

SUB-COMMITTEE ON NAVIGATION,  
COMMUNICATIONS AND SEARCH AND  
RESCUE  
4th session  
Agenda item 24

NCSR 4/24/1  
23 December 2017  
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**UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, AND  
ENVIRONMENT-RELATED CONVENTIONS**

**Application of COLREGs with respect to the placement of sidelights**

**Submitted by the International Association of Classification Societies (IACS)**

**SUMMARY**

*Executive summary:* The annex to this document provides a draft IACS unified interpretation on the placement of sidelights according to annex I/9(a)(i) and annex I/10(a)(i) of the COLREGs 1972, as amended, which takes into account the conclusion reached at NCSR 3

*Strategic direction:* 1.1

*High-level action:* 1.1.2

*Output:* 1.1.2.3

*Action to be taken:* Paragraph 5

*Related documents:* NCSR 3/25 and NCSR 3/29 (paragraphs 25.2 to 25.6)

**Background**

1 At its third session, the Sub-Committee considered the information provided by IACS in document NCSR 3/25 as to whether or not the horizontal plane<sup>1</sup> is to be applied throughout the vertical sector.<sup>2</sup>

<sup>1</sup> Created by the 112.5° as per rule 21(b) and 1° as per section 9(a)(i) of the COLREGs.

<sup>2</sup> ±5° per Section 10(a)(i) of the COLREGs.

2 The Sub-Committee generally supported the development of a unified interpretation related to the placement of sidelights as an interim solution and invited IACS to develop a draft unified interpretation for consideration at a future session based on NCSR 3/25, paragraph 8.2.2 (NCSR 3/29, paragraph 25.6), i.e.:

*"the "horizontal plane" should be applied to the "vertical sector" .... as shown in paragraph 7"; noting that paragraph 7 reads:*

*"... a realistic and compliant arrangement is achieved with the understanding that the sidelight is visible within  $\pm 5^\circ$  from the horizontal line projected forward from the centre of the sidelight and parallel to the ship's centreline, but not necessarily throughout the "horizontal plane" applied throughout the entire "vertical sector"."*

## **Discussion**

3 In taking forward the invitation that was extended at NCSR 3, IACS considers prudent that the unified interpretation should also be cognizant of the following relevant provisions from MSC.1/Circ.1427 and MSC.1/Circ.1260/Rev.1:

.1 MSC.1/Circ.1427:

*"Annex I, section 9(a)(i) – Horizontal sectors*

*COLREG Annex I, section 9(a)(i) would require the full intensity of the sidelights to be maintained in the forward direction of  $1^\circ$  outside the prescribed sector with the practical cut-off between  $1^\circ$  and  $3^\circ$ . This is needed to enable other vessels to determine a "head-on-situation" as per COLREG rule 14.*

*Annex I, section 10(a)(i) – Vertical sectors*

*The vertical sectors of electric lights, as fitted, with the exception of lights on sailing vessels, should ensure that at least the required intensity is maintained at all angles from  $5^\circ$  above to  $5^\circ$  below the horizontal when measured at even keel."*

.2 MSC.1/Circ.1260/Rev.1:

*"Annex I, section 3(b) – Horizontal positioning and spacing of lights*

*The term "near the side" is interpreted as being a distance of not more than 10 per cent of the breadth of the vessel inboard from the side, up to a maximum of 1 metre. ..."*

4 In developing a draft IACS unified interpretation on this issue, a copy of which is provided in the annex, IACS has limited its application only to sidelights that are located "at or near the side" as interpreted by MSC.1/Circ.1260/Rev.1 and that are not fully visible for the horizontal plane applied throughout the vertical sector as specified in item 1 on the condition that the sidelights are visible at 1000 m from the stem at sea level.

## **Action requested of the Sub-Committee**

5 The Sub-Committee is invited to consider the comments above, review the draft IACS unified interpretation provided in the annex, and take action as appropriate.

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## ANNEX

### Draft IACS Unified Interpretation

# Draft Unified Interpretation of annex I/9(a)(i) and annex I/10(a)(i) of the COLREGs 1972, as amended

Annex I/9(a)(i) and Annex I/10(a)(i) of the COLREGs 1972, as amended, state:

#### **"9 – Horizontal sectors**

(a) (i) *In the forward direction, sidelights as fitted on the vessel shall show the minimum required intensities. The intensities must decrease to reach practical cut-off between 1 degree and 3 degrees outside the prescribed sectors."*

#### **"10 – Vertical sectors**

(a) *The vertical sectors of electric lights as fitted, with the exception of lights on sailing vessels underway shall ensure that:*

*(i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;"*

### **Interpretations with respect to sidelights horizontal sectors**

#### **9(a)(i) – Horizontal sectors (noting MSC.1/Circ.1427 and MSC.1/Circ.1260/Rev.1)**

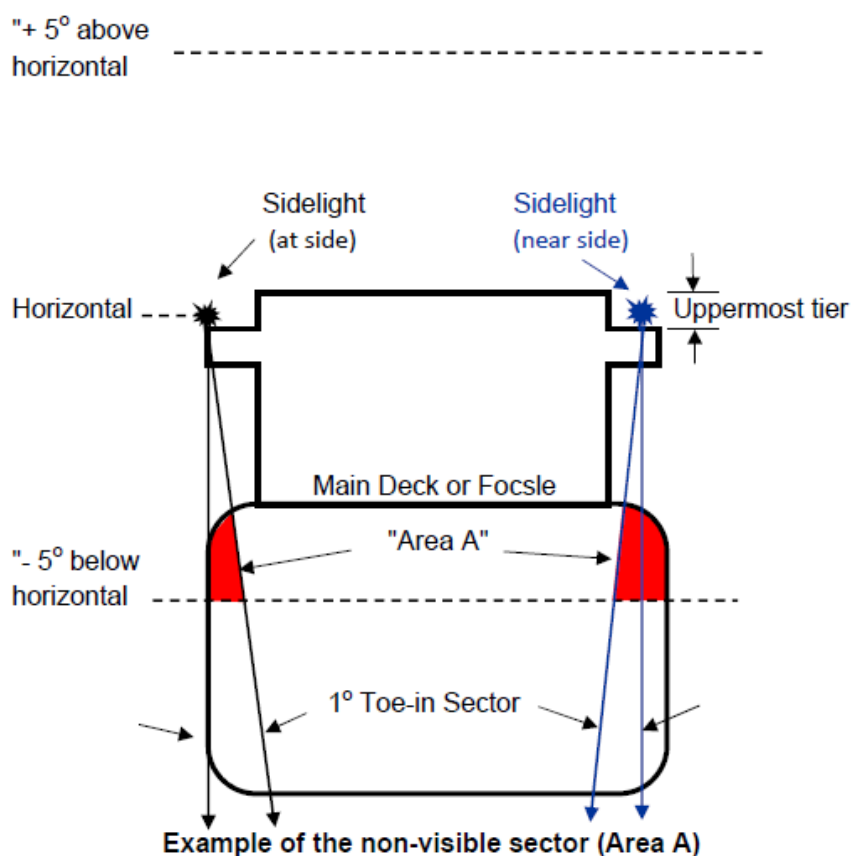
COLREG Annex I, section 9(a)(i) would require the full intensity of the sidelights to be maintained in the forward direction of 1° outside the prescribed sector (one-degree toe-in sector) with the practical cut-off between 1° and 3°. This is needed to enable other vessels to determine a "head-on-situation" as per COLREG rule 14.

#### **10(a)(i) – Vertical sectors**

Where sidelights, installed in a position at or "*near the side*",<sup>3</sup> are not fully visible at all angles from 5 degrees above to 5 degrees below the horizontal including the 1° toe-in sector (e.g. see Area A), then that installation is acceptable provided the installed sidelights are visible, with the ship in all normal conditions of trim *corresponding to the lightest seagoing draft in the approved T&S Booklet*, at a minimum distance of 1000 m measured from the stem when viewed from sea level throughout the horizontal plane of 112.5° defined by Rule 21(b) including the horizontal 1° toe-in sector in the forward direction prescribed in 9(a)(i).

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<sup>3</sup> Refer to MSC.1/Circ.1260, Rev.1, for interpretation of "near the side".



1. This Unified Interpretation is to be applied by IACS Societies on ships contracted for construction on or after [xxxx].
2. The "contracted for construction" date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of "contract for construction", refer to IACS Procedural Requirement (PR) No. 29.