Document Revisions

This document has been formatted in accordance with the current IALA template

International Association of Marine Aids to Navigation and Lighthouse Authorities

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**IALA Recommendation**

**O-104**

**On**

**‘Off Station’ Signals for Major Floating Aids**

**Edition 2**

**December 2011**

**Edition 1 / May 1998**

Revisions to the IALA Document are to be noted in the table prior to the issue of a revised document.

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| **Date** | **Page / Section Revised** | **Requirement for Revision** |
| July 2005 | Entire document reformatted | Reformatting to meet IALA documentation standards |
|  |  | Council requested that ANM update document. |
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IALA Recommendation on ‘Off Station’ Signals for Major Floating Aids

(Recommendation O-104)

THE COUNCIL:

**RECALLING** the function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment;

**RECOGNISING** that the “Agreement concerning Manned Lightships not on their station:” (1930 Lisbon Agreement ) of the Conference for the unification of Buoyage and the Lighting of Coasts contained Regulations covering the signals to be displayed by a manned Lightship which had dragged or broken adrift from its moorings. (The full text of these Regulations is at Appendix 1);

**RECOGNISING ALSO** that these Regulations of the 1930 Lisbon Agreement are no longer relevant to present day circumstances for the following reasons:

1. very few manned lightships still exist, and those remaining are likely to be converted to automatic operation in the foreseeable future;
2. the regulations do not apply to unmanned Major Floating Aids such as, Light Vessels, Light Floats, Superbuoys or Lanbys (LNB’s) of which there are many remaining in service;
3. the signals prescribed are complex and are not practicable for exhibition by automatic means;
4. the regulations were laid down in days when neither Radio Navigational Warnings nor Radar existed; and,
5. very few, if any, Authorities follow the regulations as laid down

**CONSIDERING** that there is a need to prescribe signals which can reasonably be deployed by automatic means by all Light Vessels, Light Floats, Superbouys and Lanbys (LNB’s) manned or unmanned which have dragged or broken adrift from their moorings;

**ADOPTS** the recommendation on ‘Off Station’ Signals for Major Floating Aids, as set out in the following sections in the annex of this recommendation; and,

**RECOMMENDS** that National Members and other appropriate Authorities providing marine aids to navigation services:

1. When any Light Vessel, Light Floats, Superbuoys or Lanbys (LNB’s), manned or unmanned, is out of position such that it could be misleading to Navigation:
   1. all its aids to Navigation (Lights, Sound signals, Racon, Radio Beacon) should be discontinued;
   2. to avoid the risk of collision with passing vessels, the following should be exhibited in accordance with COLREGS Rule 27 (A) for a vessel not under command:
      1. two all-round red lights in a vertical line where they can best be seen;
      2. two balls or similar shapes in a vertical line where they can best be seen;
      3. when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.
   3. if the appropriate Administration requires a sound signal to be operated, it should be coded MORSE ‘D’ as prescribed by rule 35 of the COLREGS for a vessel ‘Not under command’;
   4. if the appropriate Administration requires a Racon to be deployed, it should be coded MORSE ‘D’.
2. that the signals described in RECOMMENDS be used in conjunction with Radio Navigation Warnings to alert mariners to the danger, to avert the danger of collision.

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Annex

**‘Off Station’ Signals for Major Floating Aids**

# INTRODUCTION

Body text

By TCM

Some of the text under ‘**THE COUNCIL**:’ could be used to populate a brief ANNEX.

The Lisbon Convention needs to be included as an Appendix to the Annex and cannot be the Annex itself.

1. CONFERENCE FOR THE UNIFICATION OF BUOYAGE AND THE LIGHTING OF COASTS

(Lisbon, 6th-23rd October, 1930)

**AGREEMENT CONCERNING MANNED LIGHTSHIPS NOT ON THEIR STATIONS**

**REGULATIONS RELATING TO SIGNALS FOR MANNED LIGHTSHIPS NOT ON THEIR STATIONS**

1. When a lightship is not on its station, whether it has dragged or broken adrift from its moorings or is proceeding towards its station or towards a port, it should not show its characteristic light nor make its characteristic fog-signals.
2. A lightship which has dragged or broken adrift from its moorings should hoist a special signal, which preferably should be:
   1. By day: Two large black spheres - one forward and one aft;
   2. By night: Two red lights, one forward and one aft.

It should, furthermore, strike its characteristic topmarks, if they are fitted to permit of this. When circumstances do not permit of the use of the foregoing day signals, or when these are employed as the normal characteristics of the lightship, red flags should be used instead of black spheres.

1. In addition, as a supplementary measure of precaution, a lightship which has dragged or broken adrift from its moorings should:
   1. By day, fly a flag signal signifying:
      1. ‘I am not in my correct position’,
      2. as laid down in the International Code of Signals.
   2. By night, show at least every quarter of an hour and simultaneously two flares, one red and the other white. When circumstances render it impracticable to use flares, a red and white light shall be displayed simultaneously.
2. Lastly, a lightship under way must carry the same lights and make the same sound signals as other vessels under way and, if self-propelled, should hoist by day the signal provided for in paragraph 2.