

INTERNATIONAL REGULATION
FOR AVOIDING COLLISIONS AT SEA, 1972

**(INTERNATIONAL REGULATION FOR
PREVENTING COLLISIONS AT SEA, 1972)**

PRESENTATION CONTENTS

1. HISTORY
2. PURPOSE OF THE REGULATION
3. THE STRUCTURE OF THE IDA
4. SUMMARY OF THE RULES
5. ANALYTICAL PRESENTATION
OF RULES 1 - 19 OF THE ICAS
6. EPILOGUE

1. HISTORY

The first Regulation for Avoiding Collisions was drawn up in England in 1840 and ratified by parliament in 1846. Similar Other states also adopted similar rules a few years later.

In 1897 the first International Regulation came into force, which ratified by the major Maritime States in 1910 as the "Regulations of 1910".

These regulations were revised during the conferences of London Convention "on the Safety of Life at Sea", in the years 1929-1948-1960 and 1972, when they received the name "International Regulations for Preventing Collisions at Sea, 1972".

Since then, various amendments have been made, the last one in 1993.

The new regulations and their amendments have been ratified by the Greek state with Presidential Decrees.

2. PURPOSE OF THE REGULATION

**The Regulation seeks to avoid not only conflict,
but also the risk of collision.**

3. THE STRUCTURE OF THE IDA

The ICAR consists of 38 rules and 4 annexes, structured as follows:
below:

PART A: GENERAL [1 - 3]

PART B: STEERING AND SAILING RULES [4 - 19]

SECTION I : VESSEL BEHAVIOR IN ANY VISIBILITY CONDITIONS [4
- 10]

SECTION II : BEHAVIOR OF VESSELS IN VISUAL CONTACT [11 - 18]

SECTION III: VESSEL BEHAVIOR IN LIMITED VISIBILITY [19]

PART C: LIGHTS AND SHAPES [20 - 31]

PART D: AUDIBLE AND LIGHT SIGNALS [32 - 37]

PART E: EXCEPTIONS [38]

ANNEX I: INSTALLATION AND TECHNICAL DETAILS OF LIGHTS AND SHAPES

ANNEX II: ADDITIONAL SIGNS FOR FISHING VESSELS WHICH
THEY FISH AT SHORT DISTANCES BETWEEN THEM

ANNEX III: TECHNICAL DETAILS OF SYSTEMS
PRODUCTION OF SOUND SIGNALS

ANNEX IV: DANGER SIGNS

4. BRIEF PRESENTATION OF THE RULES

PART A [1 - 3]

GENERAL

RULE 1: APPLICATION RULE 2: RESPONSIBILITY
RULE 3: GENERAL DEFINITIONS

PART B [4 - 19]

STEERING AND SAILING RULES

(STEERING AND SAILING RULES)

SECTION I : BEHAVIOR OF VESSELS WITH ANYTHING
VISIBILITY CONDITIONS [4 - 10]
(CONDUCT OF VESSELS IN ANY CONDITION
OF VISIBILITY)

RULE 4: APPLICATION RULE 5: LOOK-OUT RULE 6:
SAFE SPEED RULE 7: RISK OF COLLISION RULE 8:
HANDLES TO AVOID COLLISION

(ACTION TO AVOID COLLISION) RULE

9: NARROW CHANNELS RULE 10: TRAFFIC SEPARATION DRAWINGS

(TRAFFIC SEPARATION SCHEMES/VESSEL TRAFFIC
SERVICES)

SECTION II : BEHAVIOR OF VESSELS IN
VISUAL CONTACT BETWEEN THEM [11 - 18]
(CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER)

RULE 11: APPLICATION RULE 12: SAILING VESSELS
RULE 13: OVERTAKING VESSEL RULE 14: HEAD-ON SITUATION RULE 15:
CROSSING SITUATION RULE 16: ACTION BY GIVE-WAY VESSEL

RULE 17: HANDLING OF A BOAT WHICH HAS
PRIORITY (ACTION BY STAND-ON VESSEL)

RULE 18: LIABILITY BETWEEN BOATS
(RESPONSIBILITIES BETWEEN VESSELS) (*Except
where rules 9, 10 and 13 otherwise require*)

SECTION III : VESSEL BEHAVIOR IN LIMITED VISIBILITY

(19)

(CONDUCT OF VESSELS IN RESTRICTED VISIBILITY)

RULE 19: CONDUCT OF VESSELS IN RESTRICTED
VISIBILITY

(CONDUCT OF VESSELS IN RESTRICTED VISIBILITY)

PART C [20 - 31]

LIGHTS AND SHAPES

(LIGHTS AND SHAPES)

RULE 20: APPLICATION RULE 21: DEFINITIONS RULE

22: VISIBILITY OF LIGHTS RULE 23: POWER-
DRIVEN VESSELS UNDERWAY

(POWER-DRIVEN VESSELS UNDERWAY)

RULE 24: TOWING AND PUSHING

(TOWING AND PUSHING) RULE

25: SAILING AND ROWING VESSELS

(SAILING VESSELS UNDERWAY AND VESSELS UNDER OARS) RULE

26: FISHING VESSELS RULE 27: UNGUARDED VESSELS

LIMITED HANDLING CAPACITY

(VESSELS NOT UNDER COMMAND OR

RESTRICTED IN THEIR ABILITY TO MANEUVER) RULE 28:

VESSELS OBSTACLED BY THEIR DRILLING

(VESSELS CONSTRAINED BY THEIR DRAFT) RULE 29:

PILOT VESSELS RULE 30: VESSELS AT ANCHOR AND VESSELS

STRANDED

(ANCHORED VESSELS AND VESSELS AGROUND)

RULE 31: SEAPLANES

PART D [32 - 37]

AUDIO AND LIGHT SIGNALS

(SOUND AND LIGHT SIGNALS)

RULE 32: DEFINITIONS RULE 33: AUDIBLE
SIGNALS

(EQUIPMENT FOR SOUND SIGNALS) RULE

34: HANDLING AND WARNING SIGNALS

(MANEUVERING AND WARNING SIGNALS)

RULE 35: SOUND SIGNALS IN RESTRICTED VISIBILITY

(SOUND SIGNALS IN RESTRICTED VISIBILITY) RULE 36:

SIGNALS TO ATTRACT ATTENTION

(SIGNALS TO ATTRACT ATTENTION)
RULE 37: DISTRESS SIGNALS

PART E [38]

EXCEPTIONS

RULE 38: EXCEPTIONS

ANNEX I : INSTALLATION AND TECHNICAL DETAILS OF LIGHTS
AND SHAPES
(POSITIONING AND TECHNICAL DETAILS OF
LIGHTS AND SHAPES)

ANNEX II : ADDITIONAL SIGNS FOR FISHING VESSELS FISHING
AT SHORT DISTRICT
BETWEEN THEM (ADDITIONAL SIGNALS FOR FISHING
VESSELS
FISHING IN CLOSE PROXIMITY)

ANNEX III : TECHNICAL DETAILS OF SYSTEMS
PRODUCTION OF SOUND SIGNALS
(TECHNICAL DETAILS OF SOUND SIGNAL
APPLIANCES)

ANNEX IV : DISTRESS SIGNALS

5. DETAILED PRESENTATION OF RULES 1 - 19 OF THE IPC

PART A [1 - 3]

GENERAL

RULE 1: APPLICATION

1. The implementation of the ICAS is mandatory for all vessels on the high seas and in waters connected to it and which are navigable.
2. Specific rules established by competent authorities shall not be prevented.
3. Special state rules for additional signals, lights, etc. of warships and fishing vessels that sail in groups, as long as they are not mistaken for signals or lights of the regulation.
4. Adoption of traffic separation diagrams may be made for the benefit of the regulation.
5. For vessels of special construction or purpose, the interested party Government implements what is available as much as possible more in accordance with the ICES.

Note:

Warships that do not meet the characteristics the rules of the DKAS, e.g. in the arrangement of their lights, must have a special exemption document from the DKAS for this differentiation.

RULE 2: RESPONSIBILITY

1. Nothing shall exempt those responsible for failure to comply with or neglect to take any precautionary measure required by common maritime practice or by special regulations. circumstances on a case-by-case basis.
2. Immediate attention to all navigational hazards and conflict, even if deviations from the regulation to avoid an immediate danger. _____

RULE 3- GENERAL DEFINITIONS

- a. BOAT
- b. MOTOR BOAT
- c. SAILING VESSEL
- d. FISHING VESSEL (CONSIDERED A FISHING VESSEL ONLY IF ITS MANEUVERING CAPACITY IS LIMITED) e. SEAPLANE

f. UNMANNED VESSEL (a vessel is considered to be one which, due to a exceptional circumstances cannot be handled to move away from the course of another vessel).

g. VESSEL WITH LIMITED HANDLING CAPACITY (considered
the vessel which, due to the nature of the work it performs, is restricted in its ability to handle and steer away from the course of another vessel). We are specifically referring to vessels that They are involved in the following tasks and not only:

(I) Laying/Repair/Recovery of buoy/cable/pipe

(II) Dredging/hydrography/underwater works.

(III) Resupply or transport of personnel, supplies or cargo at sea.

(IV) Complaints A/F - E/P.

(V) Minesweeping and mine hunting operations.

(VI) Towing operation that prevents the tug and the trailer from deviating from their course.

h. VESSEL LIMITED BY ITS DRAFTING

i. SAILING (we mean that it is not anchored - tied to land - aground). Therefore, a ship that is detained or stationary is also considered to be at sea.

I. LENGTH/WIDTH OF THE BOAT

k. VISUAL CONTACT OF VESSELS

I. LIMITED VISIBILITY

STEERING AND SAILING RULES

(STEERING AND SAILING RULES)

SECTION I : VESSEL BEHAVIOR IN ANY VISIBILITY CONDITIONS [4
- 10]
(CONDUCT OF VESSELS IN ANY CONDITION OF VISIBILITY)

RULE 4: APPLICATION

The rules of this section apply to any
visibility conditions.

RULE 5: LOOK-OUT

Continuous visual and auditory surveillance with all available means and in accordance with prevailing circumstances and conditions, so that there is always full picture of the situation and the risk of a conflict.

Labeling:

A good prison sentence is considered one that is carried out by a person who is capable and experienced in understanding sounds, lights or other obstruction to safe navigation. The porthole must:

- (a) Be trained
- (b) Not have been assigned other duties
- (c) Be placed in the appropriate position so that sees and hears as best as possible
- (d) Have good communication with the Bridge Watch Officer
- (e) To be vigilant

Any ship which does not ensure the continuous execution of prison of optirons is considered to be committing negligence.

RULE 6: SAFE SPEED

The factors to be taken into account for determining the safe speed is:

a. From all vessels

(I) The state of visibility. (II)

The density of traffic or concentration of vessels. (III)

The ability to maneuver the vessel (keeping distance - executing a turn). (IV) The

existence at night of lights on the horizon from land or diffusion of the vessel's lights.

(V) Weather conditions-currents-nautical dangers.

(VI) The draft in relation to the sea depth.

b. Additionally from vessels with RADAR in "ON" mode

(I) The characteristics of RADAR.

(II) The limitations of the distance scale used. (III) The effect on

RADAR of various sources of interference (weather-sea, etc.).

(IV) The failure to detect small vessels & objects in a timely manner

(V) The vessels detected on RADAR and their movement.

(VI) The accurate determination of visibility when the RDR is used to determine the distance of vessels and objects in the area.

Always maintain a safe speed so that we can maneuver appropriately and effectively to avoid a collision and stop at the distance required depending on the prevailing circumstances and conditions.

Especially in conditions of limited visibility, it is considered safe to speed at which the ship, when performing a full-speed reverse turn, will stop at a distance equal to half the visibility distance in the sailing area.

Labeling _____

In addition to the above cases, the speed must be reduced in the following cases:

- (a) When approaching a bend and no other vessel is approaching from the opposite direction
- (b) When passing close to another ship, which prevents us from seeing behind it
- (c) When we have not understood the sound signals of another vessel
- (d) When we have doubt about the intentions or course of another ship
- (e) When sailing near tanks and floating workshops
- (f) Within ports so as not to cause damage to moored or anchored ships
- (g) To enforce the speed limits set by the pilot for each port or channel

RULE 7: RISK OF COLLISION

1. It is imperative to use all available means to determine the risk of collision. The means that used to determine risk are:
 - a. Optical compass sightings.
 - b. RADAR sightings
 - c. Subtyping using RADAR
 - d. VHF communicationThe use of VHF aims mainly at clarifying the intentions of the other ship. In this case, you must be 100% sure that the ship that responded to the call is indeed what we call and not some other near in this and that the one we called next has understood in turn which ship called him. In case of any doubt, the risk is considered to exist that it exists.
2. Effective use of RADAR e.g. appropriate selection scale, emission pulse, etc. for early warning of the risk of collision. This requires excellent knowledge of its capabilities and handling RADAR.
3. Conclusions should not be drawn with vague data (especially from RADAR)
4. There is a risk of collision when:
 - a. The true bearing of the approaching vessel does not change noticeably.
 - b. Despite the obvious change in vision, there is sometimes danger (when approaching large boats/tugs or boat at a short distance).

Labeling

If our compass is not suitable for receiving true bearings, relevant bearings must be taken, taking into account the deviations of the ship on either side of the of his journey.

RULE 8: MANEUVERS TO AVOID COLLISION

(ACTION TO AVOID COLLISION)

1. Handling to avoid collision should be as circumstances allow: obvious / timely / careful.

2. Any changes in course/speed should be large enough to be made, as far as circumstances permit. quickly apparent and perceptible (Small successive changes should be avoided).

2. On the high seas, only changing course can be sufficient, but only when done promptly and visibly.

4. The operations must be carried out so that the passage of vessels to be carried out at a safe distance and until the other The boat eventually passed and moved away.

5. If necessary, to avoid a collision or to there is speed or more time available for assessment of the situation, the vessel must keep or it backfires.

RULE 9: NARROW CHANNELS

1. In narrow channels, we keep to the outer limit of the right side as much as is safe and strong.
2. Boat < 20 meters or sailboat will not obstruct larger that can only sail safely within the channel
3. Fishing vessels engaged in fishing shall not obstruct a vessel engaged in moves on the channel.
4. It is not allowed to cross a narrow channel when another vessel is obstructed which can only navigate safely within the channel (Use sound signals if required).
5. Overtaking in the lane is performed with the following conditions:
 - i) When the vessel to be overtaken can handling to allow it. The passing ship whistles the predicted.
 - ii) The passing vessel is not relieved of its responsibilities as an arriving vessel.
6. Sailing near bends in the channel where other vessels may be hidden must be performed with great care Be careful with the use of the provided whistles.
7. Anchoring within the channel is prohibited unless necessary.

RULE 10: TRAFFIC SEPARATION DIAGRAMS

(TRAFFIC SEPARATION SCHEMES/VESSEL TRAFFIC SERVICES)

1. The rule applies to the RMSs adopted by the Organization (IMO).
2. When using a VMS, the vessel must:
 - a). Move in the appropriate traffic lane and in the general direction of the traffic flow therein.
 - b). Avoid approaching the dividing lines.
 - c). Entry-Exit to a traffic control area must be carried out from the end from any side with the smallest angle to the general direction of the traffic flow.
3. The intersection of the SDCs should be avoided. In case the intersection is unavoidable, it should be done at a perpendicular angle to the general direction of the traffic flow as much as possible.
4. Coastal traffic zones should not be used except for boats < 20 meters or sailboats.
5. A vessel shall not enter a separation zone except:
 - a) In case of necessity to avoid immediate danger
 - b). For fishing within the zone
6. Navigation near the edges of the DRM should be carried out with great caution.
7. Avoid anchoring inside a DMS or at its edges.
8. When the DMS is not in use, avoid we go through this leaving as wide as possible gap.
9. A vessel engaged in fishing shall not obstruct passage in traffic lane.
10. Sailing vessels and boats < 20 meters do not obstruct motorized vehicles following the traffic lanes.
11. An exception to the rule is:

A PIH vessel when engaged in maintenance of navigation safety equipment within the channel, in order to carry out its work.
12. An exception to the rule is: A vessel engaged in laying/maintenance/recovery of a submarine cable within the lane, so that to complete his work.

SECTION II: BEHAVIOR OF VESSELS IN VISUAL CONTACT BETWEEN THEM [11 - 18] (CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER)

RULE 11: APPLICATION

From boats in visual contact with each other.

RULE 12: SAILING VESSELS

When two sailing boats approach each other handles:

- a. The one that has the wind from the AP side (When the wind is from a different side to them). That is, the Right Wind has priority.
- b. The one that is windward (When the wind is on the same side). I.e. Leeward has priority.
- c. The one that has the wind from the NE side (and the other is windward and it is not determined whether the wind is from the NE or the SE). Windward Side: the opposite side to the one where the mainsail is extended.

RULE 13: OVERTAKING BOAT

1. Every vessel that arrives at another, moves away from the course of this vessel.
2. A vessel is considered to be arriving when it approaches from a direction greater than 22.5 degrees astern of the beam of the arriving vessel (at night it only sees a corona light).
3. A vessel which doubts whether another will arrive shall consider that it arrives and will handle it accordingly.
4. Any change in the views of the two vessels does not relieve the arriving ship of its obligations until it has passed and moved away.

RULE 14: HEAD-ON SITUATION

1. Two boats meeting on opposite or nearly opposite
Opposite courses change course to the DE, so as to
pass through the AP of the other.
2. We have a situation of opposite
direction: a. When both see the other directly or
almost directly. b. At
night, both ships or both navigators are in a straight line
or almost in a straight line.
3. In case of doubt, it is considered to be a counter-
insurgency situation.

RULE 15- CROSSING SITUATION

In the event that two ships cross, it handles the
boat that has the other on the right side and if conditions permit, will
avoids passing by its bow. That is, if I see red, the
watch.

RULE 16: ACTION BY GIVE-WAY VESSEL

Any vessel required to deviate from the course of another vessel should handle as promptly as possible and essentially, to keep a safe distance, even to execute upside down at full speed or a 360° turn to change the relative positions of ships.

The schematic representation of the projection that follows shows the our obligations to avoid collision, in relation to the sectors of our ship's sidelights and crown light.

~~GREEN SECTOR: We must guard against any vessel approaching within this sector. RED SECTOR:~~

~~If a motorized vessel approaches within this sector sector, we maintain a steady course and speed and we pay attention to it. However, we must keep a sailboat or rowing boat. PM~~

~~KORONI LIGHT SECTOR: For any ship approaching it within In this area, we maintain a steady course and speed and constantly watch it until it moves away.~~

RULE 17: HANDLING OF A BOAT WHICH HAS PRIORITY (ACTION BY STAND-ON VESSEL)

1. a) The guarded vessel must maintain a constant course and speed.

b) The guarded vessel can handle if finds that the custodian is not handling it properly in accordance with the ICES.
2. The guard handles when he finds that the A collision cannot be avoided by simply handling the other boat (He handles with assistance).
3. In the above case 1(b), the guarded vessel should, if conditions permit, not steer towards the AP when the other vessel is AP.
4. This rule does not exempt vessels from rule 16 (handling of a vessel giving way)

RULE 18: LIABILITY BETWEEN BOATS

(RESPONSIBILITIES BETWEEN VESSELS)

(Except where rules 9, 10 and 13 otherwise require)

- a. A motorized vessel gives priority to:
- i) Unmanned
 - ii) Operations
 - iii) Fishing
 - iv) Sailing
 - v) Dropship

Exception to the rule when the motor vessel is sinking. The detained vessel B is considered to be sailing, therefore it is obliged to keep the ship A.

We do not grant priority to fishing and sailing vessels when we are moving within a channel.

- b. Sailing vessel gives priority to: i) Unmanned ii) Handling Capability iii) Fishing iv) Drowning

- c. Fishing gives priority to: i) Unmanned ii) Handling Capability iii) Draught

d.i) All vessels except Unmanned and Limited Manoeuvring Vessels shall not impede the safe passage of a vessel which is hindered by its sinking (as long as it has the predicted signals).

ii) A vessel restricted by its draught must navigate with particular caution due to its condition, having full awareness of the special situation in the which is located.

- e. Seaplane: Keeps clear of all vessels and avoids obstructing their navigation. In the event of a risk of collision, applies the rules of the IMO.

FIVE STAGES OF A MEETING OF TWO SHIPS

1. Recognition Stage	2. Situation Assessment Stage	3. Obligated Ship Handling Stage	4. Guarded Ship Handling Stage	4. Last- Minute Handling Stage
-------------------------	-------------------------------------	-------------------------------------	-----------------------------------	--------------------------------------

1st STAGE OF IDENTIFICATION:

It begins from the moment a target ship is visually located. This location constitutes the first contact between the two ships. In this phase, the distance is usually greater than that at which the application of the DKAS begins to bind the ships and they are free to operate at will without the operation of one ship binding the operation of the other. This is basically the first recognition of the image presented by the other ship. For this recognition, during the day we use the direction of the bow and the silhouette of the vessel and at night we have the navigation lights.

2nd STAGE OF SITUATION ASSESSMENT:

This stage is the time period during which it is assessed/determined whether the navigation data (i.e. courses and speeds) as they are lead to a future collision or dangerous approach of the two ships. In other words, it is an assessment of the actions that must be taken by our ship in order to prevent the risk of collision, when it is determined that such a risk exists. In some cases, the first two stages may coincide in time, e.g. when the approaching ships follow parallel or diverging courses, it is immediately understood by recognizing that they will pass each other at a safe distance. With quantitative criteria, this safety distance is not easy to determine because it depends on the specific conditions of the meeting of the two ships. In the case of crossing courses in the open sea, it can be considered to be beyond 5 to 8 miles.

3rd STAGE OF OBLIGATORY SHIP HANDLING:

If, from the procedures of the assessment stage, it is assessed that the courses and speeds of the two ships are indeed leading to a collision, the stage of handling by the obligated ship follows, while the guarded ship must maintain a constant course and speed. The handling to be undertaken by the obligated ship must be in accordance with the IMO, in order to avoid a collision and a dangerous approach. The distance at which the obligated ship is obliged to handle is not specified, since it depends on various factors of the voyage and mainly on the speed of approach of the two ships. In the open sea and in the event of crossing courses, the minimum approach distance could be considered to be around 5 nautical miles.

4th STAGE OF HANDLING A GUARDED SHIP:

This stage follows the handling of the liable ship, when it is clear that it does not comply with the ICESCR and of course there is the threat of collision. The guarded one can optionally handle in such a way that, with only his own handling, he can avoid the danger. In the open sea and with intersecting courses the minimum approach distance can be considered to be around 2 to 3 nautical miles. It is noted that this optional handling of the guarded will not be to the left unless of course the conditions allow.

5th STAGE OF LAST MINUTE HANDLING:

This stage follows when, after the faithful application of the DKAS it is established with certainty that the collision is not avoided. The action in this stage is dictated solely by naval experience and may not be in accordance with the provisions of the IPC. In this case, the action is judged by the Regulation not only justified but also required, provided of course that it is technically sound and will have been done in the best possible way. When exactly the non-faithful application of the GCC is necessary, it is not specified why depends on many factors in each case. It is emphasized again that the Captain or the bridge officer has only one option to violate the rules of the ICES: when applying them leads with certainty to conflict. Last minute handling is of course provided for by Rule 2 (of Nautical experience) and Rule 17 (which refers to the handling of guarded ship).

SECTION III: VESSEL BEHAVIOR IN LIMITED VISIBILITY

[19]

(CONDUCT OF VESSELS IN RESTRICTED VISIBILITY)

RULE 19: CONDUCT OF VESSELS IN RESTRICTED VISIBILITY

(CONDUCT OF VESSELS IN RESTRICTED VISIBILITY)

1. Applies to vessels not in line of sight contact with each other when navigating in or near an area of limited visibility.
2. A safe speed adapted to the conditions is maintained. prevailing conditions and readiness of machines for immediate execution of operations.
3. Great caution in limited visibility when applying the rules of Section I, Part B (Collision Avoidance).
4. A vessel that detects another vessel only by R/E and there is a risk of collision, shall maneuver in a timely manner, avoiding:
 - i) Changing course towards the AP when the other person is bows from the transom, unless it is a boat which is arriving.
 - ii) Changing course towards the other, when he is on the beam or astern of the beam.
5. Fog signals heard before the transverse, except in the case where it has been established that there is no risk of collision, they require a reduction in speed to the minimum that can maintain the course or even holds if required, and at any time the boat to navigate with extreme caution until the danger is over conflict has passed.

PART C: LIGHTS AND SHAPES [20 - 31]

Labeling

The lights must be displayed in all weather conditions. conditions from sunset to sunrise. The use of other lights, except for those which are unlikely to be perceived as normal lights. The specified lights may be displayed from sunrise to sunset. sunset, when visibility is reduced and in all cases where this is deemed necessary. The bridge officer must be concerned that the ship carries the prescribed where appropriate, lights and shapes and not hesitate to show them off whenever it deems that these should be demonstrated, in order to ensure the ship's safety, subsequently informing the Captain. Great care must be taken during night bridge watches in the correct identification of the lights displayed by those around the ship our goals, so as not to lead us to an incorrect assessment of the movement of these. This requires increased alertness, concern and vigilance by the bridge watch officers and the otpires. Thus, in combined with assisting in the subtyping of targets in the P/E shipping, the final conclusion will be absolutely correct.

ANNEX IV: DISTRESS SIGNALS

- a. Gunshot or other explosive signal fired at intervals of approximately 1'
- b. Continuous whistling from any fog signal device
- c. Rockets or fireballs that launch red stars, fired one at a time and at short intervals
- d. A signal transmitted by radiotelegraphy or by any other method of signalling and consisting of the group ...---... (**SOS**) of the Morse Code
- e. A signal transmitted by radiotelephony and which consists of the pronounced word "**MAYDAY**" CH16
- f. The International Code distress signal indicated by **N.C.**
 - g. A signal consisting of a square flag having above or below it a sphere or anything resembling a sphere
 - h. Flames above the vessel (such as the tar barrel burning, oil barrel, etc.)
 - i. A flare with a parachute or a hand pyrotechnic (torch) that has a red light
 - j. A smoke signal that produces orange-colored smoke
- k. Repeated slow raising and lowering of the hands stretched to each side
- l. The automatic radiotelegraphy distress activation signal
- m. The automatic radiotelephony distress activation signal
- n. Signals emitted by radio beacons emergency position (the well-known EPIRB)
- o. Authorized signals emitted by radio communication systems, including transponders Liferaft RADAR.
- p. The distress signal for identification by aircraft

It is particularly recommended to use the searchlight beam towards a danger in such a way as to do not harass any vessel.

5. EPILOGUE

Under the laws of many states, liability for the collision is divided equally between two ships, even if both are liable, without the degree of culpability of each person should be taken into account. This principle Maritime courts generally follow suit.

Knowledge of the Regulation is mandatory. The regulation must be studied carefully for the precise knowledge of its contents. It is recommended to repeat its study from time to time without expecting the study of this when an urgent need arises.

Our goal should not be to memorize the rules, but to understanding of their spirit, the purpose pursued each time and mainly the ability to implement them (i.e. the choice of the appropriate action at the right time).

It should be noted that the spirit of the regulation was always to seeks to avoid not only conflict, but also danger
conflict.

Therefore, those performing the duties of a Bridge Prison Officer must be well aware of and adhere to the rules of the ICES, because the their slightest negligence can lead to unpleasant consequences for a ship situations.

6. BIBLIOGRAPHY

1. MANUAL OF INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA/D. ARVANITI/1975
2. STUDIES OF THE SND/MET.ANTHO N.KATSAROU PN/1990
3. PRACTICAL APPLICATION OF REGULATIONS TO AVOID CONFLICT/I.ASIMOMYTI/1985
4. STUDIES OF THE S.N.D./MET. ANTHO N. KATSAROU P.N./1990