

1972 年國際海上避碰規則公約

1972 年 10 月 20 日 訂於倫敦，1977 年 7 月 15 日生效

1972 年國際海上避碰規則

(1981、1987、1989、1993、2001 年修正)

CONVENTION ON THE INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972.

Signed at London, October 20, 1972 ; Entered into Force July 15, 1977

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

As amended 1981、1987、1989、1993、2001

COLREG-1972-2001

THE PARTIES TO THE PRESENT CONVENTION,

DESIRING to maintain a high level of safety at sea,

MINDFUL of the need to revise and bring up to date the International Regulations for Preventing Collisions at Sea annexed to the Final Act of the International Conference on Safety of Life at Sea, 1960,

HAVING CONSIDERED those Regulations in the light of developments since they were approved,

HAVE AGREED as follows:

本公約各締約國，

期待維持高度海上安全，

注意到有必要針對 1960 年國際海上人命安全會議最終議定書所附的國際海上避碰規則進行修訂並使其適應新的情況，

考量該規則被認可以來之發展情況，

經協議如下：

Article I General obligations

The Parties to the present Convention undertake to give effect to the Rules and other Annexes constituting the International Regulations for Preventing Collisions at Sea, 1972, (hereinafter referred to as "the Regulations") attached hereto.

第 1 條 一般義務

各締約國保證實施本公約所附 1972 年國際海上避碰規則(以下簡稱“本規則”)所組成之各項條款及其他附錄。

Article II Signature, ratification, acceptance, approval and accession

1. The present Convention shall remain open for signature until 1 June 1973 and shall thereafter remain open for accession.
2. States Members of the United Nations, or of any of the Specialized Agencies, or the International Atomic Energy

第 2 條 簽署、批准、接受、認可和加入

1. 本公約保持開放到 1973 年 6 月 1 日為止供簽署，此後繼續開放供加入。
2. 聯合國或其任何專門機構或國際原子能機構的會員國，或國際法院規約之

Agency, or Parties to the Statute of the International Court of Justice may become Parties to this Convention by:

- (a) signature without reservation as to ratification, acceptance or approval;
 - (b) signature subject to ratification, acceptance or approval followed by ratification, acceptance or approval; or
 - (c) accession.
3. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Inter-Governmental Maritime Consultative Organization (hereinafter referred to as "the Organization") which shall inform the Governments of States that have signed or acceded to the present Convention of the deposit of each instrument and of the date of its deposit.

Article III Territorial application

1. The United Nations in cases where they are the administering authority for a territory or any Contracting Party responsible for the international relations of a territory may at any time by notification in writing to the Secretary-General of the Organization (hereinafter referred to as "the Secretary-General"), extend the application of this Convention to such a territory.
2. The present Convention shall, upon the date of receipt of the notification or from such other date as may be specified in the notification, extend to the territory named therein.
3. Any notification made in accordance with paragraph 1 of this Article may be withdrawn in respect of any territory mentioned in that notification and the extension of this Convention to that territory shall cease to apply after one year or such longer period as may be specified at the time of the withdrawal.
4. The Secretary-General shall inform all Contracting Parties of the notification of any extension or withdrawal of any extension communicated under this Article.

Article IV Entry into force

1.
 - (a) The present Convention shall enter into force twelve months after the date on which at least 15 States, the aggregate of whose merchant fleets constitutes not less than 65 per cent by number or by tonnage of the world fleet of vessels of 100 gross tons and over have become Parties to it, whichever is achieved first.
 - (b) Notwithstanding the provisions in sub-paragraph (a) of this paragraph, the present Convention shall not enter into force before 1 January 1976.
2. Entry into force for States which ratify, accept, approve or accede to this Convention in accordance with Article II after the conditions prescribed in sub-paragraph 1(a) have been met and before the Convention enters into force, shall be on the date of entry into force of the Convention.
3. Entry into force for States which ratify, accept, approve or accede after the date on which this Convention enters into force, shall be on the date of deposit of an instrument in accordance with Article II.
4. After the date of entry into force of an amendment to this

當事國，可依照下列方式參加本公約：

- (a) 簽署並對批准、接受或認可無保留；
 - (b) 簽署而待批准、接受或認可，隨後予以批准、接受或認可；或
 - (c) 加入。
3. 批准、接受、認可或加入須向政府間海事協商組織(以下簡稱“本組織”)交存相應的文書，方為有效。本組織應將每一上述文書之交存及交存日期通知已簽署或已加入本公約之各國政府。

第三條 領域適用

1. 聯合國如係某領域之管理機關，或任一締約方國負責某領域之國際關係，可隨時以書面通知本組織秘書長(以下簡稱“秘書長”)，將本公約擴大適用於該領域。
2. 本公約應自接到通知之日或通知內所載明之其他日期起，擴大適用於通知內所述及之領域。
3. 針對依據本條第 1 項所為通知中所述之任何領域，均可撤銷其擴大適用，於撤銷 1 年後或所規定之更長期限後，本公約即不再適用於該領域。
4. 秘書長應將依據本條所遞交之任何擴大適用或撤銷擴大適用之通知，通知所有締約國。

第四條 生效

1.
 - (a) 本公約應在至少有 15 個國家參加本公約之日起 12 個月後生效，該 15 國之商船總和應不少於全世界 100 總噸及 100 總噸以上船舶數量或噸位之 65%，以先達到者為準。
 - (b) 不論有本項(a)款規定為何，本公約於 1976 年 1 月 1 日前不應生效。
2. 對於達到本條第(1)項(a)款所規定條件之後而在本公約生效之前依照第 2 條規定批准、接受、認可或加入本公約之國家，應自本公約生效之日起生效。
3. 對於本公約生效之日以後批准、接受、認可或加入本公約之國家，應自依第 2 條規定交存文書之日起生效。
4. 在本公約修正案依照第 6 條第 4 項規

Convention in accordance with paragraph 4 of Article VI, any ratification, acceptance, approval or accession shall apply to the Convention as amended.

5. On the date of entry into force of this Convention, the Regulations replace and abrogate the International Regulations for Preventing Collisions at Sea, 1960.
6. The Secretary-General shall inform the Governments of States that have signed or acceded to this Convention of the date of its entry into force.

Article V Revision conference

1. A Conference for the purpose of revising this Convention or the Regulations or both may be convened by the Organization.
2. The Organization shall convene a Conference of Contracting Parties for the purpose of revising this Convention or the Regulations or both at the request of not less than one-third of the Contracting Parties.

Article VI Amendments to the Regulations

1. Any amendment to the Regulations proposed by a Contracting Party shall be considered in the Organization at the request of that Party.
2. If adopted by a two-thirds majority of those present and voting in the Maritime Safety Committee of the Organization, such amendment shall be communicated to all Contracting Parties and Members of the Organization at least six months prior to its consideration by the Assembly of the Organization. Any Contracting Party which is not a Member of the Organization shall be entitled to participate when the amendment is considered by the Assembly.
3. If adopted by a two-third majority of those present and voting in the Assembly, the amendment shall be communicated by the Secretary-General to all Contracting Parties for their acceptance.
4. Such an amendment shall enter into force on a date to be determined by the Assembly at the time of its adoption unless, by a prior date determined by the Assembly at the same time, more than one-third of the Contracting Parties notify the Organization of their objection to the amendment. Determination by the Assembly of the dates referred to in this paragraph shall be by a two-thirds majority of those present and voting.
5. On entry into force any amendment shall, for all Contracting Parties which have not objected to the amendment, replace and supersede any previous provision to which the amendment refers.
6. The Secretary-General shall inform all Contracting Parties and Members of the Organization of any request and communication under this Article and the date on which any amendment enters into force.

Article VII Denunciation

1. The present Convention may be denounced by a Contracting Party at any time after the expiry of five years from the date on which the Convention entered into force for that Party.
2. Denunciation shall be effected by the deposit of an instrument

定生效之日後，任何批准、接受、認可或加入，均應適用修正後之公約。

5. 本公約生效之日，本規則即代替並廢除 1960 年國際海上避碰規則。
6. 秘書長應將生效日期通知已簽署或已加入本公約之各國政府。

第 5 條 修訂會議

1. 本組織可以召開會議修訂本公約或本規則，或修訂二者。
2. 經不少於 1/3 的締約國請求，本組織應召開締約國會議，以修訂本公約或本規則，或修訂二者。

第 6 條 本規則之修正

1. 任一締約國對本規則所提之任何修正案，經其請求後，應在本組織中予以審議。
2. 如該修正案經出席本組織海上安全委員會並投票 2/3 多數通過，則至少應在本組織大會對之審議前 6 個月將其通知所有締約國及本組織會員。在大會審議該修正案時，非本組織會員的任何締約國均有權參加。
3. 如該修正案經出席大會並投票 2/3 多數通過秘書長應將其通知所有締約國以供接受。
4. 該項修正案應在大會通過時所決定之日期生效，除非於大會所同時確定之一更早日期前，有 1/3 以上締約國通知本組織反對該修正案，本項所指經大會決定之二日期，應由到會並投票的之 2/3 多數通過。
5. 任何修正案一經生效後，對於未曾對修正案提出反對之所有締約國，即應代替並廢止該修正案所涉及之任何原有規定。
6. 秘書長應將依本條所作的任何請求及通知以及修正案之生效日期，通知所有締約國及本組織會員。

第 7 條 退出

1. 任何締約國，於本公約對其生效滿 5 年後，可隨時退出本公約。
2. 退出本公約應向本組織交存相應的文

with the Organization. The Secretary-General shall inform all other Contracting Parties of the receipt of the instrument of denunciation and of the date of its deposit.

3. A denunciation shall take effect one year, or such longer period as may be specified in the instrument, after its deposit.

Article VIII Deposit and registration

1. The present Convention and the Regulations shall be deposited with the Organization, and the Secretary-General shall transmit certified true copies thereof to all Governments of States that have signed this Convention or acceded to it.
2. When the present Convention enters into force, the text shall be transmitted by the Secretary-General to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

Article IX Languages

The present Convention is established, together with the Regulations, in a single copy in the English and French languages, both texts being equally authentic. Official translations in the Russian and Spanish languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned being duly authorized by their respective Governments for that purpose have signed the present Convention.

DONE AT LONDON this twentieth day of October one thousand nine hundred and seventy-two.

書。秘書長應將所收到的退出文書及該文書之交存日期通知所有其他締約國。

3. 退出應在交存文書 1 年後或該文書中所載更長期限後生效。

第 8 條 保存及登記

1. 本公約與本規則應交存本組織保存。秘書長應將核證無誤之副本分送所有已簽署或已加入本公約之各國政府。
2. 當本公約生效時，秘書長應依照聯合國憲章第 102 條規定，將該文本送聯合國秘書長處登記並公佈。

第 9 條 文字

本公約連同本規則僅 1 份，以英文及法文寫成。兩文本具有同等效力，另應備有俄文及西班牙文之正式譯本，與簽署正本一併存放。

各國政府為此正式授權的下列具名代表，特簽署本公約，以昭信守。

1972 年 10 月 20 日訂於倫敦。

1972 年國際海上避碰規則公約暨避碰規則 1987 年修正

國際海事組織第 A626(15)號大會決議通過

Adopted by the Assembly of the International Maritime Organization by Resolution A.626(15).

COLREG-1987

1 Rule 1(e) - Vessel of special construction

The existing text is replaced by the following:

"(e) Whenever the Government concerned shall have determined that a vessel of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel."

2 Rule 3(h) - Vessel constrained by her draught

The existing text is replaced by the following:

"(h) The term "vessel constrained by her draught" means a power-driven vessel which, because of her draught in relation to the available depth and width of navigable water, is severely restricted in her ability to deviate from the course she is following."

3 New rule 8(f) - Not to impede

The following new paragraph (f) is added:

"(f)

- (i) A vessel which, by any of these rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea room for the safe passage of the other vessel.
- (ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the rules of this part.
- (iii) A vessel the passage of which is not to be impeded remains fully obliged to comply with the rules of this part when the two vessels are approaching one another so as to involve risk of collision."

1. 第 1 條(e)款 - 船舶之特別構造

以下列文字取代：

“(e)不論任何時候當有關政府對一特殊結構或用途之船舶，認為其號燈或號標之數量、位置、能見距或可見弧度，及其音響信號設備之裝置與性能，不能完全符合本規則之規定時，為避免妨礙其功能，該船應遵守其本國政府對該船號燈或號標之數量、位置、能見距離或可見弧度，及其音響信號設備之裝置與性能之規定，該項規定應盡可能接近本規則之規定。”

2. 第 3 條(h)款-受限於吃水的船舶

以下列文字取代：

“(h)「受吃水限制之船舶」係指因其吃水與可航水深之關係，致其轉向能力受嚴重限制之動力船舶。”

3. 新增訂第 8 條(f)款-不受妨礙

增訂新(f)款如下：

“(f)

- (i) 依據本規則任何規定，要求不得妨礙另一艘船舶通過或安全通過的船舶，如當時環境需要，應儘早採取行動，為他船安全通過留出足夠的水域。
- (ii) 被要求不得妨礙另一艘船舶通過或安全通過的船舶，如於接近他船致有構成碰撞危險時，並不解除此一責任，且當採取行動時，應充分考量到本章各規定可能要求之行動。
- (iii) 當兩船相互接近致有碰撞危險時，其通過不得被妨害的船舶仍有全面遵守本章各條規定之責任。

4 Rule 10(a) - Traffic separation schemes adopted by the Organization

The existing text is replaced by the following:

"(a) This rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule."

4. 第 10 條(a)款-本組織所採用之分道通航制

以下列文字取代：

“(a)本條規定，適用本組織(國際海事組織)所採用之分道通航制。”

5 Rule 10(c) - Crossing traffic lanes

The existing text is replaced by the following:

"(c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow."

5. 第 10 條(c)款-橫越航行通道

以下列文字取代：

“(c) 船舶應盡實際可能避免橫越航行通道，如不得已而橫越時，應盡實際可能與該通道一般之通行方向成直角橫越。”

6 Annex 1, section 2(d) - Uppermost light

The existing text is replaced by the following:

"(d) A power-driven vessel of less than 12 metres in length may carry the uppermost light at a height of less than 2.5 metres above the gunwale. When however a masthead light is carried in addition to sidelights and a sternlight or the all-round light prescribed in Rule 23(c)(i) is carried in addition to sidelights, then such masthead light or all-round light shall be carried at least 1 metre higher than the sidelights."

6. 附錄一第 2 條(d)款-最高燈號

以下列文字取代：

“(d)長度小於 12 米之機動船之最高一盞號燈，在舷緣以上高度可小於 2.5 米。然除舷燈和尾燈外尚裝有桅燈，或除舷燈外尚裝有規則第 23(c)(i)條訂明之環照燈時，則此種桅燈或環照燈須高出舷燈至少 1 米。”

7 Annex 1, section 2(i)(ii) - Vertical spacing of lights

The existing text is replaced by the following:

"(ii) on a vessel of less than 20 metres in length such lights shall be spaced not less than 1 metre apart and the lowest of these lights shall, except where a towing light is required, be placed at a height of not less than 2 metres above the gunwale."

7. 附錄一第 2 條(i)項(ii)款-垂直燈號

以下列文字取代：

“(ii)在長度小於 20 米的船隻上，此種號燈的間距不得小於 1 米；除規定有拖曳燈者外，其中最低一盞號燈的舷緣以上高度須不小於 2 米。”

8 Annex 1, section 10 - Sailing vessels lights

In section 10(a):

In the lead-in, the word "underway" is added after "sailing vessels".

In section 10(b):

In the lead-in, the word "underway" is added after "sailing vessels".

8. 附錄一第 10 條-帆船燈號

於第 10 條(a)款：

於導言之「帆船」之後，加上「航行中」乙字。

於第 10 條(b)款：

於導言之「帆船」之後，加上「航行中」乙字。

9 Annex IV, new paragraph 1(o) - Distress signals

The following new paragraph (o) is added:

"(o) approved signals transmitted by radiocommunication systems."

9. 附錄四—新增訂第 1 條(0)款-遇險信號

增訂新(0)款如下：無線電通信系統發出經認可之信號。

1972 年國際海上避碰規則公約暨避碰規則 1989 年修正

國際海事組織第 A678(16)號大會決議通過

Adopted by the Assembly of the International Maritime Organization by Resolution A.678(16).

COLREG-1989

Rule 10 - Traffic separation schemes

第 10 條 分道通航制

The existing text of paragraph (d) is replaced by the following:

用下列文字取代現有(d)項：

"(d)

"(d)

- (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 metres in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
- (ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when *en route* to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger."

- (i) 於船舶可安全使用鄰近分道通航制區域中相應之通航分道時，不應使用沿岸通航帶。但長度小於 20 米之船舶、帆船及從事捕漁之船舶可使用沿岸通航帶。
- (ii) 無論前述(i)款規定為何，於船舶抵離港口、近岸設施或結構體、引水點或位於沿岸通航帶中之任何其他地方或為避免緊迫危險時，可使用沿岸通航帶”。

1972 年國際海上避碰規則公約暨避碰規則 1993 年修正

國際海事組織第 A.736(18)號大會決議通過

Adopted by the Assembly of the International Maritime Organization by Resolution A.736(18).

COLREG-1993

ANNEX

附件：

Amendments To The International Regulations For Preventing Collisions At Sea, 1972 1972 年國際海上避碰規則修正案

1. Rule 26(b)(i):

Delete the words "a vessel of less than 20 metres in length may instead of this shape exhibit a basket".

1. 第 26 條第 b(i) 款：

刪除"長度小於 20 米之船舶，可以顯示一籃之量，代替這種號型"等詞。

2. Rule 26(c)(i):

Delete the words "a vessel of less than 20 metres in length may instead of this shape exhibit a basket".

2. 第 26 條第 c(i) 款：

刪去"長度小於 20 米之船舶，可以顯示一籃之量，代替這種號型"等詞。

3. Rule 26(d): is amended to read as follows:

"(d) The additional signals described in Annex II to these regulations apply to a vessel engaged in fishing in close proximity to other vessels engaged in fishing."

3. 第 26 條第 d 款修正如下：

"(d) 本規則附錄二規定之額外信號適用於在其他捕魚船舶附近從事捕魚之船舶。"

4. Annex I, section 3 - Horizontal positioning and spacing of lights: a new paragraph (d) is added as follows:

"(d) When only one masthead light is prescribed for a power driven vessel, this light shall be exhibited forward of amidships; except that a vessel of less than 20 metres in length need not exhibit this light forward of amidships but shall exhibit it as far forward as is practicable."

4. 附錄一第 3 條一號燈水平位置及間距：增加新的第(d)款如下：

"(d) 當機動船依規定僅有一盞桅燈時，該燈應在船中之前顯示；長度小於 20 米之船舶不必在船中之前顯示該燈，但應在盡可能靠前之位置上顯示。"

5. Annex I, section 9 - Horizontal sectors:

- the existing paragraph "(b)" is renumbered to read "(b)(i)".
- a new subparagraph (b)(ii) is added as follows:
"(b) (ii) If it is impracticable to comply with paragraph (b)(i) of

5. 附錄一第 9 條一水平光弧：

--現有的"(b)"款編號改為"(b)(i)"。
--增加新(b)(ii)款如下：
"(b)(ii) 如僅顯示一盞環照燈無法符合

this section by exhibiting only one all-round light, two all-round lights shall be used suitably positioned or screened so that they appear, as far as practicable, as one light at a distance of one mile."

本項第(b)(ii)款之要求，則應使用兩盞環照燈，固定於適當位置或用擋板遮擋，使其在一海裏距離上盡可能像是一盞燈。"

6. Annex I, section 13 - Approval: Amend to read "14. Approval"; and insert a new section 13 as follows:

6.附錄一第 13 條一認可，修正為"14-認可"，並插入一新第 13 條如下：

"13. High speed craft

The masthead light of high speed craft with a length to breadth ratio of less than 3.0 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°."

"第 13 條 高速船

比寬比小於 3.0 的高速船之桅燈可置於相應於船寬度、低於本附錄第 2(a)(i) 款規定之高度上，但由舷燈及桅燈形成之三角形基角，在側視時不應小於 27 度。"

7. Annex II, section 2 - Signals for trawlers:

7.附錄二中第 2 段一拖網漁船的信號：

- the lead-in sentence of paragraph (a) is amended to read:

"(a) Vessels of 20 metres or more in length when engaged in trawling, whether using demersal or pelagic gear, shall exhibit:"

(a)項導句修正為：

"(a)長度等於或大於 20 米的船舶在從事拖網作業時，不論使用海底還有深海漁具，應顯示："

- the lead-in sentence of paragraph (b) is amended to read:

"(b) Each vessel of 20 metres or more in length engaged in pair trawling shall exhibit:"

(b)項導句修正為：

"(b)長度等於或大於 20 米、從事對拖網作業的每一船舶應顯示："

- a new paragraph (c) is added as follows:

"(c) A vessel of less than 20 metres in length engaged in trawling, whether using demersal or pelagic gear or engaged in pair trawling, may exhibit the lights prescribed in paragraphs (a) or (b) of this section, as appropriate."

增加新(c)款如下：

"(c)長度小於 20 米、從事拖網作業的船舶，不論使用海底或深海漁具還是從事對拖網作業，可視情顯示本項(a)或(b)中規定之號燈。"

8. Annex IV, subparagraph 1(o): Amend to read:

8.附錄四第 1(o)項：修正為：

"1 (o) approved signals transmitted by radiocommunication systems, including survival craft radar transponders."

"1(0)無線電通信系統發出經認可之信號，包括救生艇筏雷達應答器。"

1972 年國際海上避碰規則公約暨避碰規則 2001 年修正

國際海事組織第 A.910(22)號大會決議通過

Adopted by the Assembly of the International Maritime Organization by Resolution A.910(22)

COLREG-2001

ANNEX

附件：

Amendments To The International Regulations For Preventing Collisions At Sea, 1972 1972 年國際海上避碰規則修正案

RULE 3(a) is amended to read as follows:

第 3 條第(a)項修正如下：

- (a) The word "vessel" includes every description of water craft, including nondisplacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water.
- (a) “船舶”一詞係指用作或能夠用作水上運輸工具之各類水上船筏，包括非排水船舶、地效船及水上飛機。

RULE 3(m) is added as follows:

增加新第 3 條第(m)項如下：

- (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.
- (m) “地效船”係指多式船艇，其主要操作方式是利用表面效應貼近水面飛行。

RULE 8(a) is amended to read as follows:

第 8 條第(a)項修正如下：

- (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.
- (a) 應依據本章各條規定採取避免碰撞之任何行動，如當時環境許可，應是積極地，並應儘早地進行及注意運用良好船藝。

RULE 18(f) is added as follows:

第 18 條增加新第(f)項如下：

- (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;
- (i) 地效船於貼近水面起飛、降落及飛行時應寬裕地讓清所有其他船舶並避免妨礙它們的航行；
- (ii) a WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.
- (ii) 於水面上操作之地效船應作為動力船舶遵守本章各條。

RULE 23(c) is added as follows, and the old Rule 23(c) is renumbered as 23(d): 第 23 條增加以下新第(c)項並相應重新編號為第 23(d)條：

- (c) A WIG craft only when taking off, landing and in flight near
- (c) 除本條第(a)項規定之號燈外，地效船

the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.

隻於在貼近水面起飛、降落及飛行時才應顯示高密度環照紅色閃光燈。

RULE 31 is amended to read as follows:

第 31 條修正如下：

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.

於水上飛機或地效船不可能顯示依本章各條規定之各種特性或位置之號燈及號型時，則應顯示盡可能近似於這種特性及位置之號燈及號型。

RULE 33(a) is amended to read as follows:

第 33 條(a)項修正如下：

(a) A vessel of 12 meters or more in length shall be provided with a whistle, a vessel of 20 meters or more in length shall be provided with a bell in addition to a whistle, and a vessel of 100 meters 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 specifications 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.

(a) 長度為 12 米或 12 米以上之船舶應配備一號笛，長度為 20 米或 20 米以上之船舶，除號笛外另應配備一號鐘，長度為 100 米或 100 米以上之船舶，除號笛及號鐘外，更應配備一號鑼。號鑼音調及聲音不可與號鐘相混淆。號笛、號鐘及號鑼應符合本規則附錄 III 所載規格。號鐘、號鑼或二者均可用與其各自聲音特性相同的其他設備代替，但任何時候都要能以手動鳴放規定之聲號。

RULE 35(i) is added as follows, and the old Rule 35(i) and (j) are renumbered as 35(j) and (k), respectively:

第 35 條增加新的第(i)款並相應重新編號為 35(j)及(k)：

(i) A vessel of 12 meters or more but less than 20 meters 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.

(i) 長度為 12 米或 12 米以上但小於 20 米之船舶，不要求鳴放本條第(g)款及第(h)款規定之聲號。但如不鳴放上述聲號，則應鳴放他種有效聲號，每次間隔不超過兩分鐘。

ANNEX I, section 13 is amended to read as follows:

8. 附錄 I 第 13 節修正如下：

13. High-speed craft*

第 13 節 高速船

(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 degrees.

(a) 高速船桅頂燈可置於低於本附錄第 2(a)(i)款規定之相應於船寬高度上，但由舷燈及桅頂燈形成的等腰三角形之底邊角，在側視時不應小於 27°。

(The words "with a length to breadth ratio of less than 3.0" were removed.)

(b) On high-speed craft of 50 meters or more in length, the vertical separation between foremast and mainmast light of 4.5 meters required by paragraph 29a(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

(b) 長度為 50 米或 50 米以上之高速船上，本附錄第 2(a)(ii)款所要求之前桅燈及主桅燈間 4.5 米之垂向距離可以修改，但此距離應不少於下列公式決定的數值：

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

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

where:

該公式中：

- y is the height of the mainmast light above the foremast

y 為主桅燈高於前桅燈的高度(米)

light in meters;

- a is the height of the foremast light above the water surface in service condition in meters;
- Ψ is the trim in service condition in degrees;
- C is the horizontal separation of masthead lights in meters.

a 為航行狀況下前桅燈高於水面的高度(米)

Ψ 為航行狀況下的縱傾(度)

C 為桅頂燈的垂向距離(米)

ANNEX III, section 1, paragraphs (a) and (c) are amended to read as follows:

9. 附錄三第1條(a)及(c)款修正如下:

1. Whistles

第1條 號笛

(a) Frequencies and range audibility

(a) 頻率及可聽距離

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 meters or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 meters in length and which provide the sound pressure levels specified in paragraph 19c0 below.

笛號基頻應在 70-700 赫範圍內。笛號可聽距離應通過其頻率加以確定，該頻率可包括基頻及或一或多種較高頻率，並具下文第 1(c)款規定之聲壓級。長度為 20 米或 20 米以上之船舶，頻率範圍為 180-700 赫(+/-1%)，長度為 20 米以下之船舶，頻率範圍為 180-2100 赫(+/-1%)。

(c) Sound signal intensity and range of audibility

(c) 笛號聲強及可聽距離

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 meter 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 meters or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 meters in length, of not less than the appropriate figure given in the table below.

船上所裝之號笛，於其最大聲強方向上，距離 1 米處，為頻率 180-700 赫(+/-1%)(長度 20 米或 20 米以上船舶)或 180-2100 赫(+/-1%)(長度 20 米以下船舶)範圍內之至少一 1/3 倍頻帶中，應具有不小於下表所規定相應數值之聲壓級別。

Length of vessel in meters	1/3rd-octave band level at 1 meter 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} 115^{*2} 111^{*3}	0.5

船舶長度(米)	1/3 倍頻帶聲壓級 (距離 1 米，相對於 $2 \times 10^{-5} \text{N/m}^2$)(分貝)	可聽距離(浬)
200 或 200 以上	143	2
75 或 75 以上但小於 200	138	1.5
20 或 20 以上但小於 75	130	1
小於 20	120^{*1} 115^{*2} 111^{*3}	0.5

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

*1 當量測頻率在 180-450 赫時

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

*2 當量測頻率在 450-800 赫時

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

*3 當量測頻率在 800-2100 赫時

ANNEX III, section 2, paragraph (b) is amended to read as follows:

附錄三第2條第(b)款修正如下:

(b) Bells and gongs shall be made of corrosion-resistant material and designed to give clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 meters or more in length. Where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall

(b) 號鐘及號鑼應用抗蝕材料製成，其設計應能使之發出清晰音調。長度為 20 米或 20 米以上之船舶，號鐘口直徑應不小於 300 毫米。如可行，建議用一個機動鐘錘，以保證敲力穩定，但仍應可能用

be possible. The mass of the striker shall be not less than 3 per cent of the mass of the bell. 手操作。鐘錘品質不得小於號鐘品質之3%。

The words "and shall be not less than 200 mm for vessels of 12 meters or more but of less than 20 meters in length" were removed.

1972 年國際海上避碰規則

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972

PART A - GENERAL

第一章 總則

Rule 1 Application

第 1 條 適用範圍

- (a) These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels. (a) 本規則適用於公海上及在所有與公海相通可供海船航行之水域內之所有船舶。
- (b) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these Rules. (b) 本規則任何規定，並不干涉當地主管機關為與公海相通，可供海船航行之錨泊區、港口、江河、湖泊或內陸水道所制定之特殊規則之行使。該特殊規則應盡可能與本規則相符。
- (c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any State with respect to additional station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights or shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights, shapes or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light, shape or signal authorized elsewhere under these Rules. (c) 本規則各條規定，不干涉任何國家政府為其軍艦及其護航下之船舶所增設之部位燈或信號燈，號標或號笛信號之特別規定之行使。或為其從事捕魚中之漁船隊所增設之部位燈或信號燈或號標特別規則之行使，此項增設之部位燈或信號燈，燈標或號笛信號，應盡可能使其不致被誤認為本規則中所規定之任何號燈、號標或信號。
- (d) Traffic separation schemes may be adopted by the Organization for the purpose of these Rules. (d) 為實施本規則，本組織(國際海事組織)可採用分道通航制。
- (e) Whenever the Government concerned shall have determined that a vessel of any special construction or purpose cannot comply with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel. (e) 不論任何時候當有關政府對一特殊結構或用途之船舶，認為其號燈或號標之數量、位置、能見距或可見弧度，及其音響信號設備之裝置與性能，不能完全符合本規則之規定時，為避免妨礙其功能，該船應遵守其本國政府對該船號燈或號標之數量、位置、能見距離或可見弧度，及其音響信號設備之裝置與性能之規定，該項規定應盡可能接近本規則之規定。

Rule 2 Responsibility

第 2 條 責任

- (a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. (a) 本規則任何規定，不得免除任何船舶或其所有人、船長或船員，因疏於遵守本規則，或疏於為海員常規上或為特殊環境所需之任何戒備而引起後果之責任。
- (b) In construing and complying with these Rules due regard shall (b) 於解釋及遵行本規則時，必須顧及航

be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

行及碰撞之各種危機，及在任何特殊情況下，包括船舶因受限制，為避免急迫之危險，必要時，得背離本規則之規定。

Rule 3 General definitions

第3條 一般定義

For the purpose of these Rules, except where the context otherwise requires:

為實施本規則，除條文另有解釋外：

- (a) The word "vessel" includes every description of water craft, including nondisplacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water.
- (b) The term "power-driven vessel" means any vessel propelled by machinery.
- (c) The term "sailing vessel" means any vessel under sail provided that propelling machinery, if fitted, is not being used.
- (d) The term "vessel engaged in fishing" means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict manoeuvrability.
- (e) The word "seaplane" includes any aircraft designed to manoeuvre on the water.
- (f) The term "vessel not under command" means a vessel which through some exceptional circumstance is unable to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel.
- (g) The term "vessel restricted in her ability to manoeuvre" means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel. The term "vessels restricted in their ability to manoeuvre" shall include but not be limited to:
- a vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;
 - a vessel engaged in dredging, surveying or underwater operations;
 - a vessel engaged in replenishment or transferring persons, provisions or cargo while underway;
 - a vessel engaged in the launching or recovery of aircraft;
 - a vessel engaged in mine clearance operations;
 - a vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.
- (h) The term "vessel constrained by her draught" means a power-driven vessel which, because of her draught in relation to the available depth and width of navigable water, is severely restricted in her ability to deviate from the course she is following.
- (i) The word "underway" means that a vessel is not at anchor, or made fast to the shore, or aground.
- (j) The words "length" and "breadth" of a vessel mean her length overall and greatest breadth.
- (k) Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.
- (l) The term "restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes.
- (a) "船舶"一詞係指用作或能夠用作水上運輸工具之各類水上船筏，包括非排水船舶、地效船及水上飛機。
- (b) 「動力船舶」係指以機械推動之任何船舶。
- (c) 「帆船」係指揚帆行駛之任何船舶，包括縱有推動機械而未使用者。
- (d) 「從事捕魚中之船舶」係指以網、繩、拖網或其他漁具捕魚而限制其操縱能力之任何船舶，但使用曳繩或其他漁具捕魚而不致限制其操縱能力之船舶除外。
- (e) 「水上飛機」係指為在水上運轉而設計之任何航空器。
- (f) 「操縱失靈之船舶」係指因某種異常情況，不能依本規則之規定操縱，以致不能避讓他船之船舶。
- (g) 「操縱能力受限制之船舶」係指因工作性質致其操縱能力受限制，不能依本規則之規定避讓他船之船舶。操縱能力受限制之船舶應包括下列船舶，但不以所列者為限：
- 從事安放、修護、撈取導航標誌、水底電纜或管線之船舶；
 - 從事疏濬、測量或水下作業之船舶；
 - 航行中從事補給或傳遞人員、給養或貨物之船舶；
 - 從事發出或收回飛機之船舶；
 - 從事清除水雷作業之船舶；
 - 從事拖曳作業時，其本身與被拖物之轉向能力受嚴重限制之船舶。
- (h) 「受吃水限制之船舶」係指因其吃水與可航水深之關係，致其轉向能力受嚴重限制之動力船舶。
- (i) 「航行中」係指船舶未錨泊，或未繫岸，或未擱淺者。
- (j) 船身之「長度」及「寬度」係指船舶之全長及最大寬度。
- (k) 「互見」係指一船當能僅為另一船由目視看到時，即視為互見。
- (l) 「受限制之能見度」係指能見度受到霧、靄、降雪、暴風雨、暴風沙或其他類似因素所限制之任何情況。

(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.

(m) “地效船”係指多式船艇，其主要操作方式是利用表面效應貼近水面飛行。

PART B - STEERING AND SAILING RULES

第二章 操舵及航行規則

Section I - Conduct of vessels in any condition of visibility

第 1 節 船舶在任何能見度情況之措施

Rule 4 Application

第 4 條 適用範圍

Rules in this Section apply in any condition of visibility.

本節之規定，適用於任何能見度之情況。

Rule 5 Look-out

第 5 條 瞭望

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

各船應經常運用視覺、聽覺及各種適合當前環境所有可使用之方法，保持正確瞭望，以期完全瞭解其處境及碰撞危機。

Rule 6 Safe speed

第 6 條 安全速度

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

各船應經常以安全速度航行，俾能採取適當而有效之措施，以避免碰撞，並在適合當前環境與情況之距離內，能使船舶停止前進。

In determining a safe speed the following factors shall be among those taken into account:

在決定安全速度時，應考慮下列各項：

(a) By all vessels:

(a) 所有船舶：

- i. the state of visibility;
- ii. the traffic density including concentrations of fishing vessels or any other vessels;
- iii. the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
- iv. at night the presence of background light such as from shore lights or from back scatter of her own lights;

- i. 能見度之情況；
- ii. 交通密度，包括漁船或其他船舶之聚集度；
- iii. 船舶之操縱能力，尤應注意當前情況下之衝止距及迴轉能力；
- iv. 夜間現出之背景亮光，諸如來自岸上之燈光或本船燈光反射之散光；

- v. the state of wind, sea and current, and the proximity of navigational hazards;
- vi. the draught in relation to the available depth of water.

- v. 風、浪及水流之狀況，以及航行險阻之臨近程度；
- vi. 吃水與可航水深之關係。

(b) Additionally, by vessels with operational radar:

(b) 此外，使用雷達之船舶：

- i. the characteristics, efficiency and limitations of the radar equipment;
- ii. any constraints imposed by the radar range scale in use;
- iii. the effect on radar detection of the sea state, weather and other sources of interference;
- iv. the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
- v. the number, location and movement of vessels detected by radar;

- i. 雷達設備之性能、效率及限制；
- ii. 當時使用之雷達掃描距離所受到之任何限制；
- iii. 海面狀況、天候及其他干擾對雷達偵測之影響；
- iv. 在適當之掃描距離，雷達仍可能無法測知小船、浮冰或其他漂浮物之可能性；
- v. 雷達已測知之船舶數量、位置及移動狀況。

- vi. the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

- vi. 使用雷達測定附近之船舶或其他目標之距離時，對能見度可能有較正確之評估。

Rule 7 Risk of collision

- (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.
- (b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.
- (c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.
- (d) In determining if risk of collision exists the following considerations shall be among those taken into account:
- such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;
 - such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

第 7 條 碰撞危機

- (a) 各船舶應利用各種可能適當方法，在當前環境與情況下，研判是否有碰撞危機存在，如有任何可疑之處，此項危機應視為存在。
- (b) 若裝有雷達，並能作業時，應予適當使用，包括長距離掃描，俾能及早獲得碰撞危機之警告，並用雷達測繪或類似之系統設備，觀測已測出之目標。
- (c) 切勿依據不充分之資料，尤其不充分之雷達資料，擅作假設。
- (d) 於研判是否有碰撞危機存在時，應考慮下列各項：
- 如駛近船舶之羅經方位無顯著改變時，碰撞危機應視為存在；
 - 雖駛近船舶之方位明顯改變，碰撞危機有時仍可能存在，尤其當接近一巨型船舶或一組拖曳船，或逼近另一船舶時。

Rule 8 Action to avoid collision

- (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.
- (b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.
- (c) If there is sufficient sea-room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.
- (d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.
- (e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.
- (f)
- A vessel which, by any of these rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea room for the safe passage of the other vessel.

第 8 條 避碰措施

- (a) 應依據本章各條規定採取避免碰撞之任何行動，如當時環境許可，應是積極地，並應儘早地進行及注意運用良好船藝。
- (b) 為避免碰撞而採取之任何航向及或航速之改變，如環境允許，其改變幅度應足能為他船由目視或雷達所明顯測知，並應避免對航向及或航速，作斷續而微小之變動。
- (c) 如有充分水域時，僅藉改變航向，可能即為避免逼近情勢之最有效措施，但必須及早堅定行之，避免發生另一逼近情勢。
- (d) 採取避免與他船碰撞之措施時，應以安全距離相互通過；並應審慎校測此項措施之實效，直至他船最後通過並分離清楚為止。
- (e) 如必要時，為避免碰撞，或容許有更多時間以研判當前情勢，船舶應減速或用停車或倒車，以制止船舶前進。
- (f)
- 依據本規則任何規定，要求不得妨礙另一艘船舶通過或安全通過的船舶，如當時環境需要，應儘早採取行動，為他船安全通過留出足夠的水域。

- (ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the rules of this part.
- (iii) A vessel the passage of which is not to be impeded remains fully obliged to comply with the rules of this part when the two vessels are approaching one another so as to involve risk of collision.

- (ii) 被要求不得妨礙另一船舶通過或安全通過的船舶，如於接近他船致有構成碰撞危險時，並不解除此一責任，且當採取行動時，應充分考量到本章各規定可能要求之行動。
- (iii) 當兩船相互接近致有碰撞危險時，其通過不得被妨害的船舶仍有全面遵守本章各條規定之責任。

Rule 9 Narrow channels

- (a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.
- (b) A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.
- (c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- (d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.
- (e)
 - i. In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c)(i). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34(c)(ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d).
 - ii. This Rule does not relieve the overtaking vessel of her obligation under Rule 13.
- (f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).
- (g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

第 9 條 狹窄水道

- (a) 船舶循狹窄水道或適航水道行駛，於安全且實際可行時，應盡量靠近本船右舷水道或適航水道之外側行駛。
- (b) 帆船或長度未滿二十公尺之船舶，對僅能於狹窄水道或適航水道中安全航行之船舶，不得妨礙其通行。
- (c) 從事捕魚中之船舶，對任何其他航行於狹窄水道或適航水道中之船舶，不得妨礙其通行。
- (d) 船舶如橫越狹窄水道或適航水道，對僅能於狹窄水道或適航水道安全航行船舶之通行有妨礙時，不得橫越。若後者對橫越船舶之意圖有疑慮時，可鳴放本規則第 34 條第 d 項規定之音響信號以表示之。
- (e)
 - i 在狹窄水道或適航水道中，唯有被追越之船舶採取措施允許追越船安全通過時，方可追越。意圖追越之船舶，應鳴放本規則第 34 條第 c 項第 i 款所規定之適當音響信號，被迫越船如同意，應鳴放本規則第 34 條第 c 項第 ii 款規定之適當音響信號，並採取步驟允許安全通過。若有疑慮時，被迫越船應鳴放本規則第 34 條第 d 項規定之音響信號。
 - ii 本條之規定，並不解除追越船依本規則第 13 條所規定應盡之義務。
- (f) 船舶駛近彎水道或狹窄水道或適航水道區域，由於障礙物之遮蔽可能無法看見其他船舶，應特別警覺小心航行，並鳴放本規則第 34 條第 e 項所規定之適當音響信號。
- (g) 如情況環境許可，任何船舶應避免在狹窄水道內錨泊。

Rule 10 Traffic separation schemes

- (a) This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other Rule.
- (b) A vessel using a traffic separation scheme shall:

第 10 條 分道通航制

- (a) 本條規定，適用本組織(國際海事組織)所採用之分道通航制。
- (b) 使用分道通航制之船舶應：

- i. proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
 - ii. so far as practicable keep clear of a traffic separation line or separation zone;
 - iii. normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- (c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d)
- (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 metres in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
 - (ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when *en route* to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.
- (e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
- i. in cases of emergency to avoid immediate danger;
 - ii. to engage in fishing within a separation zone.
- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.
- (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j) A vessel of less than 20 metres in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.
- (k) A vessel restricted in her ability to manoeuvre when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.
- (l) A vessel restricted in her ability to manoeuvre when engaged in an operation for the laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.
- i 在適宜航行通道內，依該通道一般通行方向航行；
 - ii 盡實際可能，離開分道線或分道區；
 - iii 通常均由航行通道之起終點進出通道，但如由任何一側進出時，應盡可能採取與該通道一般通行方向成最小之角度進出。
- (c) 船舶應盡實際可能避免橫越航行通道，如不得已而橫越時，應盡實際可能與該通道一般之通行方向成直角橫越。
- (d)
- (i) 於船舶可安全使用鄰近分道通航制區域中相應之通航分道時，不應使用沿岸通航帶。但長度小於 20 米之船舶、帆船及從事捕漁之船舶可使用沿岸通航帶。
 - (ii) 無論前述(i)款規定為何，於船舶抵離港口、近岸設施或結構體、引水點或位於沿岸通航帶中之任何其他地方或為避免緊急迫危險時，可使用沿岸通航帶”。
- (e) 除橫越船舶或進出航行通道之船舶外，船舶通常不得進入分道區或穿越分道線，但下列情況除外：
- i 在危急情況下，為避免緊急危險時；
 - ii 在分道區內從事捕魚時。
- (f) 在分道通航管制區起終點附近水域行駛之船舶，應特別警覺。
- (g) 船舶應盡實際可能避免在分道通航制水域內，或其起終點附近水域錨泊。
- (h) 不使用分道通航制之船舶，應盡實際可能遠離該水域。
- (i) 從事捕魚中之船舶，不得妨礙航行通道中任何船舶之通行。
- (j) 帆船或長度未滿二十公尺之船舶，不得妨礙動力船舶在航行通道內之安全航行。
- (k) 在分道通航制水域從事維護航行安全工作之船舶，當作業中致其操縱能力受限制時，在其作業所必要之範圍內，得不遵守本條之規定。
- (l) 在分道航制水域內，從事安放、修護或撈取海底電纜之船舶，當作業中致其操縱能力受限制時，在其作業必要之範圍內，得不遵守本條之規定。

Section II - Conduct of vessels in sight of one another

第 2 節 船舶互見時之措施

Rule 11 Application

第 11 條 適用範圍

Rules in this Section apply to vessels in sight of one another.

本節各條之規定適用於互見之船舶。

Rule 12 Sailing Vessels

- (a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:
- when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;
 - when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;
 - if the vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.
- (b) For the purposes of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

Rule 13 Overtaking

- (a) Notwithstanding anything contained in the Rules of Part B, Sections I and II, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.
- (b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.
- (c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.
- (d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

Rule 14 Head-on situation

- (a) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.
- (b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she would see the mast head lights of the other in a line or nearly in a line and/or both sidelights and by day she observes the corresponding aspect of the other vessel.
- (c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

第 12 條 帆船

- (a) 兩艘帆船互相接近，致有碰撞之危機時，其中一艘應依下列規定避讓他船：
- 當各船受風之舷不同時，左舷受風之船應避讓他船；
 - 當兩船同舷受風時，上風之船應避讓下風之船；
 - 如一艘左舷受風，見他船在上風行駛，並不能確定該船左舷或右舷受風時，應避讓他船。
- (b) 本條所稱上風舷，應為張掛主帆對面之帆；如為橫帆船，則為張掛最大縱帆對面之舷。

第 13 條 追越

- (a) 不論本規則中第二章第 1 節及第 2 節各條之規定如何，任何船舶追越任何其他船舶，應避讓被追越之船舶。
- (b) 凡船舶自他船正橫之後 22.5 度以上之方位駛近他船時，應視為追越船。即對被追越船之相互位置而言，在夜間僅能看見他船之艉燈而不見他船之任何一舷燈。
- (c) 當船舶對其是否在追越他船有任何疑慮時，應假定本船為追越船，並依規定採取適當措施。
- (d) 此後兩船間方位之任何改變，不得使該追越船成為本規則所稱之交叉相遇船，且在被追越船已完全被追越並分離清楚時，不得解除其避讓被追越船之義務。

第 14 條 迎船正遇情況

- (a) 兩動力船彼此以相反航向或幾乎相反航向對遇，而含有碰撞危機時，應各朝右轉向，俾得互在對方之左舷通過。
- (b) 船舶見他船在正前方，當夜間可見他船之前後桅燈成一直線或幾乎一直線，及或同時見其兩邊舷燈，當晝間可見他船同樣部位時，均應視為迎船正遇情況。
- (c) 船舶對其是否處於迎船正遇情況有任何懷疑時，應假定為處於迎船正遇情況，並依規定採取適當措施。

Rule 15 Crossing situation

When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

Rule 16 Action by give-way vessel

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

Rule 17 Action by stand-on vessel

- (a)
- i. Where one of two vessels is to keep out of the way the other shall keep her course and speed.
 - ii. The latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.
- (b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.
- (c) A power-driven vessel which takes action in a crossing situation in accordance with sub-paragraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.
- (d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.

Rule 18 Responsibilities between vessels

Except where Rules 9, 10 and 13 otherwise require:

- (a) A power-driven vessel underway shall keep out of the way of:
- i. a vessel not under command;
 - ii. a vessel restricted in her ability to manoeuvre;
 - iii. a vessel engaged in fishing;
 - iv. a sailing vessel.
- (b) A sailing vessel underway shall keep out of the way of:
- i. a vessel not under command;
 - ii. a vessel restricted in her ability to manoeuvre;
 - iii. a vessel engaged in fishing.
- (c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:
- i. a vessel not under command;
 - ii. a vessel restricted in her ability to manoeuvre.
- (d)
- i. Any vessel other than a vessel not under command or a vessel restricted in her ability to manoeuvre shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draught,

第 15 條 交叉相遇情況

兩動力船舶交叉相遇，而含有碰撞危機時，見他船在其右舷者，應避讓他船。如環境許可，應避免橫越他船船首。

第 16 條 讓路船舶之措施

凡依規定應避讓他傳之船舶，應盡可能及早採取明確措施，遠離他船。

第 17 條 直航船舶之措施

- (a)
- i. 當兩船中之一船應讓路時，他船應保持其航向及航速。
 - ii. 直航船舶，當發現應讓路船舶顯然未依本規則採取適當措施時，亦可單獨採取措施，運轉本船，以避免碰撞。
- (b) 不論任何原因，應保持航向及航速之船舶，發現本船已逼近至僅賴讓路船之單獨措施，不能避免碰撞時，應採取最有助於避免碰撞之措施。
- (c) 動力船舶於交叉相遇情勢下，依本條第 a 項 ii 款規定採取措施，以避免與另一動力船舶碰撞時，如環境許可，不應朝左轉向，因他船在本船左舷。
- (d) 本條之規定，並不解除讓路船舶之讓路義務。

第 18 條 船舶間之責任

除第 9 條，第 10 條及第 13 條另有規定外：

- (a) 航行中動力船舶，應避讓下列船舶：
- i. 操縱失靈之船舶；
 - ii. 操縱能力受限制之船舶；
 - iii. 從事捕魚中之船舶；
 - iv. 帆船。
- (b) 航行中之帆船應避讓下列船舶：
- i. 操縱失靈之船舶；
 - ii. 操縱能力受限制之船舶；
 - iii. 從事捕魚中之船舶；
- (c) 從事捕魚中之船舶，在航行時，應盡可能避讓下列船舶：
- i. 操縱失靈之船舶；
 - ii. 操縱能力受限制之船舶；
- (d)
- i. 除操縱失靈或操縱能力受限制之船舶外，任何船舶，如環境許可，對於顯示第 28 條規定信號受吃水限制之船舶，應避免

- exhibiting the signals in Rule 28;
- ii. A vessel constrained by her draught shall navigate with particular caution having full regard to her special condition.
- (e) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the Rules of this Part.
- (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.

- 妨礙其安全通行。
- ii 受吃水限制之船舶，應特別謹慎航行，並充分注意本船之特殊情況。
- (e) 水面上之水上飛機，通常均應遠離一切船舶，並避免妨礙其航行。但在有碰撞危機之環境存在時，仍應遵守本章各條之規定。
- (f)
- (i) 地效船於貼近水面起飛、降落及飛行時應寬裕地讓清所有其他船舶並避免妨礙它們的航行；
- (ii) 於水面上操作之地效船應作為動力船舶遵守本章各條。

Section III - Conduct of vessels in restricted visibility

第 3 節 船舶能見度限制時之措施

Rule 19 Conduct of vessels in restricted visibility

第 19 條 船舶能見度受限制之措施

- (a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.
- (b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate manoeuvre.
- (c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of Section I of this Part.
- (d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:
- i. an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken;
- ii. an alteration of course towards a vessel abeam or abaft the beam.
- (e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.

- (a) 本條適用於航行在能見度受限制之水域或其附近而尚未互見之船舶。
- (b) 各船應以適合當前環境及能見度受限制情況之安全速度行駛。動力船舶應將主機備便，以便隨時緊急運轉。
- (c) 各船遵行本章第 1 節之規定時，應對當前環境及能見度受限制之情況，加以適切注意。
- (d) 一船僅在雷達幕上發現他船時，應即研判是否可能發展成逼近情勢及或有碰撞危機之存在，如有此可能，應及早採取避碰措施。如此措施包括改變航線在內，應盡可能避免下列事項：
- i 除對被追越船外，對正橫前方之船舶朝左轉向。
- ii 對正橫向或正橫後方之船舶轉向。
- (e) 確信已無碰撞危機外，船舶聽到顯然來自本船正橫前方他船之霧中信號時，或無法避免與本船正橫前方之他船或逼近情勢時，應將本船速度減至可維持其航向之最低速度。如有必要，應將本船停止前進。無論如何，應極度小心航行，直至碰撞危機消失為止。

PART C - LIGHTS AND SHAPES

第三章 號燈及號標

Rule 20 Application

第 20 條 適用範圍

- (a) Rules in this Part shall be complied with in all weathers.
- (b) The Rules concerning lights shall be complied with from

- (a) 本章各條規定，在各種天氣中，應予遵守。
- (b) 本規則有關燈號之規定，自日沒至日

sunset to sunrise and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

- (c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.
- (d) The Rules concerning shapes shall be complied with by day.
- (e) The lights and shapes specified in these Rules shall comply with the provisions of Annex I to these Regulations.

出之間，應予遵守。在此時間，其他燈光，除不致被誤認為本規則規定之號燈，或不致減損規定燈號之能見度或性能，或不致干擾保持正常瞭望之其他燈光者外，一概不得外露。

- (c) 於至日沒之間能見度受限制時，若備有本規則規定之號燈者，應顯示之，並得於所有其他認為有必要之環境時顯示之。
- (d) 本規則有關號標之規定，日間應予遵守。
- (e) 本規則規定之號燈或號標，應符合本規則附錄一之規定。

Rule 21 Definitions

- (a) "Masthead light" means a white light placed over the fore and aft centreline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel.
- (b) "Sidelights" means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from the right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centreline of the vessel.
- (c) "Sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.
- (d) "Towing light" means a yellow light having the same characteristics as the "sternlight" defined in paragraph (c) of this Rule.
- (e) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.
- (f) "Flashing light" means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.

第 21 條 定義

- (a) 「桅燈」指裝置在船舶縱向中心線上方之一盞白燈，顯示定光，普照水平弧面 225 度。其固定方法，應使燈光照射自船首正前方起，分別至左右兩舷正橫偏後各 22.5 度止。
- (b) 「舷燈」指裝置在右舷之一盞綠燈及左舷之一盞紅燈，各燈顯示定光，普照水平弧面 112.5 度。其固定方法，應使燈光照射自船首正前方起，分別至左右兩舷正橫偏後各 22.5 度止。長度未滿 20 公尺之船舶，其左右舷燈可合併於一盞燈內而裝置於船舶縱向中心線。
- (c) 「艉燈」指盡可能裝置在船艉附近之一盞白燈，顯示定光，普照水平弧面 135 度。其固定方法，應使燈光照射自船艉正後方起，分別至左右二舷各 67.5 度止。
- (d) 「拖曳燈」指一盞黃燈，性能與本條第 c 款規定之艉燈相同。
- (e) 「環照燈」指一盞號燈，顯示定光，普照水平弧面 360 度。
- (f) 「閃光燈」指一盞號燈，以規律之時間間隔，發出閃光，以頻率每分鐘 120 次或以上。

Rule 22 Visibility of lights

The lights prescribed in these Rules shall have an intensity as specified in Section 8 of Annex I to these Regulations so as to be visible at the following minimum ranges:

- (a) In vessels of 50 metres or more in length:
 - a masthead light, 6 miles;
 - a sidelight, 3 miles;
 - a sternlight, 3 miles;
 - a towing light, 3 miles;
 - a white, red, green or yellow all-round light, 3 miles.
- (b) In vessels of 12 metres or more in length but less than 50 metres in length:

第 22 條 號燈之能見距

本規則規定之號燈，應具有附錄一第 8 項規定之照明強度，俾得在下列之最小能見距處可見；

- (a) 長度滿 50 公尺之船舶：
 - 桅燈：6 浬
 - 舷燈：3 浬
 - 艉燈：3 浬
 - 拖曳燈：3 浬
 - 白、紅、綠或黃色環照燈：3 浬
- (b) 長度滿 12 公尺，但未滿 50 公尺之船舶：

- a masthead light, 5 miles; except that where the length of the vessel is less than 20 metres, 3 miles;
- a sidelight, 2 miles;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles.

(c) In vessels or less than 12 metres in length:

- a masthead light, 2 miles;
- a sidelight, 1 mile;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles.

(d) In inconspicuous, partly submerged vessels or objects being towed:

- a white all-round light, 3 miles.

- 桅燈：5 哩；但未滿 50 公尺之船舶：3 哩
- 舷燈：2 哩
- 艉燈：2 哩
- 拖曳燈：2 哩
- 白、紅、綠或黃色環照燈：2 哩

(c) 長度未滿 12 公尺之船舶：

- 桅燈：2 哩
- 舷燈：1 哩
- 艉燈：2 哩
- 拖曳燈：2 哩
- 白、紅、綠或黃色環照燈：2 哩

(d) 不明顯而部分沒入水中之被拖船或被拖物：

- 白色環照燈：3 哩

Rule 23 Power-driven vessels underway

(a) A power-driven vessel underway shall exhibit:

- i. a masthead light forward;
- ii. a second masthead light abaft of and higher than the forward one; except that a vessel of less than 50 metres in length shall not be obliged to exhibit such light but may do so;
- iii. sidelights;
- iv. a sternlight.

(b) An air-cushion vessel when operating in the non-displacement mode shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit an all-round flashing yellow light.

(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.

(d)

- i. A power-driven vessel of less than 12 metres in length may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and sidelights;
- ii. a power-driven vessel of less than 7 metres in length whose maximum speed does not exceed 7 knots may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and shall, if practicable, also exhibit sidelights;
- iii. the masthead light or all-round white light on a power-driven vessel of less than 12 metres in length may be displaced from the fore and aft centreline of the vessel if centreline fitting is not practicable, provided that the sidelights are combined in one lantern which shall be carried on the fore and aft centreline of the vessel or located as nearly as practicable in the same fore and aft line as the masthead light or the all-round white light.

第 23 條 航行中之動力船舶

(a) 航行中之動力船舶，應顯示：

- i 桅燈一盞於船舶前部；
- ii 第二盞桅燈於前桅燈後方較高處。長度未滿 50 公尺之船舶，得不顯示此燈，但亦可顯示之；
- iii 舷燈；
- iv 艉燈。

(b) 氣墊船於無排水量之情況下操作時，除顯示本條第 a 項規定之號燈外，另顯示環照燈黃色閃光燈一盞。

(c) 除本條第(a)項規定之號燈外，地效船於在貼近水面起飛、降落及飛行時才應顯示高密度環照紅色閃光燈。

(d)

- i 長度未滿 12 公尺之動力船舶，可顯示環照燈一盞及舷燈，以取代本條第 a 項之號燈。
- ii 長度未滿 7 公尺，最大速度不逾 7 節之動力船舶，可顯示環照白燈一盞，以取代本條第 a 款規定之號燈，如可行時，亦應顯示舷燈。
- iii 長度未滿 12 公尺之動力船舶，其桅燈或環照白燈若無法裝置於船舶操向中心線上方時，得不裝置於船舶縱向中心線上方，但其舷燈應合併於一盞燈內，並裝掛於船舶縱向中心線上，或盡量接近桅燈或環照白燈所在之同一縱向線上。

Rule 24 Towing and pushing

- (a) A power-driven vessel when towing shall exhibit:
- instead of the light prescribed in Rule 23(a)(i) or (a)(ii), two masthead lights in a vertical line. When the length of the tow, measuring from the stern of the towing vessel to the after end of the tow exceeds 200 metres, three such lights in a vertical line;
 - sidelights;
 - a sternlight;
 - a towing light in a vertical line above the sternlight;
 - when the length of the tow exceeds 200 metres, a diamond shape where it can best be seen.
- (b) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Rule 23.
- (c) A power-driven vessel when pushing ahead or towing alongside, except in the case of a composite unit, shall exhibit:
- instead of the light prescribed in Rule 23(a)(i) or (a)(ii), two masthead lights in a vertical line;
 - sidelights;
 - a sternlight.
- (d) A power-driven vessel to which paragraph (a) or (c) of this Rule applies shall also comply with Rule 23(a)(ii).
- (e) A vessel or object being towed, other than those mentioned in paragraph (g) of this Rule, shall exhibit:
- sidelights;
 - a sternlight;
 - when the length of the tow exceeds 200 metres, a diamond shape where it can best be seen.
- (f) Provided that any number of vessels being towed alongside or pushed in a group shall be lighted as one vessel,
- a vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end, sidelights;
 - a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights.
- (g) An inconspicuous, partly submerged vessel or object, or combination of such vessels or objects being towed, shall exhibit:
- if it is less than 25 metres in breadth, one all-round white light at or near the forward end and one at or near the after end except that dracones need not exhibit a light at or near the forward end;
 - if it is 25 metres or more in breadth, two additional all-round white lights at or near the extremities of its breadth;
 - if it exceeds 100 metres in length, additional all-round white lights between the lights prescribed in sub-paragraphs (i) and (ii) so that the distance between the lights shall not exceed 100 metres;
 - a diamond shape at or near the aftermost extremity

第 24 條 拖曳或推頂

- (a) 動力船舶拖曳時，應顯示：
- 桅燈二盞於一垂直線上，以代替第 23 條第 a 項第 i 款及第 ii 款規定之燈號。如拖曳長度，即自拖船尾端起至被拖物之末端止，超過 200 公尺時，應有桅燈三盞在一垂直線上；
 - 舷燈；
 - 艉燈；
 - 拖曳燈一盞於艉燈之垂直上方；
 - 拖曳長度超過 200 公尺時，應於最易見處，顯示一菱形號標。
- (b) 推頂船舶及其前方之被推頂船，若緊密連接成一組合體時，應視為一艘動力船舶，並顯示第 23 條規定之號燈。
- (c) 除連成一組合體之情形下，動力船舶前推他船或旁靠拖曳他船時，應顯示：
- 垂直二盞桅燈，以取代第 23 條 (a) 項 (i) 款或 (ii) 款之燈號。
 - 舷燈。
 - 艉燈。
- (d) 適用本條第 a 項或第 c 項之動力船舶，亦應遵守第 23 條第 a 項第 ii 款之規定。
- (e) 除本條第 g 款另有規定外，被拖曳之船舶或物體，應顯示：
- 舷燈。
 - 艉燈。
 - 拖曳長度超過 200 公尺時，應於最易見處，顯示一菱形號標。
- (f) 任何數量之船舶，如被旁靠拖曳或被推頂，連成一群體時，應視為一艘船舶而顯示其號燈：
- 一艘被推頂前進船舶非結合組合體之一部份時，應於前端顯示舷燈；
 - 一艘被旁靠拖曳之船舶，應顯示艉燈及其於前端之舷燈。
- (g) 一不明顯而部分沒入水中之船舶或物體，或是頂船舶或物體之組合體被拖曳時，應顯示：
- 如寬度未滿 25 公尺，應在前後兩端，或靠近前後兩端之處，各顯示環照白燈一盞，但海上運油袋無須顯示其前端或近接前端之號燈；
 - 如寬度滿 25 公尺，在其最寬處兩側邊或近接兩側邊之處，各增懸掛環照白燈一盞；
 - 如長度超過 100 公尺，在第 i 款及第 ii 款規定之號燈間，增懸環照白燈，使各燈號間之距離不超過 100 公尺；
 - 在被拖曳之最後一艘船舶或物

of the last vessel or object being towed and if the length of the tow exceeds 200 metres an additional diamond shape where it can best be seen and located as far forward as is practicable.

- (h) Where from any sufficient cause it is impracticable for a vessel or object being towed to exhibit the lights or shapes prescribed in paragraph (e) or (g) of this Rule, all possible measures shall be taken to light the vessel or object towed or at least to indicate the presence of such vessel or object.
- (i) Where from any sufficient cause it is impracticable for a vessel not normally engaged in towing operations to display the lights prescribed in paragraph (a) or (c) of this Rule, such vessel shall not be required to exhibit those lights when engaged in towing another vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing vessel and the vessel being towed as authorized by Rule 36, in particular by illuminating the towline.

體之末端，或最接近末端之處，懸掛一菱形號標。如拖曳長度超過 200 公尺，盡可能在其前端最易見處，增懸一菱形號標。

- (h) 如因任何充分原因，被拖船或被拖物無法顯示本條第 e 款或第 g 款規定之號燈或號標時，應盡所有可能方法，照明被拖船或被拖物，或至少應指明此等船舶或物體之存在。
- (i) 如因充分理由，通常不從事拖曳作業之船舶在拖曳已遇難或需要救助之他船，無法顯示本條第 a 款或第 c 款規定之號燈時，可不顯示該燈，但應依本規則第 36 條規定，盡所有可能方法，以指明拖船與被拖船間之關係，尤其應照明拖纜。

Rule 25 Sailing vessels underway and vessels under oars

- (a) A sailing vessel underway shall exhibit:
- sidelights;
 - a sternlight.
- (b) In a sailing vessel of less than 20 metres in length the lights prescribed in paragraph (a) of this Rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.
- (c) A sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit at or near the top of the mast, where they can best be seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule.
- (d)
- A sailing vessel of less than 7 metres in length shall, if practicable, exhibit the lights prescribed in paragraph (a) or (b) of this Rule, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.
 - A vessel under oars may exhibit the lights prescribed in this Rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.
- (e) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downwards.

第 25 條 航行中帆船與操槳船舶

- (a) 航行中之帆船應顯示：
- 舷燈。
 - 艙燈。
- (b) 長度未滿 20 公尺之帆船，可將本條第 a 項規定號燈合併於一盞燈內，置於桅頂或其附近之最易見處。
- (c) 航行中之帆船，除依本條第 1 項規定顯示燈號外，可於桅頂或其附近最易見處置環照燈二盞於一垂直線上，上紅、下綠。但此二燈不得與本條第 b 項允許之合併燈連合顯示。
- (d)
- 長度未滿 7 公尺之帆船，如可行時，應顯示本條第 a 項或第 b 項規定之號燈。否則，應備便白光手電筒或點燃之白光燈一盞，並及早顯示，以避免碰撞。
 - 操槳船舶，可顯示本條對帆船所規定之號燈。否則，應備便白光手電筒或點燃白光燈一盞，並及早顯示，以避免碰撞。
- (e) 船舶揚帆行駛，同時並以機械推進時，應於船舶前部之最易見處，顯示一錐尖向下之圓錐形號標。

Rule 26 Fishing Vessels

- (a) A vessel engaged in fishing, whether underway or at anchor, shall exhibit only the lights and shapes prescribed in this Rule.

第 26 條 漁船

- (a) 從事捕魚中之船舶，不論航行中或錨泊，僅能顯示本條規定之號燈與號標。

- (b) A vessel when engaged in trawling, by which is meant the dragging through the water of a dredge net or other apparatus used as a fishing appliance, shall exhibit:
- i. two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other;
 - ii. a masthead light abaft of and higher than the all-round green light; a vessel of less than 50 metres in length shall not be obliged to exhibit such a light but may do so;
 - iii. when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.
- (c) A vessel engaged in fishing, other than trawling, shall exhibit:
- i. two all-round lights in a vertical line, the upper being red and the lower white, or a shape consisting of two cones with apexes together in a vertical line one above the other;
 - ii. when there is outlying gear extending more than 150 metres horizontally from the vessel, an all-round white light or a cone apex upwards in the direction of the gear;
 - iii. when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.
- (d) The additional signals described in Annex II to these Regulations apply to a vessel engaged in fishing in close proximity to other vessels engaged in fishing.
- (e) A vessel when not engaged in fishing shall not exhibit the lights or shapes prescribed in this Rule, but only those prescribed for a vessel of her length.
- (b) 從事拖網捕魚之船舶，即將網具或其他漁具於水中拖行時，應顯示：
- i 環照燈二盞於一垂直線上，上綠、下白。或錐尖相連之上下兩個圓錐形組成之號標一具，於一垂直線上；
 - ii 桅燈一盞於環照綠燈後方較高處；未滿 50 公尺之船舶可不必顯示此燈，但亦可顯示之；
 - iii 當在水面移動時，除本項規定之號燈外，應加舷燈與艉燈。
- (c) 除拖網捕魚外，從事捕魚中之船舶，應顯示：
- i 環照燈二盞於一垂直線上，上紅、下白。或錐尖相連之上下兩個圓錐形組成之號燈一具於一垂直線上。
 - ii 外放漁具自船舶伸出之水平距離，超過 150 公尺時，應於漁具伸出之方位，置白色環照燈一盞，或錐尖向上之圓錐形號標一具；
 - iii 當在水面移動時，除本項規定之燈號外，應加舷燈與艉燈。
- (d) 本規則附錄二規定之額外信號適用於在其他捕魚船舶附近從事捕魚之船舶。
- (e) 船舶未從事捕魚時，不得顯示本條規定之號燈或號標；僅應依其船舶長度顯示一般規定之號燈與號標。

Rule 27 Vessels not under command or restricted in their ability to manoeuvre

第 27 條 操縱失靈或操縱能力受限制之船舶

- (a) A vessel not under command shall exhibit:
- i. two all-round red lights in a vertical line where they can best be seen;
 - ii. two balls or similar shapes in a vertical line where they can best be seen;
 - iii. when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.
- (b) A vessel restricted in her ability to manoeuvre, except a vessel engaged in mine-clearance operations, shall exhibit:
- i. three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;
 - ii. three shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond;
 - iii. when making way through the water, a masthead light or lights, sidelights and a sternlight, in addition to the lights prescribed in sub-paragraph (i);
- (a) 操縱失靈之船舶，應顯示：
- i 環照紅燈二盞，於最易見處之垂直線上；
 - ii 球形或類似之號標二個，於最易見處之一垂直線上；
 - iii 在水面移動時，除本項規定之燈號外，應加舷燈及艉燈。
- (b) 操縱能力受限制之船舶，除從事清除水雷工作者外，應顯示：
- i 環照燈三盞於最易見處之一垂直線上，上下二盞為紅色，中間為白色；
 - ii 號標三個於最易見處之一垂直線上，上下二個為球形，中間為菱形；
 - iii 在水面移動時，除第 i 款規定之號燈外，應加桅燈一盞或兩盞，舷燈及艉燈；

- iv. when at anchor, in addition to the lights or shapes prescribed in sub-paragraphs (i) and (ii), the light, lights or shape prescribed in Rule 30.
- (c) A power-driven vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course shall, in addition to the lights or shapes prescribed in Rule 24(a), exhibit the lights or shapes prescribed in sub-paragraphs (b)(i) and (ii) of this Rule.
- (d) A vessel engaged in dredging or underwater operations, when restricted in her ability to manoeuvre, shall exhibit the lights and shapes prescribed in sub-paragraphs (b)(i), (ii) and (iii) of this Rule and shall in addition, when an obstruction exists, exhibit:
- i. two all-round red lights or two balls in a vertical line to indicate the side on which the obstruction exists;
 - ii. two all-round green lights or two diamonds in a vertical line to indicate the side on which another vessel may pass;
 - iii. when at anchor, the lights or shapes prescribed in this paragraph instead of the lights or shape prescribed in Rule 30.
- (e) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit all lights and shapes prescribed in paragraph (d) of this Rule, the following shall be exhibited:
- i. three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;
 - ii. a rigid replica of the International Code flag "A" not less than 1 metre in height. Measures shall be taken to ensure its all-round visibility.
- (f) A vessel engaged in mine clearance operations shall in addition to the lights prescribed for a power-driven vessel in Rule 23 or to the lights or shape prescribed for a vessel at anchor in Rule 30 as appropriate, exhibit three all-round green lights or three balls. One of these lights or shapes shall be exhibited near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach within 1000 metres of the mine clearance vessel.
- (g) Vessels of less than 12 metres in length, except those engaged in diving operations, shall not be required to exhibit the lights and shapes prescribed in this Rule.
- (h) The signals prescribed in this Rule are not signals of vessels in distress and requiring assistance. Such signals are contained in Annex IV to these Regulations.
- iv 錨泊時，除第 i 款及第 ii 款規定之燈號或號標外，應加第 30 條規定之號燈與號標。
- (c) 動力船舶從事拖曳作業時，致嚴重限制拖船及被拖船轉向能力時，除顯示第 24 條第 a 項規定之號燈或號標外，應加本條第 b 項第 i 款及第 ii 款規定之號燈或號標。
- (d) 船舶從事疏浚或水下作業致操縱能力受限制時，應依本條第 b 項第 i 款第 ii 款及第 iii 款規定，顯示燈號或號標。當對航行存有阻礙時，應加顯示：
- i 環照紅燈二盞或球形號標二個於一垂直線上，以指明阻礙所在之一側；
 - ii 環照綠燈二盞或菱形號標二個於一垂直線上，以指明他船可以通行之一側；
 - iii 錨泊時，應顯示本項規定之號燈或號標，以代替第 30 條規定之號燈或號標。
- (e) 從事潛水作業之船舶，因船型關係，無法顯示本條第 d 項規定之全部號燈與號標時，應顯示：
- i 環照燈三盞於最易見處之一垂直線上，上下二盞為紅色，中間為白色；
 - ii 複製硬質國際代碼信號 "A" 旗，高度不少於 1 公尺，且四周均可看到。
- (f) 從事清除水雷作業之船舶，除顯示第 23 條動力船舶之規定號燈，或第 30 條錨泊船舶規定之適當號燈或號標外，應加環照綠燈三盞或球形號標三個；其號燈或號標中之一盞或一個，應顯示於前桅頂附近；而於其前桅橫桁兩端各顯示一盞或一個。此號燈或號標係明示他船在接近清除水雷船 1000 公尺內，有航行危險。
- (g) 長度未滿 12 公尺之船舶，除從事潛水作業外，無須顯示本條規定之號燈。
- (h) 本條所規定之信號，並非船舶遇難求助之信號；該項信號列於本規則附錄四。

Rule 28 Vessels constrained by their draught

A vessel constrained by her draught may, in addition to the lights prescribed for power-driven vessels in Rule 23, exhibit where they can best be seen three all-round red lights in a vertical line, or a cylinder.

Rule 29 Pilot vessels

第 28 條 受吃水限制之船舶

受吃水限制之船舶，除顯示第 23 條動力船舶之規定號燈外，應於最易見處，加置紅色環照燈三盞於一垂直線上，或圓筒形號標一具。

第 29 條 引水船舶

- (a) A vessel engaged on pilotage duty shall exhibit:
- i. at or near the masthead, two all-round lights in a vertical line, the upper being white and the lower red;
 - ii. when underway, in addition, sidelights and a sternlight;
 - iii. when at anchor, in addition to the lights prescribed in sub-paragraph (i), the light, lights or shape prescribed in Rule 30 for vessels at anchor.
- (b) A pilot vessel when not engaged on pilotage duty shall exhibit the lights or shapes prescribed for a similar vessel of her length.
- (a) 從事引水業務之船舶，應顯示：
- i 於桅頂或其附近：環照燈二盞於一垂直線上，上白、下紅；
 - ii 航行中，應加舷燈及艉燈；
 - iii 錨泊時，除第 i 款規定之號燈外，應加第 30 條錨泊船舶規定之號燈或號標。
- (b) 引水船舶未從事引水業務時，應依其相似長度船舶之規定，顯示號燈或號標。

Rule 30 Anchored vessels and vessels aground

- (a) A vessel at anchor shall exhibit where it can best be seen:
- i. in the fore part, an all-round white light or one ball;
 - ii. at or near the stern and at a lower level than the light prescribed in sub-paragraph (i), an all-round white light.
- (b) A vessel of less than 50 metres in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (a) of this Rule.
- (c) A vessel at anchor may, and a vessel of 100 metres and more in length shall, also use the available working or equivalent lights to illuminate her decks.
- (d) A vessel aground shall exhibit the lights prescribed in paragraph (a) or (b) of this Rule and in addition, where they can best be seen:
- i. two all-round red lights in a vertical line;
 - ii. three balls in a vertical line.
- (e) A vessel of less than 7 metres in length, when at anchor, not in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate, shall not be required to exhibit the lights or shape prescribed in paragraphs (a) and (b) of this Rule.
- (f) A vessel of less than 12 metres in length, when aground, shall not be required to exhibit the lights or shapes prescribed in sub-paragraphs (d)(i) and (ii) of this Rule.

第 30 條 錨泊船舶與擱淺船舶

- (a) 錨泊船舶，應於其最易見處，顯示：
- i 於船舶前部：白色環照燈一盞或球形號標一具；
 - ii 於傳艉或其附近：白色環照燈一盞，低於第 i 款規定之號燈。
- (b) 長度未滿 50 公尺之船舶，可於最易見處顯示白色環照燈一盞，以代替第 a 項規定之燈號。
- (c) 錨泊船舶亦可利用其可使用之工作燈或類似燈具，照明其甲板；長度滿 100 公尺之錨泊船舶，則必須為之。
- (d) 擱淺船舶，除應依本條第 a 項或第 b 項之規定顯示號燈外，並應於最易見處，加置：
- i 紅色環照燈二盞，於一垂直線上。
 - ii 球形號標三個，於一垂直線上。
- (e) 長度未滿 7 公尺之船舶錨泊時，如不在鄰近狹窄水道、適航水道、錨泊地或其他船舶經常航行之處時，無須顯示本條第 a 項第 b 項規定之號燈或號標。
- (f) 長度未滿 12 公尺之船舶擱淺時，無須顯示本條第 d 項第 i 款及第 ii 款規定之號燈及號標。

Rule 31 Seaplanes

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.

第 31 條 水上飛機

於水上飛機或地效船不可能顯示依本章各條規定之各種特性或位置之號燈及號型時，則應顯示盡可能近似於這種特性及位置之號燈及號型。

PART D - SOUND AND LIGHT SIGNALS

第四章 音響信號與燈光信號

Rule 32 Definitions

第 32 條 定義

- (a) The word "whistle" means any sound signalling appliance capable of producing the prescribed blasts and which complies
- (a) 「號笛」指其性能符合本規則附錄三之規定，可以發出規定號聲之任何音

- with the specifications in Annex III to these Regulations.
- (b) The term "short blast" means a blast of about one-second's duration.
- (c) The term "prolonged blast" means a blast of from four to six seconds' duration.

Rule 33 Equipment for sound signals

- (a) A vessel of 12 meters or more in length shall be provided with a whistle, a vessel of 20 meters or more in length shall be provided with a bell in addition to a whistle, and a vessel of 100 meters 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 specifications 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.
- (b) A vessel of less than 12 metres in length shall not be obliged to carry the sound signalling appliances prescribed in paragraph (a) of this Rule but if she does not, she shall be provided with some other means of making an efficient sound signal.

Rule 34 Manoeuvring and warning signals

- (a) When vessels are in sight of one another, a power-driven vessel underway, when manoeuvring as authorized or required by these Rules, shall indicate that manoeuvre by the following signals on her whistle:
- i. one short blast to mean "I am altering my course to starboard";
 - ii. two short blasts to mean "I am altering my course to port";
 - iii. three short blasts to mean "I am operating astern propulsion".
- (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:
 - i. one flash to mean "I am altering my course to starboard";
 - ii. two flashes to mean "I am altering my course to port";
 - iii. 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 to these Regulations.
- (c) When in sight of one another in a narrow channel or fairway:
- i. a vessel intending to overtake another shall in compliance with Rule 9(e)(i) indicate her intention

響信號器具。

- (b) 「短聲」指歷時約 1 秒鐘之號聲。
- (c) 「長聲」指歷時 4 至 6 秒之號聲。

第 33 條 音響信號設備

- (a) 長度為 12 米或 12 米以上之船舶應配備一號笛，長度為 20 米或 20 米以上之船舶，除號笛外另應配備一號鐘，長度為 100 米或 100 米以上之船舶，除號笛及號鐘外，更應配備一號鐸。號鐸音調及聲音不可與號鐘相混淆。號笛、號鐘及號鐸應符合本規則附錄 III 所載規格。號鐘、號鐸或二者均可用與其各自聲音特性相同的其他設備代替，但任何時候都要能以手動鳴放規定之聲號。
- (b) 長度未滿 12 公尺之船舶，可不配備本條第 a 項規定之因向信號器具；如未配備時，應有其他方法以發出有效之音響信號。

第 34 條 運轉與警告信號

- (a) 船舶在互見時，航行中之動力船舶，依本規則之規定而運轉，得以號笛鳴放下列信號，以表示其運轉動向：
- i. 一短聲表示：(我正朝右轉向)；
 - ii. 二短聲表示：(我正朝左轉向)；
 - iii. 三短聲表示：(我正在開倒車)。
- (b) 任何船舶運轉時，可適時重覆發出燈光信號，以輔助本條第 a 項規定之號笛信號：
- i. 燈光信號之意義如下：
 - i. 閃光一次表示：(我正朝右轉向)；
 - ii. 閃光二次表示：(我正朝左轉向)；
 - iii. 閃光三次表示：(我正在開倒俾)。
 - ii. 每一閃光歷時約 1 秒鐘，二閃光間之時間約 1 秒鐘，前後信號之間隔。不得少於 10 秒鐘；
 - iii. 如裝設本信號所用之號燈時，該燈應為環照白色燈，最小能見距為 5 浬，且應符合本規則附錄壹之規定。
- (c) 在狹窄水道或適航水道內互見時：
- i. 擬迫越他船之船舶，應依第 9 條第 e 項第 i 款之規定，以其號笛

by the following signals on her whistle:

- i. two prolonged blasts followed by one short blast to mean "I intend to overtake you on your starboard side";
 - ii. two prolonged blasts followed by two short blasts to mean "I intend to overtake you on your port side";
- ii. the vessel about to be overtaken when acting in accordance with Rule 9(e)(i) shall indicate her agreement by the following signal on her whistle:
one prolonged, one short, one prolonged and one short blast, in that order.
- (d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal of at least five short and rapid flashes.
- (e) A vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.
- (f) If whistles are fitted on a vessel at a distance apart of more than 100 metres, one whistle only shall be used for giving manoeuvring and warning signals.

鳴放下列信號，表示其意圖：

- i. 兩長聲後繼之一短聲，表示：(我擬在你之右舷追越)；
 - ii. 兩長聲後繼之兩短聲，表示：(我擬在你之左舷追越)。
- ii 將被追越之船舶，應依第九條第 e 項第 i 款之規定，以號笛鳴放下列信號，表示同意：
依序：一長聲、一短聲、一長聲、一短聲。
- (d) 互見之船舶互相接近時，不論基於何種原因，其中一船如不能瞭解對方之意圖或動向，或疑慮對方是否已在採取足以避免碰撞之措施時，該有疑慮之船，應即以號笛鳴放急促之短聲至少五響表示疑慮。此項信號得輔之以至少五短而急促之閃光號燈。
- (e) 船舶航行接近彎水道，或狹窄水道或適航水道，因障礙物遮蔽而可能無法看到其他船舶，應鳴放號笛一長聲。在彎水道附近，或在障礙物之後，聽到此信號之任何其他駛近之船，應即以一長聲回答之。
- (f) 船舶若裝置多具號笛且其間距離超過 100 公尺者，僅可使用其中之一具鳴放運轉與警告信號。

Rule 35 Sound signals in restricted visibility

In or near an area of restricted visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:

- (a) A power-driven vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast.
- (b) A power-driven vessel underway but stopped and making no way through the water shall sound at intervals of not more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds between them.
- (c) A vessel not under command, a vessel restricted in her ability to manoeuvre, a vessel constrained by her draught, a sailing vessel, a vessel engaged in fishing and a vessel engaged in towing or pushing another vessel shall, instead of the signals prescribed in paragraphs (a) or (b) of this Rule, sound at intervals of not more than 2 minutes three blasts in succession, namely one prolonged followed by two short blasts.
- (d) A vessel engaged in fishing, when at anchor, and a vessel restricted in her ability to manoeuvre when carrying out her work at anchor, shall instead of the signals prescribed in paragraph (g) of this Rule sound the signal prescribed in paragraph (c) of this Rule.
- (e) A vessel towed or if more than one vessel is towed the last vessel of the tow, if manned, shall at intervals of not more than 2 minutes sound four blasts in succession, namely one prolonged followed by three short blasts. When practicable,

第 35 條 能見度受限制時之音響信號

船舶在能見度受限制之水域或其附近時，不論晝夜，均應使用本條規定之信號：

- (a) 在水面移動之動力船舶，應於每不逾 2 分鐘之時間，鳴放號笛一長聲。
- (b) 航行中之動力船舶，但已停車且在水面不移動時，應於每不逾 2 分鐘之時間，連續鳴放號笛二長聲，其間隔約 2 秒鐘。
- (c) 操縱失靈之船舶、操縱能力受限制之船舶、受吃水限制之船舶、帆船、從事捕魚中之船舶及從事拖曳或推頂他船之船舶，應於每不逾 2 分鐘之時間，連續鳴放號笛三聲，即一長聲後，繼以二短聲，用以代替本條第 a 項或第 b 項規定之信號。
- (d) 從事捕魚中之船舶在錨泊中，及執行工作中其操縱能力受限制之船舶在錨泊時，應鳴放本條第 c 項規定之信號，以代替本條第 g 項規定之信號。
- (e) 被拖船，或一艘以上被拖船之最後一艘被拖船，如有人在船，應於每不逾 2 分鐘之時間，連續鳴放號笛四聲，即一長聲後繼以三短聲。如實際可行

this signal shall be made immediately after the signal made by the towing vessel.

- (f) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and shall give the signals prescribed in paragraphs (a) or (b) of this Rule.
- (g) A vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds. In a vessel of 100 metres or more in length the bell shall be sounded in the forepart of the vessel and immediately after the ringing of the bell the gong shall be sounded rapidly for about 5 seconds in the after part of the vessel. A vessel at anchor may in addition sound three blasts in succession, namely one short, one prolonged and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.
- (h) A vessel aground shall give the bell signal and if required the gong signal prescribed in paragraph (g) of this Rule and shall, in addition, give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell. A vessel aground may in addition sound an appropriate whistle signal.
- (i) A vessel of 12 meters or more but less than 20 meters 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.
- (j) A vessel of less than 12 metres in length shall not be obliged to give the above-mentioned signals but, if she does not, shall make some other efficient sound signal at intervals of not more than 2 minutes.
- (k) A pilot vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraphs (a), (b) or (g) of this Rule sound an identity signal consisting of four short blasts.

Rule 36 Signals to attract attention

If necessary to attract the attention of another vessel any vessel may make light or sound signals that cannot be mistaken for any signal authorised elsewhere in these Rules, or may direct the beam of her searchlight in the direction of the danger, in such a way as not to embarrass any vessel. Any light to attract the attention of another vessel shall be such that it cannot be mistaken for any aid to navigation. For the purpose of this Rule the use of high intensity intermittent or revolving lights, such as strobe lights, shall be avoided.

Rule 37 Distress signals

When a vessel is in distress and requires assistance she shall use or exhibit the signals described in Annex IV to these Regulations.

PART E - EXEMPTIONS

Rule 38 Exemptions

Any vessel (or class of vessels) provided that she complies with the

時，此信號應緊接拖船所發信號之後鳴放之。

- (f) 推頂船與被推頂船緊密連接成一組合體時，應視為一艘動力船舶，並應依本條第 a 項或第 b 項之規定鳴放信號。
- (g) 錨泊船舶，應於每不逾 1 分鐘之時間，急敲號鐘約 5 秒鐘。長度滿 100 公尺之船舶，其號鐘應在船舶前部敲擊，緊接鐘響之後，應在船舶後部，急敲鑼約五秒鐘。船舶錨泊時可另加鳴放號笛連續三聲，即一短聲一長聲一短聲，以警告駛近船舶注意本船位置，及發生碰撞之可能性。
- (h) 擱淺船舶，應鳴放本條第 g 項規定之鐘聲信號，及若有必要之鑼聲信號。此外，並應於急敲號鐘之前及緊接其後，以分別而清晰之節拍，各敲號鐘三下。擱淺船舶可另加適當之號笛信號。
- (i) 長度為 12 米或 12 米以上但小於 20 米之船舶，不要求鳴放本條第(g)款及第(h)款規定之聲號。但如不鳴放上述聲號，則應鳴放他種有效聲號，每次間隔不超過兩分鐘。
- (j) 長度未滿 12 公尺之船舶，可毋須發出上述之各種信號；惟若不發出時，應於每不逾兩分鐘之時間，讓出其他有效之音響信號。
- (k) 引水船舶從事引水業務時，除依本條第 a 項及第 b 項或第 g 項之規定外，得另加由四短聲組成之識別信號。

第 36 條 引起注意之信號

任何船舶若需要引起他船之注意，可使用不致被誤為本規則所規定之任何信號之燈光或音響信號或以探照燈光指向危險之所在，惟須不致困擾任何他船。但任何用以引起他船注意之燈光，應不得被誤為任何助航標誌。為實施本條規定，高強度間歇光或旋轉光，如連續閃光，應避免使用。

第 37 條 遇難信號

船舶遇難並需要救助時，應使用或顯示本規則附錄四所規定之信號。

第五章 豁免

第 38 條 豁免條款

依 1960 年國際海上避碰規則之規定，並

requirements of the International Regulations for Preventing Collisions at Sea, 1960), the keel of which is laid or which is at a corresponding stage of construction before the entry into force of these Regulations may be exempted from compliance therewith as follows:

- (a) The installation of lights with ranges prescribed in Rule 22, until four years after the date of entry into force of these Regulations.
 - (b) The installation of lights with colour specifications as prescribed in Section 7 of Annex I to these Regulations, until four years after the date of entry into force of these Regulations.
 - (c) The repositioning of lights as a result of conversion from Imperial to metric units and rounding off measurement figures, permanent exemption.
 - (d)
 - i. The repositioning of masthead lights on vessels of less than 150 metres in length, resulting from the prescriptions of Section 3(1) of Annex I to these Regulations, permanent exemption.
 - ii. The repositioning of masthead lights on vessels of 150 metres or more in length, resulting from the prescriptions of Section 3(1) of Annex I to these Regulations, until nine years after the date of entry into force of these Regulations.
 - (e) The repositioning of masthead lights resulting from the prescriptions of Section 2(2) of Annex I to these Regulations, until nine years after the date of entry into force of these Regulations.
 - (f) The repositioning of sidelights resulting from the prescriptions of Sections 2(7) and 3(2) of Annex I to these Regulations, until nine years after the date of entry into force of these Regulations.
 - (g) The requirements for sound signal appliance prescribed in Annex III to these Regulations, until nine years after the date of entry into force of these Regulations.
 - (h) The repositioning of all-round lights resulting from the prescription of Section 9(2) of Annex I to these Regulations, permanent exemption.
- 於本規則生效之日前安放龍骨，或已建造達相當階段之任何船舶(或各級船舶)得依下列規定自本規則豁免之：
- (a) 自本規則生效日起 4 年內，豁免安裝第 22 條規定能見距之號燈。
 - (b) 自本規則生效日起 4 年內，豁免安裝本規則附錄壹第 7 項規定顏色之號燈。
 - (c) 永久豁免因英制單位換算公制單位及量度尾數之進捨結果而為之號燈位置之調整。
 - (d)
 - i 永久豁免長度未滿 150 公尺之船舶，依本規則附錄一第 3 項第 1 款規定，所需桅燈位置之調整。
 - ii 自本規則生效日起 9 年內，豁免長度滿 150 公尺之船舶，依本規則附錄一第 3 項第 1 款規定所需桅燈位置之調整。
 - (e) 自本規則生效日起 9 年內，豁免依本規則附錄一第 2 項第 2 款規定所需桅燈位置之調整。
 - (f) 自本規則生效日起 9 年內，豁免依本規則附錄一第 2 項第 7 款及第 3 項第 2 款規定所需舷燈位置之調整。
 - (g) 自本規則生效日起 9 年內，豁免依本規則附錄三所規定之音響信號設備。
 - (h) 永久豁免本規則附錄一第 9 項第 2 款規定所為環照燈位置之調整。

ANNEX I

POSITIONING AND TECHNICAL DETAILS OF LIGHTS AND SHAPES

1. Definition

The term "height above the hull" means height above the uppermost continuous deck. This height shall be measured from the position vertically beneath the location of the light.

2. Vertical positioning and spacing of lights

- (a) On a power-driven vessel of 20 metres or more in length the masthead lights shall be placed as follows:
 - (i) the forward masthead light, or if only one masthead

附錄一

號燈及號型之位置及技術細節

1. 定義

“船體以上高度”指最上層連續甲板以上之高度。該高度須從號燈位置之垂直下方位置開始丈量。

2. 號燈之垂向位置及間距

- (a) 長度為 20 米或大於 20 米之機動船上，桅燈須安置如下：
 - (i) 前桅燈或如僅有一盞桅燈，則此

- light is carried, then that light, at a height above the hull of not less than 6 metres, and, if the breadth of the vessel exceeds 6 metres, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 12 metres;
- (ii) when two masthead lights are carried the after one shall be at least 4.5 metres vertically higher than the forward one.
- (b) The vertical separation of masthead lights of power-driven vessels shall be such that in all normal conditions of trim the after light will be seen over and separate from the forward light at a distance of 1000 metres from the stem when viewed from sea level.
- (c) The masthead light of a power-driven vessel of 12 metres but less than 20 metres in length shall be placed at a height above the gunwale of not less than 2.5 metres.
- (d) A power-driven vessel of less than 12 metres in length may carry the uppermost light at a height of less than 2.5 metres above the gunwale. When however a masthead light is carried in addition to sidelights and a sternlight, then such masthead light shall be carried at least 1 metre higher than the sidelights.
- (e) One of the two or three masthead lights prescribed for a power-driven vessel when engaged in towing or pushing another vessel shall be placed in the same position as the forward masthead light of a power-driven vessel.
- (f)
- (i) The masthead light or lights prescribed in Rule 23(a) shall be so placed as to be above and clear lights and obstructions except prescribed in sub-paragraph (ii).
- (ii) When it is impracticable to carry the all-round lights prescribed by Rule 27(b)(i) or Rule 28 below the masthead light(s), they may be carried above the after masthead light(s) or vertically in between the forward masthead light(s) and after masthead light(s), provided that in the latter case the requirement of Section 3(c) of this Annex shall be complied with.
- (g) The sidelights of a power-driven vessel shall be placed at a height above the hull not greater than three quarters of that of the forward masthead light. They shall not be so low as to be interfered with by deck lights.
- (h) The sidelights, if in a combined lantern and carried on a power-driven vessel of less than 20 metres in length, shall be placed not less than 1 metre below the masthead light.
- (i) When the Rules prescribe two or three lights to be carried in a vertical line, they shall be spaced as follows:
- (i) on a vessel of 20 metres in length or more such lights shall be spaced not less than 2 metres apart, and the lowest of these lights shall, except where a towing light is required, not be less than 4 metres above the hull;
- (ii) on a vessel of less than 20 metres in length such lights shall be spaced not less than 1 metre apart and the lowest of these lights shall, except where a towing light is required, not be less than 2 metres above the gunwale;
- (iii) when three lights are carried they shall be equally
- 桅燈須安置於船體以上高度不小於 6 米處；如船隻寬度超逾 6 米，則須安置於船體以上高度不小於寬度處，但該號燈無須安置於船體以上高度超逾 12 米處；
- (ii) 裝有 2 盞桅燈時，後桅燈須比前桅燈垂向高出至少 4.5 米。
- (b) 機動船桅燈之垂向間距離須做到於一切正常縱傾狀況下，從距離船首 1000 米處之海平面觀看，後桅燈於前桅燈之上並與其分開。
- (c) 長度 12 米或大於 12 米但不小於 20 米之機動船桅燈在舷緣以上高度須不小於 2.5 米。
- (d) 長度小於 12 米之機動船之最高一盞號燈，在舷緣以上高度可小於 2.5 米。然除舷燈和尾燈外尚裝有桅燈，或除舷燈外尚裝有環照燈時，則此種桅燈或環照燈須高出舷燈至少 1 米。
- (e) 機動船於從事拖曳或頂推他船時所規定之 2 盞或 3 盞桅燈中之一盞，須安置在與前桅燈或後桅燈相同位置上；然如該號燈裝在後桅上，則最低之後桅燈須比前桅燈垂向高出至少 4.5 米。
- (f)
- (i) 規則第 23(a)條所規定之桅燈，須高於並離開除第(ii)款描述者外之所有其他號燈及遮蔽物。
- (ii) 當規則第 27(b)(i)條或規則第 28 條所規定之環照燈裝在桅燈之下並不切實可行時，則可裝在後桅燈上方或垂向裝在前、後桅燈之間；但在下列情況下，須符合本附件第 3(c)款之規定。
- (g) 機動船舷燈之船體以上高度不得大於前桅燈船體以上高度之 3/4。舷燈不得低到受甲板燈之干擾。
- (h) 長度小於 20 米機動船上之舷燈，如合併為一盞合座燈，則須比桅燈低出至少 1 米。
- (i) 當本規則條文規定 2 盞或 3 盞號燈裝在垂直線上時，其間距須如下：
- (i) 長度為 20 米或大於 20 米之船隻上，此種號燈間距不得小於 2 米；除規定有拖曳燈者外，其中最低一盞號燈之船體以上高度須不小於 4 米；
- (ii) 在長度小於 20 米之船隻上，此種號燈的間距不得小於 1 米；除規定有拖曳燈者外，其中最低一盞號燈的舷緣以上高度須不小於 2 米；
- (iii) 裝有 3 盞號燈時，它們須以相等

- spaced.
- (j) The lower of the two all-round lights prescribed for a fishing vessel when engaged in fishing shall be at a height above the sidelights not less than twice the distance between the two vertical lights.
 - (k) The forward anchor light, when two are carried, shall not be less than 4.5 metres above the after one. On a vessel of 50 metres or more in length this forward anchor light shall not be less than 6 metres above the hull.

3. Horizontal positioning and spacing of lights

- (a) When two masthead lights are prescribed for a power-driven vessel, the horizontal distance between them shall not be less than one half of the length of the vessel but need not be more than 100 metres. The forward light shall be placed not more than one quarter of the length of the vessel from the stem.
- (b) On a vessel of 20 metres or more in length the sidelights shall not be placed in front of the forward masthead lights. They shall be placed at or near the side of the vessel.
- (c) When the lights prescribed in Rule 27(b)(i) or Rule 28 are placed vertically between the forward masthead light(s) and the after masthead light(s) these all round lights shall be placed at a horizontal distance of not less than 3 metres from the fore and aft centreline of the vessel in the athwartship direction.
- (d) When only one masthead light is prescribed for a power driven vessel, this light shall be exhibited forward of amidships; except that a vessel of less than 20 metres in length need not exhibit this light forward of amidships but shall exhibit it as far forward as is practicable."

4. Details of location of direction-indicating lights for fishing vessels, dredgers and vessels engaged in underwater operations

- (a) The light indicating the direction of the outlying gear from a vessel engaged in fishing as prescribed in Rule 26(c)(ii) shall be placed at a horizontal distance of not less than 2 metres and not more than 6 metres away from the two all-round red and white lights. This light shall be placed not higher than the all-round white light prescribed in Rule 26(c)(i) and not lower than the sidelights.
- (b) The lights and shapes on a vessel engaged in dredging or underwater operations to indicate the obstructed side and/or the side on which it is safe to pass, as prescribed in Rule 27(d)(i) and (ii), shall be placed at the maximum practical horizontal distance, but in no case less than 2 metres, from the lights or shapes prescribed in Rule 27(b)(i) and (ii). In no case shall the upper of these lights or shapes be at a greater height than the lower of the three lights or shapes prescribed in Rule 27(b)(i) and (ii).

間距隔開。

- (j) 船隻從事捕魚時所規定之 2 盞環照燈中之下面一盞，在舷燈以上之高度須不小於該 2 盞垂直號燈間距之兩倍。
- (k) 裝有 2 盞錨燈時，規則第 30(a)(i)條所規定之前錨燈，須比後錨燈高出至少 4.5 米。長度為 50 米或大於 50 米之船隻上，前錨燈的船體以上高度須不小於 6 米。

3. 號燈水平位置及間距

- (a) 機動船規定 2 盞桅燈時，其水平間距不得小於船隻長度之一半，但無須大於 100 米。前桅燈與船首間之距離，須不大於船隻長度之 1/4。
- (b) 長度為 20 米或大於 20 米之船隻上，舷燈不得安置在前桅燈之前面。其須安置在船舷處或其附近。
- (c) 於第 27(b)(i)條及第 28 條規定之號號設置於前桅燈及後桅燈垂向間時，這些環照燈應安置於與該船首尾中心線正交的橫向水平距離不小於 2 米處。
- (d) 當機動船依規定僅有一盞桅燈時，該燈應在船中之前顯示；長度小於 20 米之船舶不必在船中之前顯示該燈，但應在盡可能靠前之位置上顯示。

4. 捕魚船隻、疏浚船及從事水下作業船隻之方向號燈位置細節

- (a) 規則第 26(c)(ii)條所規定用以指示從事捕魚船隻之外伸漁具方向之號燈，其與 2 盞環照紅燈及白燈之水平間距，須不小於 2 米，但亦不大於 6 米。該號燈須不高於規則第 26(c)(i)條所規定之環照白燈，但亦不低於舷燈。
- (b) 規則第 27(d)(i)及(ii)條所規定於從事疏浚或水下作業之船隻上用以指示有障礙物之一舷及或可安全通過之一舷之號燈及號型，須安置於與規則第 27(b)(i)及(ii)條所規定之號燈及號型在切實可行範圍內最大之水平間距處，然該間距不得小於 2 米。此等號燈或號型中之居上者，不得高於規則第 27(b)(i)及(ii)條所規定之 3 盞號燈或 3 個號型中之居下者。

5. Screens for sidelights

The sidelights shall be fitted with inboard screens painted matt black, and meeting the requirements of Section 9 of this Annex. With a combined lantern, using a single vertical filament and a very narrow division between the green and red sections, external screens need not be fitted.

6. Shapes

- (a) Shapes shall be black and of the following sizes:
- (i) a ball shall have a diameter of not less than 0.6 metre;
 - (ii) a cone shall have a base diameter of not less than 0.6 metre and a height equal to its diameter;
 - (iii) a cylinder shall have a diameter of at least 0.6 metre and a height of twice its diameter;
 - (iv) a diamond shape shall consist of two cones as defined in (ii) above having a common base.
- (b) The vertical distance between shapes shall be at least 1.5 metre.
- (c) In a vessel of less than 20 metres in length shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.

7. Colour specification of lights

The chromaticity of all navigation lights shall conform to the following standards, which lie within the boundaries of the area of the diagram specified for each colour by the International Commission on Illumination (CIE).

The boundaries of the area for each colour are given by indicating the corner coordinates, which are as follows:

(i) *White*

x	0.525	0.525	0.452	0.310	0.310	0.443
y	0.382	0.440	0.440	0.348	0.283	0.382

(ii) *Green*

x	0.028	0.009	0.300	0.203
y	0.385	0.723	0.511	0.356

(iii) *Red*

x	0.680	0.660	0.735	0.721
y	0.320	0.320	0.265	0.259

(iv) *Yellow*

x	0.612	0.618	0.575	0.575
y	0.382	0.382	0.425	0.406

8. Intensity of lights

- (a) The minimum luminous intensity of lights shall be calculated by using the formula:

5. 舷燈遮板

長度為 20 米或大於 20 米船隻之舷燈須裝有塗成無光黑色的船內遮板並達到本附件第 9 條規定。長度小於 20 米船隻上之舷燈，如為達到本附件第 9 條規定所需，須裝有船內無光黑色遮板。對於使用單根垂直燈絲、在綠色及紅色部分間設有極窄隔板之合座燈，不必裝有外遮板。

6. 號型

- (a) 號型須是黑色並具有下列尺寸：
- (i) 球體直徑須不小於 0.6 米；
 - (ii) 圓錐體底部直徑須不小於 0.6 米，高度與直徑相等；
 - (iii) 圓柱體直徑須至少為 0.6 米，高度為直徑的兩倍；
 - (iv) 菱形號型須由 2 個上述第(ii)次小分節界定的圓錐體以底部相合組成。
- (b) 號型之垂直間距須至少為 1.5 米。
- (c) 在長度小於 20 米的船隻上，可使用尺寸較小但與船隻尺寸相稱的號型，號型間距也可相應減小。

7. 號燈的顏色規格

所有航海號燈之色度，須符合下列標準：此等標準處在國際照明委員會(照委會)為每種顏色指明的圖解區域之界限之內。每種顏色之區域界限，是以指示出角座標而提供；此等角座標如下：

(i) 白色

x	0.525	0.525	0.452	0.310	0.310	0.443
y	0.382	0.440	0.440	0.348	0.283	0.382

(ii) 綠色

x	0.028	0.009	0.300	0.203
y	0.385	0.723	0.511	0.356

(iii) 紅色

x	0.680	0.660	0.735	0.721
y	0.320	0.320	0.265	0.259

(iv) 黃色

x	0.612	0.618	0.575	0.575
y	0.382	0.382	0.425	0.406

8. 號燈發光強度

- (a) 號燈最低發光強度須使用下列公式計算：

$$I = 3.43 \times 10^6 \times T \times D^2 \times K^{-D}$$

where

I is luminous intensity in candelas under service conditions,

T is threshold factor 2×10^{-7} lux,

D is range of visibility (luminous range) of the light in nautical miles,

K is atmospheric transmissivity.

For prescribed lights the value of K shall be 0.8, corresponding to a meteorological visibility of approximately 13 nautical miles.

(b) A selection of figures derived from the formula is given in the following table:

Range of visibility (luminous range) of light in nautical miles	Luminous intensity of light in candelas for K=0.8
D	I
1	0.9
2	4.3
3	12
4	27
5	52
6	94

NOTE: The maximum luminous intensity of navigation lights should be limited to avoid undue glare.

9. Horizontal sectors

- (a)
- (i) In the forward direction, sidelights as fitted on the vessel must show the minimum required intensities. The intensities must decrease to reach practical cut-off between 1 degree and 3 degrees outside the prescribed sectors.
 - (ii) For sternlights and masthead lights and at 22.5 degrees abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to 5 degrees within the limits of the sectors prescribed in Rule 21. From 5 degrees within the prescribed sectors the intensity may decrease by 50 per cent up to the prescribed limits; it shall decrease steadily to reach practical cut-off at not more than 5 degrees outside the prescribed limits.
- (b)
- (i) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights, which need not be placed at an impracticable height above the hull.
 - (ii) If it is impracticable to comply with paragraph (b)(i) of this section by exhibiting only one all-round light, two all-round lights shall be used suitably positioned or screened so that they appear, as far as practicable, as one light at a distance of one mile.

10. Vertical sectors

$$I = 3.43 \times 10^6 \times T \times D^2 \times K^{-D}$$

與本公式中：

I 在工作狀況下以坎德拉表示的發光強度，

T 臨閾系數 2×10^{-7} 勒克斯，

D 以海里表示的號燈的能見距離(發光距離)，

K 大氣透射率。

對於訂明的號燈，K 值須為 0.8，相當於大約 13 海里的大氣能見距離。

(b) 下表選錄從上述公式中得出的若干數值：

以海里表示的號燈能見距離(發光距離) D	K=0.8 時，以坎德拉表示的號燈發光強度 I
1	0.9
2	4.3
3	12
4	27
5	52
6	94

註：為避免過度耀眼，對航海號燈最大發光強度應有限制，然此種限制不得通過發光強度之可變控制達到。

9. 水平扇形區

- (a)
- (i) 在朝前方向上，船隻上所裝舷燈，須具有規定之最低發光強度。於訂明扇形區以外 1 度至 3 度之間，發光強度須減少至實際截斷。
 - (ii) 對於尾燈、桅燈以及舷燈在正橫後 22.5 度處，在規則第 21 條所規定之扇形區界限內 5 度之水平弧範圍內，須保持規定的最低發光強度。從所規定之扇形區內 5 度至所規定之界限，發光強度可減少 50%；發光強度須穩定地減少，並在所規定之扇形區外不超過 5 度處，減少至實際截斷。
- (b)
- (i) 環照燈位置須確保被桅、桅頂或構築物遮蔽之角扇形區不超過 6 度；但規則第 30 條所規定之錨燈除外，此種錨燈不必安置在並非切實可行之船體以上高度。
 - (ii) 如僅顯示一盞環照燈無法符合本項第(b)(ii)款之要求，則應使用兩盞環照燈，固定於適當位置或用擋板遮擋，使其在一海裏距離上盡可能像是一盞燈。

10. 垂向扇形區

- (a) The vertical sectors of electric lights, with the exception of lights on sailing vessels underway shall ensure that:
- at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;
 - at least 60 per cent of the required minimum intensity is maintained from 7.5 degrees above to 7.5 degrees below the horizontal.
- (b) In the case of sailing vessels underway the vertical sectors of electric lights shall ensure that:
- at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;
 - at least 50 per cent of the required minimum intensity is maintained from 25 degrees above to 25 degrees below the horizontal.
- (c) In the case of lights other than electric these specifications shall be met as closely as possible.

11. Intensity of non-electric lights

Non-electric lights shall so far as practicable comply with the minimum intensities, as specified in the Table given in Section 8 of this Annex.

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.

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 degrees.
- (b) On high-speed craft of 50 meters or more in length, the vertical separation between foremast and mainmast light of 4.5 meters 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

- (a) 除在航帆船之號燈外，所安裝之電燈之垂向扇形區須確保：
- 從水平線上方 5 度至下方 5 度之所有角度內，至少保持規定之最低發光強度；
 - 從水平線上方 7.5 度至下方 7.5 度，至少保持規定之最低發光強度之 60%。
- (b) 在航帆船所裝電燈之垂向扇形區須確保：
- 在從水平線上方 5 度至下方 5 度之所有角度上，至少保持規定之最低發光強度；
 - 從水平線上方 25 度至下方 25 度，至少保持規定之最低發光強度之 50%。
- (c) 非電氣號燈須盡可能符合此等規格。

11. 非電氣號燈之發光強度

非電氣號燈須在切實可行範圍內盡量符合本附件第 8 條所列指明之最低發光強度。

12. 操縱燈

不論本附件第 2(f) 款條文是否另有規定，規則第 34(b) 條所規定之操縱燈須安置在桅燈所在之同一首尾垂向平面上，並在切實可行範圍內，其須比前桅燈垂向高出至少 2 米，但須比後桅燈垂向高出或低出不小於 2 米。於只須有一盞桅燈之船上，如裝有操縱燈，則須裝在垂向離開桅燈不小於 2 米之最易見處。

13. 高速艇筏

- (a) 高速船桅頂燈可置於低於本附錄第 2(a)(i) 款規定之相應於船寬高度上，但由舷燈及桅頂燈形成的等腰三角形之底邊角，在側視時不應小於 27°。
- (b) 長度為 50 米或 50 米以上之高速船上，本附錄第 2(a)(ii) 款所要求之前桅燈及主桅燈間 4.5 米之垂向距離可以修改，但此距離應不少於下列公式決定的數值：

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

該公式中：

- y 為主桅燈高於前桅燈的高度(米)

foremast light in meters;

- a is the height of the foremast light above the water surface in service condition in meters;
- Ψ is the trim in service condition in degrees;
- C is the horizontal separation of masthead lights in meters.

a 為航行狀況下前桅燈高於水面的高度(米)

Ψ 為航行狀況下的縱傾(度)

C 為桅頂燈的垂向距離(米)

14. Approval

The construction of lanterns and shapes and the installation of lanterns on board the vessel shall be to the satisfaction of the appropriate authority of the State where the vessel is registered.

14. 批准

號燈及號型構造及號燈於船隻上之裝設，須使船旗國有關主管當局滿意。

ANNEX II ADDITIONAL SIGNALS FOR FISHING VESSELS FISHING IN CLOSE PROXIMITY

附件 II 於附近捕魚之捕魚船隻之附加訊號

1. General

The lights mentioned herein shall, if exhibited in pursuance of Rule 26(d), be placed where they can best be seen. They shall be at least 0.9 metre apart but at a lower level than lights prescribed in Rule 26(b)(i) and (c)(i). The lights shall be visible all round the horizon at a distance of at least 1 mile but at a lesser distance than the lights prescribed by these Rules for fishing vessels.

1. 總則

本附件所述號燈，如依據規則第 26(d) 條安置，則須安置於最易見處。其間距須至少為 0.9 米，但須低於規則第 26(b)(i) 及 (c)(i) 條規定之號燈。須能在至少 1 浬距離之水平四周看到此等號燈，但須小於本規則為捕魚船隻號燈所規定之距離。

2. Signals for trawlers

- Vessels of 20 metres or more in length when engaged in trawling, whether using demersal or pelagic gear, shall exhibit:
 - when shooting their nets: two white lights in a vertical line;
 - when hauling their nets: one white light over one red light in a vertical line;
 - when the net has come fast upon an obstruction: two red lights in a vertical line.
- Each vessel of 20 metres or more in length engaged in pair trawling shall exhibit:
 - by night, a searchlight directed forward and in the direction of the other vessel of the pair;
 - when shooting or hauling their nets or when their nets have come fast upon an obstruction, the lights prescribed in 2(a) above.
- A vessel of less than 20 metres in length engaged in trawling, whether using demersal or pelagic gear or engaged in pair trawling, may exhibit the lights prescribed in paragraphs (a) or (b) of this section, as appropriate.

2. 拖網捕魚船隻之訊號

- 長度等於或大於 20 米的船舶在從事拖網作業時，不論使用海底還有深海漁具，應顯示：
 - 放網時：垂直線上之 2 盞白色號燈；
 - 起網時：垂直線上之 2 盞號燈，上白下紅；
 - 網繫於障礙物上時：在垂直線上之 2 盞紅燈。
- 長度等於或大於 20 米、從事對拖網作業的每一船舶應顯示：
 - 在夜間：一盞探照燈，朝向前方，對着從事對拖網作業之對方船隻；
 - 放網、起網或網繫於障礙物上時：2(a) 款所規定之號燈。
- 長度小於 20 米、從事拖網作業的船舶，不論使用海底或深海漁具還是從事對拖網作業，可視情形顯示本項(a)或(b)中規定之號燈。

3. Signals for purse seiners

Vessels engaged in fishing with purse seine gear may exhibit two yellow lights in a vertical line. These lights shall flash alternately every second and with equal light and occultation duration.

3. 圍網捕魚船隻的訊號

用圍網從事捕魚之船隻，可安置於垂直線上之 2 盞黃色號燈。此等號燈須每秒鐘交替閃光並具有相同之明暗持續時間。只有

These lights may be exhibited only when the vessel is hampered by its fishing gear.

當船隻受到其漁具妨礙時，才可安置此等號燈。

ANNEX III TECHNICAL DETAILS OF SOUND SIGNAL APPLIANCES

附件 III 聲號器具之技術細節

1. Whistle

1. 號笛

(a) Frequencies and range of audibility

(a) 頻率及可聽距離

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 meters or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 meters in length and which provide the sound pressure levels specified in paragraph 19c0 below.

笛號基頻應在 70-700 赫範圍內。笛號可聽距離應通過其頻率加以確定，該頻率可包括基頻及或一或多種較高頻率，並具下文第 1(c)款規定之聲壓級。長度為 20 米或 20 米以上之船舶，頻率範圍為 180-700 赫 (+/-1%)，長度為 20 米以下之船舶，頻率範圍為 180-2100 赫 (+/-1%)。

(b) Limits of fundamental frequencies

(b) 基本頻率範圍

To ensure a wide variety of whistle characteristics, the fundamental frequency of a whistle shall be between the following limits:

為確保號笛特性之多樣性，號笛基本頻率須在下述範圍間：

- (i) 70-200 Hz, for a vessel 200 metres or more in length;
- (ii) 130-350 Hz, for a vessel 75 metres but less than 200 metres in length;
- (iii) 250-700 Hz, for a vessel less than 75 metres in length.

- (i) 70-200 赫：用於長度為 200 米或大於 200 米之船隻；
- (ii) 130-350 赫：用於長度為 75 米但小於 200 米之船隻；
- (iii) 250-700 赫：用於長度小於 75 米之船隻。

(c) Sound signal intensity and range of audibility

(c) 聲號聲強及可聽距離

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 meter 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 meters or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 meters in length, of not less than the appropriate figure given in the table below.

船上所裝之號笛，於其最大聲強方向上，距離 1 米處，為頻率 180-700 赫 (+/-1%) (長度 20 米或 20 米以上船舶) 或 180-2100 赫 (+/-1%) (長度 20 米以下船舶) 範圍內之至少一 1/3 倍頻帶中，應具有不小於下表所規定相應數值之聲壓級別。

Length of vessel in meters	1/3rd-octave band level at 1 meter 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} 115 ^{*2} 111 ^{*3}	0.5

船舶長度(米)	1/3 倍頻帶聲壓級 (距離 1 米，相對於 $2 \times 10^{-5} \text{N/m}^2$) (分貝)	可聽距離(浬)
200 或 200 以上	143	2
75 或 75 以上但小於 200	138	1.5
20 或 20 以上但小於 75	130	1
小於 20	120 ^{*1} 115 ^{*2} 111 ^{*3}	0.5

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

*1 當量測頻率在 180-450 赫時

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

*2 當量測頻率在 450-800 赫時

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

*3 當量測頻率在 800-2100 赫時

(d) Directional properties

The sound pressure level of a directional whistle shall be not more than 4 dB below the sound pressure level on the axis at any direction in the horizontal plane within +/-45 degrees of the axis. The sound pressure level at any other direction in the horizontal plane shall be not more than 10 dB below the sound pressure level on the axis, so that the range in any direction will be at least half the range on the forward axis. The sound pressure level shall be measured in that 1/3rd-octave band which determines the audibility range.

(e) Positioning of whistles

When a directional whistle is to be used as the only whistle on a vessel, it shall be installed with its maximum intensity directed straight ahead.

A whistle shall be placed as high as practicable on a vessel, in order to reduce interception of the emitted sound by obstructions and also to minimize hearing damage risk to personnel. The sound pressure level of the vessel's own signal at listening posts shall not exceed 110 dB(A) and so far as practicable should not exceed 100 dB(A).

(f) Fitting of more than one whistle

If whistles are fitted at a distance apart of more than 100 metres, it shall be so arranged that they are not sounded simultaneously.

(g) Combined whistle systems

If due to the presence of obstructions the sound field of a single whistle or of one of the whistles referred to in paragraph 1(f) above is likely to have a zone of greatly reduced signal level, it is recommended that a combined whistle system be fitted so as to overcome this reduction. For the purposes of the Rules a combined whistle system is to be regarded as a single whistle. The whistles of a combined system shall be located at a distance apart of not more than 100 metres and arranged to be sounded simultaneously. The frequency of any one whistle shall differ from those of the others by at least 10 Hz.

2. Bell or gong

(a) Intensity of signal

A bell or gong, or other device having similar sound characteristics shall produce a sound pressure level of not less than 110 dB at 1 metre.

(b) Construction

Bells and gongs shall be made of corrosion-resistant material and designed to give clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 meters 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

(d) 方向性

方向性號笛於軸線±45 度範圍內之橫向平面之任何方向之聲壓級，比其軸線上之訂明聲壓級，不得低出多於 4 分貝。於橫向平面之任何其他方向之聲壓級比軸線上之訂明聲壓級，不得低出多於 10 分貝，以使用任何方向上之可聽距離，至少為前方軸線上之可聽距離之一半。須在該個用以決定可聽距離的 1/3 倍頻帶中測定聲壓級。

(e) 號笛位置

方向性號笛用作船隻上之唯一號笛時，須安置成使其最大聲強向着正前方。

為減少障礙物對發出聲音之阻截，並為減少對人員聽力損壞危險，號笛須放置在船隻上在切實可行範圍內盡量高之地方。船隻自身訊號於收聽位置之聲壓級，不得超逾 110 分貝(A)並應在切實可行範圍內盡量不超逾 100 分貝(A)。

(f) 多於一號笛之安裝

如號笛的間距大於 100 米，則須作出安排，使其不會同時鳴放。

(g) 聯合號笛系統

如因有障礙物的壓力，以致單號笛之聲場或(f)款所述號笛之一之聲場，相當可能有一訊號級大為降低之區域，則建議安裝一聯合號笛系統，以克服訊號級之降低。就本規則而言，聯合系統須視為單一號笛。聯合號笛系統之號笛間距不得大於 100 米，並須作出安排使其同時鳴放。各號笛間的頻率差須至少為 10 赫。

2. 號鐘或號鐸

(a) 訊號聲強

號鐘、號鐸或具有相類聲音特性之其他裝置，於距其 1 米處產生之聲壓級須不小於 110 分貝。

(b) 構造

號鐘及號鐸應用抗蝕材料製成，其設計應能使之發出清晰音調。長度為 20 米或 20 米以上之船舶，號鐘口直徑應不小於 300 毫米。如可行，建議用一個機動鐘錘，以保證敲力穩定，但仍應可能用手操作。鐘錘品質不得小於號鐘品質之 3%。

per cent of the mass of the bell.

3. Approval

The construction of sound signal appliances, their performance and their installation on board the vessel shall be to the satisfaction of the appropriate authority of the State where the vessel is registered.

ANNEX IV DISTRESS SIGNALS

1. The following signals, used or exhibited either together or separately, indicate distress and need of assistance:
 - (a) a gun or other explosive signal fired at intervals of about a minute;
 - (b) a continuous sounding with any fog-signalling apparatus;
 - (c) rockets or shells, throwing red stars fired one at a time at short intervals;
 - (d) a signal made by radiotelegraphy or by any other signalling method consisting of the group . . . - - - . . . (SOS) in the Morse Code;
 - (e) a signal sent by radiotelephony consisting of the spoken word "Mayday";
 - (f) the International Code Signal of distress indicated by N.C.;
 - (g) a signal consisting of a square flag having above or below it a ball or anything resembling a ball;
 - (h) flames on the vessel (as from a burning tar barrel, oil barrel, etc.)
 - (i) a rocket parachute flare or a hand flare showing a red light;
 - (j) a smoke signal giving off orange-coloured smoke;
 - (k) slowly and repeatedly raising and lowering arms outstretched to each side;
 - (l) the radiotelegraph alarm signal;
 - (m) the radiotelephone alarm signal;
 - (n) signals transmitted by emergency position-indicating radio beacons.
 - (o) approved signals transmitted by radiocommunication systems, including survival craft radar transponders.
2. The use or exhibition of any of the foregoing signals except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals is prohibited.
3. Attention is drawn to the relevant sections of the International Code of Signals, the Merchant Ship Search and Rescue Manual and the following signals:
 - (a) a piece of orange-coloured canvas with either a black square and circle or other appropriate symbol (for identification from the air);
 - (b) a dye marker.

3. 批准

聲號器具之構造、性能及在船隻上之裝設，須使船旗國有關主管當局滿意。

附件 IV 遇險訊號

1. 下列訊號，一起或分別使用或安置時，表示遇險及需要協助：
 - (a) 每隔約一分鐘鳴炮一次或燃放其他爆炸訊號一次；
 - (b) 使用任何霧號器具進行連續發聲；
 - (c) 相隔短暫時間發射而每次發射一枚拋射紅星的火箭或炮彈；
 - (d) 用無線電報或任何其他通訊方法發出由摩斯密碼碼組...—...(SOS)組成之訊號；
 - (e) 用無線電話發出以口語“Mayday”組成的訊號；
 - (f) 用國際電碼訊號中的遇險信號 N.C.；
 - (g) 由一面四方旗及其上方或下方的一球體或任何球形物體組成之訊號；
 - (h) 船上火焰(如燃着的柏油桶、油桶等發出的火焰)；
 - (i) 發出紅光之手持火焰訊號或火箭降落傘訊號彈；
 - (j) 放出橙色煙霧之煙霧訊號；
 - (k) 兩臂側伸，緩慢、重複地上下擺動；
 - (l) 無線電報警報訊號；
 - (m) 無線電話警報訊號；
 - (n) 無線電應急示位標發出的訊號；
 - (o) 無線電通信系統發出經認可之信號，包括救生艇筏雷達應答器。
2. 除表示遇險及需要協助之目的外，禁止使用或陳示上述任何訊號；禁止使用可能與上述任何訊號混淆之其他訊號。
3. 須注意「國際訊號規則」有關部分、「商船搜救手冊」及下列訊號：
 - (a) 帶有一黑色正方形及圓形或帶有其他適當符號之一橙色帆布(供空中識別)；
 - (b) 染色標誌。