

標題

COLREG 条約 (Convention on the International Regulations for Preventing Collision at Sea, 1972) の改正について

ClassNK

テクニカル インフォメーション

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各位

COLREG 条約 (Convention on the International Regulations for Preventing Collision at Sea, 1972) の改正案は、IMO の第 22 回総会で Resolution A. 910 (22) として採択され、2003 年 11 月 29 日より発効する予定です。

この COLREG 条約の改正案を参考までに添付の通りお知らせします。

主な改正点は Wing-In-Ground (WIG) craft に関する規則、音響信号に関する規則及び High-speed craft のマスト灯の位置に関する規則です。

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

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添付:

1. Amendments to the international regulations for preventing collisions at sea, 1972

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添付 1.

AMENDMENTS TO THE INTERNATIONAL REGULATIONS FOR
PREVENTING COLLISIONS AT SEA, 1972

Rule 3 General definitions: *[underlined words are added]*

Paragraph (a) is amended to read as follows:

- (a) The word "vessel" includes every description of water craft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water.

A new paragraph (m) is added as follows:

- (m) The term "Wing-In-Ground (WIG) craft" means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.

Rule 8 Action to avoid collision: *[underlined words are added]*

Paragraph (a) is amended to read as follows:

- (a) Any action to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.

Rule 18 Responsibilities between vessels: *[underlined words are added]*

A new paragraph (f) is added as follows:

- (f) (i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation;
(ii) A WIG craft operating on the water surface shall comply with the Rules of this Part as a power-driven vessel.

Rule 23 Power-driven vessels underway: *[underlined words are added]*

A new paragraph (c) is added as follows, and the following paragraph renumbered accordingly:

- (c) A WIG craft only when taking off, landing and in flight near the surface shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit a high intensity all-round flashing red light.

Rule 31 Seaplanes : *[underlined words are added]*

The paragraph is amended to read as follows:

Where it is impracticable for a seaplane or a WIG craft to exhibit lights and shapes of the characteristics or in the positions prescribed in the Rules of this Part she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.

Rule 33 Equipment for sound signals: *[underlined words are added][crossed out words are deleted]*

Paragraph (a) is amended to read as follows:

(a) A vessel of 12 metres or more in length shall be provided with a whistle ~~and a bell~~, a vessel of 20 metres or more in length shall be provided with a bell in addition to a whistle, and a vessel of 100 metres or more in length shall, in addition, be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell and gong shall comply with the specification in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of the ~~prescribed~~ required signals shall always be possible.

Rule 35 Sound signals in restricted visibility: *[underlined words are added]*

A new paragraph (i) is added as follows, and the following paragraphs renumbered accordingly:

(i) A vessel of 12 metres or more but less than 20 metres in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not she shall make some other efficient sound signal at intervals of not more than 2 minutes.

ANNEX I Positioning and technical details of lights and shapes:

Section 13 is amended to read as follows: *[underlined words are added][crossed out words are deleted]*

13. High-speed craft*

(a) The masthead light of high-speed craft ~~with a length to breadth ratio of less than 3.0~~ may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27°.

(b) On high-speed craft of 50 metres or more in length, the vertical separation between foremast and mainmast light of 4.5 metres required by paragraph 2(a)(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:

$$y = \frac{(a + 17\psi)C}{1000} + 2$$

where: y is the height of the mainmast light above the fore mast light in metres;

a is the height of the foremast light above the water surface in service condition in metres;

Ψ is the trim in service condition in degrees;

C is the horizontal separation of masthead lights in metres.

* Refer to the International Code of Safety for High-Speed Craft, 1994 and the International Code of Safety for High-Speed Craft, 2000.

ANNEX III Technical details of sound signal appliances

1. Whistles:

Paragraph (a) is amended to read as follows: *[underlined words are added]*

(a) Frequencies and range of audibility

The fundamental frequency of the signal shall lie within the range 70-700Hz. The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700Hz (+/-1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 metres in length and which provide the sound pressure levels specified in paragraph 1(c) below.

Paragraph (c) is amended to read as follows: *[underlined words are added]*

(c) Sound signal intensity and range of audibility

A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 metre from it, a sound pressure level in at least one 1/3rd- octave band within the range of frequencies 180-700Hz (+/- 1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 metres in length, of not less than the appropriate figure given in the table below.

Length of vessel in metres	1/3rd-octave band level at 1 metre in dB referred to $2 \times 10^{-5} \text{N/m}^2$	Audibility range in nautical miles
200 or more	143	2
75 but less than 200	138	1.5
20 but less than 75	130	1
Less than 20	<u>120</u> * ¹	0.5
	<u>115</u> * ²	
	<u>111</u> * ³	

*1 When the measured frequencies lie within the range 180-450Hz

*2 When the measured frequencies lie within the range 450-800Hz

*3 when the measure frequencies lie within the range 800-2100Hz

2. Bell or gong:

Paragraph (b) is amended to read as follows: *[crossed out words are deleted]*

(b) Construction

Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 metres or more in length. ~~and shall be not less than 200 mm for vessels of 12 metres or more, but of less than 20 metres in length.~~ Where practicable, a power-driven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3 per cent of the mass of the bell.