



भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

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Merchant Shipping Notice 03 of 2019

Acceptance of 'other provision(s)' with respect to positioning of navigational lights on Indian 'Tugs', 'OSVs' and 'PSVs'

This Directorate has been in receipt of requests, from owners/ operators of 'Tugs', 'Offshore Supply Vessels (OSVs)' and 'Platform Support Vessels (PSV)', requesting acceptance of provisions, other than those specified in MS (Prevention of Collisions at Sea) Rules, 1975 [Convention on International Regulations for Preventing Collisions at Sea, 1972] in regard to positioning of navigation lights on such vessels, due to their special construction and/or purpose, cannot comply fully with relevant provisions of the aforesaid rules.

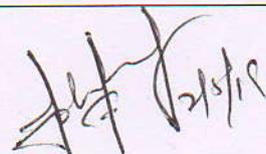
2. Rule 1(e) of MS (Prevention of Collisions at Sea) Rules, 1975, as well as that of Convention on International Regulations for Preventing Collisions at Sea, 1972 permit that whenever the Government concerned shall have determined that a vessel of special construction or purpose cannot comply fully with provisions of any of these Rules with respect to position of lights, such vessel shall comply with such other provisions in regard to the position of lights as the Government shall have determined to be the 'closest possible compliance' with these Rules in respect of that vessel. Accordingly, the Directorate has standardised 'such other provisions', which shall be acceptable to the Directorate as being the 'closest possible compliance' with the aforesaid rules, so that uniformity in the interpretation of rules is maintained and ease of doing business is promoted.

3. Such 'closest possible compliances' are tabulated below. Each acceptable 'closest possible compliance' has been listed against the particular rule for which acceptance of 'other provision' has been approved by the Directorate for such vessels.

SN	Rules' Requirement	Closest Possible Compliance
i	Rules 21(c) requires 'Sternlight' to be placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.	Instead of placing sternlight as nearly as practicable at the stern, sternlight may be positioned at aft end of accommodation, showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.

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SN	Rules' Requirement	Closest Possible Compliance
ii	Rules 21(d) requires fitment of 'Towing' light having the same characteristics as the 'sternlight' defined in SN (i) above.	'Towing' light may be positioned in a vertical line above the sternlight at the aft end of accommodation, showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.
iii	Annex I, 3(a) stipulates that when two masthead lights are prescribed for a power-driven vessel, the horizontal distance between them shall not be less than one half of the length of the vessel but need not be more than 100 metres. The forward light shall be placed not more than one quarter of the length of the vessel from the stem.	Exemption from fitment of 2 nd mast head light is 'not' acceptable. However, relaxation(s) in horizontal distance between two mast head lights and/or in the positioning of forward masthead light with respect to stem of the vessel is/are acceptable subject to the condition that the after masthead light shall be seen over and separate from the forward light in all normal conditions of trim at a distance of 1000 metres from the stem when viewed from sea-level.
iv	Annex I, 3(b): Side lights shall be placed at or near the side of the vessel.	Side lights may be positioned inwards from ship's side provided that such position should not be more than 10% of the breadth of the vessel inboard from the side, up to a maximum of 1.5 metre. In any case compliance with Annex.1 sections 9(a)(i) and 10(a)(i) as interpreted by MSC.1/Circ.1260/Rev.1 and MSC.1/Circ.1577 shall be ascertained.
v	Annex I, 2(i) i : (i) When the Rules prescribe two or three lights to be carried in a vertical line, they shall be spaced as follows: (i) on a vessel of 20 metres in length or more such lights shall be spaced not less than 2 metres apart.	Relaxation in vertical spacing between the lights is acceptable subject to the condition that such spacing shall not be less than 1 metre.



SN	Rules' Requirement	Closest Possible Compliance
vi	Rule 30(a) (ii): A vessel at anchor shall exhibit where it can best be seen: (ii) at or near the stern and at a lower level than the light prescribed in subparagraph (i), an all-round white light.	Aft anchor light, where required to be fitted, may be positioned at the aft end of accommodation, provided it remains positioned lower than the forward anchor light and exhibits an unbroken light over an arc of horizon of 360°.

4. Recognised Organisation (R.O.) are required to be guided by this notice when examining/ approving 'Lights, Shapes and Sound Signals (L&SS) Plan of 'Tugs', 'OSVs' and 'PSVs'.

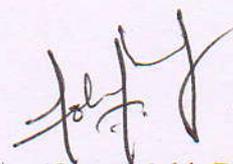
5. L&SS Plans of such vessels need not be referred to the Directorate, if vessel is observed to be complying with the 'closest possible compliance(s)' stipulated in para 3 above alongwith other statutory requirements. However, if the measures provided fall short of 'closest possible compliance(s)' and/or if some other statute is not being complied with, in regard to the subject rules, the matter needs to be referred to the Directorate.

6. The vessels to which sub para (i), (ii), (iii) and (vi) of para. 3 apply shall be fitted with a searchlight to warn any approaching vessel about length of the vessel.

7. This acceptance of the closest possible compliance shall only be applicable to Indian 'Tugs', 'Offshore Supply Vessels (OSVs)' and 'Platform Support Vessels (PSVs)' which by the nature of their purpose require large open and unobstructed deck space in rear part of the vessel.

8. The Rule(s) for which other provision(s) have been accepted shall be endorsed on L&SS plan of the vessel. Verification of the plan may be carried out by Administration's surveyor(s) during FSI/ other routine/ non routine inspection/ survey. A copy of this M S Notice shall be kept with the approved L&SS plan of the vessel at all times.

9. This issues with the approval of Competent Authority.

 02/05/18

(Capt. Mohit Behl)

Nautical Surveyor-cum-DDG[Tech.]