

# **IALA Recommendation O-104**

**On**

## **“Off Station” Signals for Major Floating Aids**

**Edition 1**

**May 1998**



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## Document Revisions

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

<b>Date</b>	<b>Page / Section Revised</b>	<b>Requirement for Revision</b>
July 2005	Entire document reformatted	Reformatting to meet IALA documentation standards

## Recommendation on "Off Station" Signals For Major Floating Aids

(IALA Recommendation O-104, May, 1998)

### THE COUNCIL:

**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 annexed hereto);

**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 Light Vessels, Light Floats 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;

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

**HAVING ALSO CONSIDERED** the proposals by the IALA operations Committee;

### **RECOMMENDS:**

1. that when any Light Vessel, Light Float or Lanby (LNB), manned or unmanned, is out of position such that it could be misleading to Navigation:
  - all its aids to Navigation (Lights, Sound signals, Racon, Radio Beacon) should be discontinued;
  - to avoid the risk of collision with passing vessels warning lights should be continuously displayed as follows:
  - Two all round red light in vertical line similar to those prescribed by Rule 27 of the COLREGS for a vessel "Not under command";

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- 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"
  - if the appropriate Administration requires a Racon to be deployed, it should be coded MORSE "D".
2. that the signals described in RECOMMENDS 1 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:
  - By day: Two large black spheres – one forward and one aft;
  - 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:
  - By day, fly a flag signal signifying:
    - "I am not in my correct position",
    - as laid down in the International Code of Signals.
  - 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.