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IMCO

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INTERNATIONAL REGULATIONS FOR PREVENTING  
COLLISIONS AT SEA, 1960

1. The Maritime Safety Committee, at its twelfth session, had before it a note by the Netherlands Government (MSC XII/28), concerning the application of Rule 28(c) of the above Regulations which permits the use of light signals synchronized with the sound signals indicating changes in course or speed by power-driven vessels in sight of one another. The Netherlands Government stated that according to information received from masters of sea-going ships, these light signals do not have, in many cases, the desired effect and that their flashes are too short to be understood properly before the sound of the whistle signals reaches the observer.
2. The Netherlands Government felt that the application of a system with lights of a more continuous nature, e.g. continuous flashes or a continuous conspicuous light during the ship's manoeuvres would be more effective than the use of the system allowed at present by the Regulations.
3. The Committee decided to reconsider this subject at its fourteenth session, early in 1967, and to invite the Secretary-General meanwhile to seek the views and comments of Member Governments.

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4. The Secretary-General would therefore be grateful to receive information and comments concerning the experience derived by Member Governments from the use of the lights prescribed by Rule 28(c) of the Regulations and suggestions for the application of other systems with a description and the results of trials which may have been held.

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