Regulations for Preventing Collisions at Sea, 1972, adopted by the Maritime Safety Committee at its seventy-third session and communicated to all Contracting Parties in accordance with paragraph 2 of Article VI of the Convention; and also the recommendations of the Maritime Safety Committee concerning the entry into force of these amendments,

1. ADOPTS, in accordance with paragraph 3 of Article VI of the Convention, the amendments set out in the Annex to the present resolution;
2. DECIDES, in accordance with paragraph 4 of Article VI of the Convention, that the amendments shall enter into force on 29 November 2003 unless by 29 May 2002 more than one third of the Contracting Parties have notified their objection to the amendments;
3. REQUESTS the Secretary-General, in conformity with paragraph 3 of Article VI of the Convention, to communicate this resolution to all Contracting Parties to the Convention for acceptance;
4. INVITES Contracting Parties to submit any objections to the amendments not later than 29 May 2002 whereafter the amendments will be deemed to have been accepted to enter into force as determined in the present resolution.

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ANNEX

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

1 Rule 3: Paragraph (a) is amended to read 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”.

A new paragraph (m) is added 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: Paragraph (a) is amended to read as follows:

“(a) Any action to avoid collision shall be taken in accordance with the Rules of this Part and shall, 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: A new paragraph (f) is added as follows:

- “(f) (i) A WIG craft shall, when taking off, landing and in flight near the surface, 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: A new paragraph (c) is added, as follows, and the following paragraph renumbered 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 is amended to read 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: Paragraph (a) is amended to read 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: A new paragraph (i) is added as follows, and the following paragraphs renumbered 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 is amended to read as follows:

"13. High-speed craft*

(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:

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

* Refer to the International Code of Safety for High-Speed Craft, 1994 and the International Code of Safety for High-Speed Craft, 2000.

- 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;
 Ψ is the trim in service condition in degrees;
 C is the horizontal separation of masthead lights in metres."

9 ANNEX III

Section 1 - Whistles: Paragraph (a) is amended to read as follows:

"(a) *Frequencies 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 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."

Paragraph (c) is amended to read as follows:

"(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 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."

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 ^{*1}	0.5
	115 ^{*2}	
	111 ^{*3}	

*¹ When the measured frequencies lie within the range 180-450Hz

*² When the measured frequencies lie within the range 450-800Hz

*³ When the measure frequencies lie within the range 800-2100Hz

Section 2 - Bell or gong: Paragraph (b) is amended to read 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 per cent of the mass of the bell."