

INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION



T2/A/3.017

SN/Circ.44
15 July 1968

IMCO

**EXPERIMENTAL USE OF VISUAL SIGNALS
INDICATING ALTERATION OF COURSE**

1. The following note is being communicated to all Member Governments at the request of the Netherlands Administration. It refers to experimental use of visual signals, permitted by Rule 28(c) of the International Regulations for Preventing Collisions at Sea, in addition to whistle signals, for the purpose of indicating alteration of course.
2. It is requested that the information contained in the note be brought to the attention of all concerned.

22, Berners Street,
London, W.1.

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Experimental Visual Turn Signals

Note by the Netherlands Administration

- 1) The Netherlands motor vessel "WALENBURGH" has been equipped with experimental visual turn signals which are intended to be displayed as a supplementary to the standard whistle signals prescribed by Rule 28(a) of the International Regulations for Preventing Collisions at Sea but neither replace nor eliminate any requirement in these Regulations.
- 2)
 - a. The device consists of a red and a green light positioned 3.20 metres (10.5 feet) over the white aft masthead light and 1.20 metres (3.9 feet) off the centre line of the ship; the red light is fitted at the port end and the green light at the starboard end of a cross yard, which is connected at the aft mast of the ship.
 - b. The lights are of a quick flashing character and are visible all round the horizon to the naked eye at a distance of 1.5 nautical miles on a dark night with a clear atmosphere.
- 3)
 - a. The additional visual turn signals indicate the following:

The red flashing light: "I am altering my course to port."

The green flashing light: "I am altering my course to starboard."

The lights will be kept on until the manoeuvre has been completed or stopped.

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- b. It is emphasized that the signals indicate direction into which the ship showing the signals, is turning and are not intended to indicate action to be taken by receiving vessels.
 - c. The use of these signals in no way exempts the ship showing the signals from complying with the International Regulations for Preventing Collisions at Sea or with Local Special Rules where required.
- 4) a. The object of the experimental use of these visual turn signals is to find out whether they contribute to a better understanding of ship's manoeuvres in the dark.
- b. It therefore is requested whether observers of the signals would be kind enough to report their experiences and comments to the master of the motor vessel "WALENBURGH" or send their reports to the nautical inspection of Wm. Müller & Co. - Batavier N.V., Postbox 958, Rotterdam, The Netherlands.
- 5) The motor vessel "WALENBURGH" (499.28 tons gross tonnage) is at present operating between Rotterdam - the Channel Islands - Le Havre and Bordeaux v.v.
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