Document Revisions

International Association of Marine Aids to Navigation and Lighthouse Authorities

***AISM***Association Internationale de Signalisation Maritime ***IALA***

10, rue des Gaudines

78100 Saint Germain en Laye, France

Telephone: +33 1 34 51 70 01 Fax: +33 1 34 51 82 05

e-mail: [contact@iala-aism.org](mailto:iala-aism@wanadoo.fr) Internet: [www.iala-aism.org](http://www.iala-aism.org)

**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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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 marine 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 the Annex to this Recommendation);

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

1. There are no longer any manned lightships in existence.
2. The regulations do not apply to unmanned major floating aids to navigation, of which many remain in service. These AtoN include unmanned Light Vessels/Lightships, Large Navigation Buoys (LNB), Large Automatic Navigation Buoy (Lanbys). Other large buoys that are not principally used as aids to navigation, such as large mooring buoys and the largest Oceanographic Data Acquisition System (ODAS) buoys are also excluded from the 1930 regulations.
3. The signals prescribed are complex and are not practicable for exhibition by automatic means; and
4. The regulations were established before Radio Navigational Warnings, Radar, Global Positioning Systems, or Automatic Identification System existed.

**CONSIDERING** that there is a need to prescribe signals which can reasonably be deployed by automatic means on unmanned Light Vessels/lightships, LNBs, Lanbys, and large non-navigational buoys which are no longer within their prescribed nominated or assigned buoy position, such as when the buoy has 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 Competent Authorities providing marine aids to navigation services:

1. When any unmanned Light Vessel / Lightship, Large Automatic Navigation Buoy (Lanbys), is out of position such that it could be misleading to navigation:
   1. the following aids to navigation should be discontinued; Lights, Sound signals & Racon,
   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;
   3. if the appropriate Competent Authority 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 Competent Authority requires a Racon to be deployed, it should be coded MORSE ‘D’.
   5. if the buoy is equipped with and Automatic Identification System (AIS), this system should broadcast the appropriate ‘off station’ message.
2. When any Large Navigation Buoy (LNB) and in certain circumstances Large Non Navigational Buoys, is out of position such that it could be misleading to navigation:
   1. the Racon only should be discontinued;
   2. if the appropriate Competent Authority requires a Racon to be deployed, it should be coded MORSE ‘D’.
   3. if the buoy is equipped with and Automatic Identification System (AIS), this system should broadcast the appropriate ‘off station’ message.
3. 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.

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.