

**MERCHANT SHIPPING (SAFETY) (SIGNALS OF DISTRESS AND PREVENTION OF  
COLLISIONS) REGULATIONS  
(Cap 369N)**

《商船(安全)(遇險訊號及避碰)規例》(第 369N 章)

# **SCHEDULE**

## **INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA 1972**

附表

《1972 年國際海上避碰規則》

### **PART A. GENERAL**

A 部—總則

## **RULE 2**

### **Responsibility**

(a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

### **規則第 2 條**

#### **責任**

(a) 本規則任何條文均不免除任何船隻或其船東、船長或船員由於對遵從本規則條文的任何疏忽，或對海員通常做法所規定或個案的特殊環境所規定的任何預防措施的疏忽而造成的後果所負有的責任。

(b) 在解釋和遵從本規則條文時，須妥為顧及一切航行和碰撞危險和導致為避免緊迫危險而可能需要背離本規則條文的任何特殊環境(包括有關船隻所受的局限)。

## **PART B. STEERING AND SAILING RULES**

### **Section I. Conduct of vessels in any condition of visibility**

B部—駕駛和航行規則

第I節—船隻在任何能見度情況下的行爲

## **RULE 4**

### **Application**

Rules in this Section apply in any condition of visibility.

## 規則第 4 條

### 適用範圍

本節中的條文適用於任何能見度情況。

## **RULE 5**

### **Look-out**

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

## 規則第 5 條

### 瞭望

每艘船隻均須使用視覺、聽覺以及適合當時環境和情況的一切可用方法，隨時保持適當瞭望，以便對局面和碰撞危險作出全面評估。

## **RULE 6**

### **Safe speed**

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:

- (a) By all vessels:
  - (i) the state of visibility;
  - (ii) the traffic density including concentrations of fishing vessels or any other vessels;
  - (iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
  - (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;
  - (v) the state of wind, sea and current, and the proximity of navigational hazards;
  - (vi) the draught in relation to the available depth of water.

## **規則第6條**

### **安全航速**

每艘船隻在任何時候均須以安全航速行駛，以便能夠採取適當而有效的避碰行動並能在適合當時環境和情況的距離內停住。

在決定安全航速時，須考慮的因素包括下列因素：

- (a) 對所有船隻：
  - (i) 能見度狀況；
  - (ii) 通航密度，包括捕魚船隻或任何其他船隻的密集程度；
  - (iii) 船隻的操縱能力，特別是在當時情況下的沖程和回轉能力；
  - (iv) 夜間出現的背景光，如來自岸上燈光或船隻本身的燈的反向散射的背景光；
  - (v) 風、海和水流的狀況以及航海危險的接近程度；
  - (vi) 相對於可用水深的吃水；

**RULE 6 (Cont'd)**  
**規則第6條 (繼續)**

(b) Additionally, by vessels with operational radar:

- (i) the characteristics, efficiency and limitations of the radar equipment;
- (ii) any constraints imposed by the radar range scale in use;
- (iii) the effect on radar detection of the sea state, weather and other sources of interference;
- (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
- (v) the number, location and movement of vessels detected by radar;
- (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

(b) 對備有可運作雷達的船隻，尚須考慮：

- (i) 雷達設備的特性、效率和局限性；
- (ii) 選用的雷達距離標尺帶來的任何限制；
- (iii) 海上情況、天氣和其他干擾源對雷達探測的影響；
- (iv) 在足夠距離上，有雷達探測不到小船、浮冰和其他漂浮物的可能性；
- (v) 雷達探測到的船隻的數目、位置和動態；
- (vi) 用雷達確定附近船隻或其他物體的距離時，對能見度所可能作出的更精確估計。



## **RULE 7**

### **Risk of Collision**

- (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.
- (b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.
- (c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.
- (d) In determining if risk of collision exists the following considerations shall be among those taken into account:
  - (i) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;
  - (ii) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

### **規則第7條**

#### **碰撞危險**

- (a) 每艘船隻須使用適合當時環境和情況的一切可用方法確定是否存在碰撞危險；如有任何懷疑，則須當作存在該種危險。
- (b) 如裝有雷達設備並能運作，則須正確使用，包括為獲得碰撞危險的早期警報進行遠距離掃描和對探測到的物體進行雷達標繪或作出同等的系統觀察。
- (c) 不得根據不充分的資料，特別是不充分的雷達資料，作出推斷。
- (d) 在確定是否存在碰撞危險時，須考慮的包括下列考慮項目：
  - (i) 如果來船的羅經方位沒有明顯變化，則須當作存在該種危險；
  - (ii) 即使方位有明顯變化，有時亦可能存在該種危險，特別是在駛近巨型船隻或拖曳船隊時，或在駛近於近距離處的船隻時。

## **RULE 8**

### **Action to avoid collision**

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

(b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.

(c) If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.

(d) Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.

## **規則第8條**

### **避碰行動**

(a) 如環境許可，任何避碰行動均須是果斷的、及時的並妥為注意運用良好的船藝。

(b) 如環境許可，為避免碰撞而對航向及／或航速作出的任何轉變，須大到足以使他船以視覺或雷達進行觀察時易於察覺；應避免對航向及／或航速作一連串的小轉變。

(c) 如有足夠的船隻回旋餘地，則僅轉變航向可能是避免緊迫局面的最有效行動，但該項轉變須及時作出，幅度要大並且須不致造成另一緊迫局面。

(d) 為避免與他船碰撞而採取的行動，須能導致在安全距離駛過。須仔細檢查此種行動的有效性，直至他船最後駛過和駛離。

**RULE 8 (Cont'd)**  
**規則第8條 (繼續)**

- (e) If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.
- (f) (i) A vessel which, by any of these Rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient searoom for the safe passage of the other vessel.
- (ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the Rules of this Part.
- (iii) A vessel the passage of which is not to be impeded remains fully obliged to comply with the Rules of this Part when the 2 vessels are approaching one another so as to involve risk of collision. (L.N. 365 of 1989)

- (e) 如為避免碰撞或為留有更多時間以評估局面而有需要，則船隻須藉刹停或倒轉其推進器而降低速度或停住。
- (f) (i) 按本規則任何條文規定不得妨礙他船通過或安全通過的船隻，在環境需要時，須及早採取行動，以留出足夠船隻回旋餘地，供他船安全通過。
- (ii) 被規定不得妨礙他船通過或安全通過的船隻，在駛近他船而涉及有碰撞危險時，並不解除採取避碰行動的責任；在採取行動時，須充分顧及本部各條所規定的行動。
- (iii) 所通過航道不得受到妨礙的船隻，在兩船對駛而涉及有碰撞危險時，仍有遵從本部各條的完全責任。(1989年第365號法律公告)

## **RULE 14**

### **Head-on situation**

(a) When 2 power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.

(b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line and/or both sidelights and by day she observes the corresponding aspect of the other vessel.

(c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

## 規則第14條

### 對遇局面

(a) 當2艘機動船在相對的或接近相對的航向上相遇而涉及碰撞危險時，各船須向其右舷轉變航向，以致各從他船的左舷駛過。

(b) 此種局面在下述情況下即當作存在：當一艘船隻看見他船在正前方或接近正前方，而如當時是夜間，它能看到他船的前後桅燈處在一條直線上或接近於處在一條直線上，及／或能看到2盞舷燈，又或如當時是日間它能看到他船的相應形態。

(c) 當船隻懷疑是否存在此種局面時，它須假定存在此種局面並須據此採取行動。

## **RULE 15**

### **Crossing situation**

When 2 power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

### 規則第 15 條 交叉相遇局面

當2艘機動船交叉相遇而涉及碰撞危險時，有他船在其右舷的船隻須給他船讓路；如果環境允許，則須避免從他船前方橫越。

## **RULE 16**

### **Action by give-way vessel**

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

## 規則第16條

### 讓路船的行動

按指示須給他船讓路的每艘船隻，在切實可行範圍內須盡量及早採取大幅度的行動，遠避他船。

## RULE 17

### Action by stand-on vessel

- (a) (i) Where one of 2 vessels is to keep out of the way the other shall keep her course and speed.
- (ii) The latter vessel may however take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.
- (b) When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.
- (c) A power-driven vessel which takes action in a crossing situation in accordance with paragraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.
- (d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.

## 規則第17條

### 直航船的行動

- (a) (i) 2船中如有一船須讓路，則另一船須保持其航向和航速。
- (ii) 但須保持其航向和航速的船隻一旦發覺被規定讓路的船沒有遵從本規則條文採取適當行動時，則可以單憑其自身的操縱，採取避碰行動。
- (b) 不論何種因由，當按規定須保持航向和航速的船隻發覺本船逼近到單憑讓路船的行動已不能避免碰撞時，則須採取最有助於避碰的行動。
- (c) 在交叉相遇局面下按本條(a)(ii)段採取行動以避免與另一機動船碰撞的機動船，在環境許可時，對在其左舷的船隻不得向左轉變航向。
- (d) 本條不解除讓路船的讓路責任。

## RULE 23

### Power-driven vessels underway

- (a) A power-driven vessel underway shall exhibit:
  - (i) a masthead light forward;
  - (ii) a second masthead light abaft of and higher than the forward one; except that a vessel of less than 50 m in length shall not be obliged to exhibit such light but may do so;
  - (iii) sidelights;
  - (iv) a sternlight.
- (b) An air-cushion vessel when operating in the non-displacement mode shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit an all-round flashing yellow light.

## 規則第23條

### 在航機動船

- (a) 在航機動船須陳示：
  - (i) 一盞前桅燈；
  - (ii) 後於並高於前桅燈的第二盞桅燈；長度小於50米的船隻無須陳示該第二盞桅燈，但可如此辦；
  - (iii) 2盞舷燈；
  - (iv) 一盞尾燈。
- (b) 氣墊船在非排水狀況下運行時，除本條(a)段訂明的號燈外，另須陳示一盞環照黃色閃光燈。



## **RULE 23 (Cont'd)**

### **規則第23條（繼續）**

- (c) (i) A power-driven vessel of less than 12 m in length may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and sidelights;
- (ii) a power-driven vessel of less than 7 m in length whose maximum speed does not exceed 7 knots may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and shall, if practicable, also exhibit sidelights;
- (iii) the masthead light or all-round white light on a power-driven vessel of less than 12 m in length may be displaced from the fore and aft centreline of the vessel if centreline fitting is not practicable, provided that the sidelights are combined in one lantern which shall be carried on the fore and aft centreline of the vessel or located as nearly as practicable in the same fore and aft line as the masthead light or the all-round white light.

- (c) (i) 長度小於12米的機動船，可以陳示一盞環照白燈和2盞舷燈代替本條(a)段訂明的號燈；
- (ii) 長度小於7米、最高航速不超過7節的機動船，可陳示一盞環照白燈代替本條(a)段訂明的號燈，如屬切實可行，亦須陳示2盞舷燈；
- (iii) 長度小於12米的機動船上的桅燈或環照白燈如裝在船隻的首尾中心線上並非切實可行，則可離開該中心線；但2盞舷燈須合設於一個燈座中，裝在船隻的首尾中心線上或在切實可行範圍內盡量處在桅燈或環照白燈所在的同一首尾線上。

**RULE 34**  
**Manoeuvring and warning signals**

(a) When vessels are in sight of one another, a power-driven vessel underway, when manoeuvring as authorized or required by these Rules, shall indicate that manoeuvre by the following signals on her whistle:

- one short blast to mean "I am altering my course to starboard";
- 2 short blasts to mean "I am altering my course to port";
- 3 short blasts to mean "I am operating astern propulsion".

(b) Any vessel may supplement the whistle signals prescribed in paragraph (a) of this Rule by light signals, repeated as appropriate, whilst the manoeuvre is being carried out:

- (i) these light signals shall have the following significance:
  - one flash to mean "I am altering my course to starboard";
  - 2 flashes to mean "I am altering my course to port";
  - 3 flashes to mean "I am operating astern propulsion";

**規則第34條**  
**操縱和警告訊號**

(a) 在船隻互見情況下，在航機動船在進行本規則條文認可或規定的操縱時，須使用號笛發出下列訊號表示該種操縱：

- 一短聲表示“我船正在向右轉變航向”；
- 2短聲表示“我船正在向左轉變航向”；
- 3短聲表示“我船正在向後推進”。

(b) 在操縱時，任何船隻均可使用燈號補充本條(a)段訂明的笛號並視乎適當情況予以重複：

- (i) 此等號燈須具有下列意義：
  - 一閃表示“我船正在向右轉變航向”；
  - 2閃表示“我船正在向左轉變航向”；
  - 3閃表示“我船正在向後推進”。

**RULE 34 (Cont'd)**  
**規則第34條 (繼續)**

- (b) (ii) the duration of each flash shall be about one second, the interval between flashes shall be about one second, and the interval between successive signals shall be not less than 10 seconds;
  - (iii) the light used for this signal shall, if fitted, be an all-round white light, visible at a minimum range of 5 miles, and shall comply with the provisions of Annex I to these Regulations.
  - (c) When in sight of one another in a narrow channel or fairway:
    - (i) a vessel intending to overtake another shall in compliance with Rule 9(e)(i) indicate her intention by the following signals on her whistle:
      - 2 prolonged blasts followed by one short blast to mean "I intend to overtake you on your starboard side";
      - 2 prolonged blasts followed by 2 short blasts to mean "I intend to overtake you on your port side";
    - (ii) the vessel about to be overtaken when acting in accordance with Rule 9(e)(i) shall indicate her agreement by the following signal on her whistle:
      - one prolonged, one short, one prolonged and one short blast, in that order.
- 
- (b) (ii) 每閃的持續時間須約一秒；閃光的間隔須約一秒；相繼訊號的間隔須不小於10秒。
  - (iii) 用作此種訊號的號燈，如裝設，須是一盞環照白燈，其最小能見距離為5浬，並須符合本規則附件I的條文。
  - (c) 在狹窄的水道或航道內互見時：
    - (i) 意圖追越他船的船隻，須遵從規則第9(e)(i)條，以號笛發出下列訊號表示其意圖：
      - 2長聲繼以一短聲表示“我船意圖從你船右舷追越”；
      - 2長聲繼以2短聲表示“我船意圖從你船左舷追越”。
    - (ii) 將被追越的船隻，在按規則第9(e)(i)條行動時，須以號笛發出下列訊號表示同意：
      - 一長、一短、一長、一短聲(須依該次序)。

**RULE 34 (Cont'd)**  
**規則第34條 (繼續)**

(d) When vessels in sight of one another are approaching each other and from any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle. Such signal may be supplemented by a light signal of at least 5 short and rapid flashes.

(e) A vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.

(f) If whistles are fitted on a vessel at a distance apart of more than 100 m, one whistle only shall be used for giving manoeuvring and warning signals.

(d) 互見船隻彼此駛近時，不論因何因由，如任何一船未能了解他船意圖或行動，或懷疑他船是否在採取足夠的避碰行動，則持有懷疑的船隻須立即用號笛鳴放至少5個短促笛聲表示此種懷疑。此種訊號可以用至少5次急促的閃光的燈號予以補充。

(e) 船隻在駛近他船可能被居間障礙物遮蔽的水道或航道的彎頭或區域時，須鳴放一長聲。在彎頭另一面或在居間障礙物後的任何在聽到範圍內的來船須答以一長聲。

(f) 船隻上所裝號笛的間距如大於100米，則只須使用一個號笛鳴放操縱和警告訊號。

## **RULE 36**

### **Signals to attract attention**

If necessary to attract the attention of another vessel any vessel may make light or sound signals that cannot be mistaken for any signal authorized elsewhere in these Rules, or may direct the beam of her searchlight in the direction of the danger, in such a way as not to embarrass any vessel. Any light to attract the attention of another vessel shall be such that it cannot be mistaken for any aid to navigation. For the purpose of this Rule the use of high intensity intermittent or revolving lights, such as strobe lights, shall be avoided.

### 規則第36條 吸引注意的訊號

如需吸引他船的注意，任何船隻均可使用燈號或聲號，而此種燈號或聲號須是不能被誤認作本規則條文在其他部分認可的任何訊號的；或可用不會妨礙任何船隻的方式，將探照燈的光束對準危險方向。任何用以吸引他船注意的燈號，須是不能被誤認作任何助航訊號的。就本條而言，須避免使用高發光強度的間歇燈或旋轉燈，如頻閃燈之類。

## Annex 1

### Positioning and technical details of lights and shapes

#### 9. Horizontal sectors

- (a) (i) In the forward direction, sidelights as fitted on the vessel shall show the minimum required intensities. The intensities shall decrease to reach practical cut-off between  $1^{\circ}$  and  $3^{\circ}$  outside the prescribed sectors.
- (ii) For sternlights and masthead lights and at  $22.5^{\circ}$  abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to  $5^{\circ}$  within the limits of the sectors prescribed in Rule 21. From  $5^{\circ}$  within the prescribed sectors the intensity may decrease by 50% up to the prescribed limits; it shall decrease steadily to reach practical cut-off at not more than  $5^{\circ}$  outside the prescribed sectors.

#### 附件 I

#### 號燈及號型的位置和技術細節

#### 9. 水平扇形區

- (a)(i) 在朝前的方向上，船隻上所裝舷燈，須具有規定的最低發光強度。在訂明扇形區以外1度至3度之間，發光強度須減少至實際截斷。
- (ii) 對於尾燈、桅燈以及舷燈在正橫後 22.5 度處，在規則第 21 條訂明的扇形區界限內 5 度的水平弧範圍內，須保持規定的最低發光強度。從訂明的扇形區內 5 度至訂明的界限，發光強度可減少 50%；發光強度須穩定地減少，並在訂明的扇形區外不超過 5 度處，減少至實際截斷。

## Annex 1 (Cont'd)

### 附件 I (繼續)

#### 9. Horizontal sectors

- (b)(i) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than  $6^{\circ}$ , except anchor lights prescribed in Rule 30, which need not be placed at an impracticable height above the hull. (L.N. 486 of 1995)
- (ii) If it is impracticable to comply with sub-subparagraph (i) by exhibiting only one all-round light, two all-round lights shall be used suitably positioned or screened so that they appear, as far as practicable, as one light at a distance of one mile. (L.N. 486 of 1995)

#### 9. 水平扇形區

- (b)(i) 環照燈的位置須確保被桅、桅頂或構築物遮蔽的角扇形區不超過 6 度；但規則第 30 條訂明的錨燈除外，此種錨燈不必安置在並非切實可行的船體以上高度。(1995 年第 486 號法律公告)
- (ii) 如僅陳示一盞環照燈以符合第(i)次小分節是並不切實可行的，則須使用 2 盞環照燈，固定於適當位置或用遮板遮擋，使其在切實可行範圍內盡量在一浬距離看似是一盞燈。(1995 年第 486 號法律公告)