

[Amendment to Article 1.01](#)

[Add a new definition after "motorized vessel"](#)

[The term "large vessels" means any vessel other than a small craft](#)

Article 2.01 – Identification marks on vessels other than small craft and seagoing vessels

1. Every large vessel, except ~~small craft~~ and seagoing vessels, shall bear the following identification marks on its hull or on fixed boards or plates:

(a) Its name or emblem

The name shall be inscribed on both sides of the vessel, except for the pushed barges, it shall also be inscribed in a position visible from astern. If, in a side-by-side formation or pushed convoy, one or more of the inscriptions of the propelling vessel's name are hidden, the name shall be reproduced on boards so placed as to be clearly visible from the directions from which those inscriptions are hidden. If the vessel has no name or emblem, it shall bear either the name (or its usual abbreviation) of the organization to which it belongs followed, where applicable, by a number, or the registration number followed, in order to show the country of the vessel's home port or place of registry, by the letter or letters assigned to that country in annex 1 to these regulations.

(b) Its home port or place of registry

The name of the home port or place of registry shall be inscribed either on both sides of the vessel or on its stern and shall be followed by the letter or letters indicating the country of that home port or place of registry.

(c) Its official identification number

The official identification number shall be inscribed in accordance with the instructions given in point (a).

2. In addition, ~~except for small craft~~,

(a) Every large cargo vessel shall have its dead-weight tonnage inscribed on both sides, on the hull or on fixed boards;

(b) Every passenger vessel shall display the maximum permissible number of passengers in a conspicuous position on board.

Article 2.03 – Tonnage measurement

WORKING PARTY ON INLAND WATER TRANSPORT (SC.3)

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Marks and Draught Scales on Vessels; Tonnage Measurement

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Every inland waterway large cargo vessel, ~~except small craft~~, shall have its tonnage capacity measured.

Article 2.04 – Draught marks and draught scales

1. All large vessels, ~~except small craft~~, shall bear marks showing the maximum draught level. In the case of inland waterway vessels, the methods by which the maximum draught is determined and the conditions to be observed in affixing the draught marks shall be laid down in the rules concerning technical requirements which correspond to the Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61). In the case of seagoing vessels, the summer fresh-water line shall serve in place of draught marks.

2. Every large vessel which may draw as much as 1 m of water ~~except for small craft~~ shall be provided with draught scales. In the case of inland waterway vessels, annex 2 to these regulations lays down the conditions to be observed in affixing the draught scales.

Article 2.05 – Identification marks on anchors

1. The anchors of vessels shall bear identification marks in indelible characters.

If an anchor is used on another vessel belonging to the same owner, the original marking may be kept.

2. The obligation contained in paragraph 1 shall not apply to the anchors of seagoing vessels or of small craft.

Article 3.08 – Marking for large motorized vessels proceeding alone

1. Single large motorized vessels shall carry:

By night:

- (a) A masthead light forward and in the axis of the vessel, at a height of not less than 5 m. The height may be reduced to 4 m, when the vessel does not exceed a length of 40 m;
- (b) Side lights, each placed at the same height and on the same perpendicular to the axis of the vessel, 1 m lower than the masthead light, at least 1 m abaft of it on the widest part of the vessel; they shall be screened inboard so that the green light cannot be seen from the port side and the red light cannot be seen from the starboard side;
- (c) A stern light, placed aft and in the axis of the vessel.

2. A single large motorized vessel may in addition carry by night at the stern a second masthead light placed in the axis of the vessel and at least 3 m higher than the forward light, in such a way that the horizontal distance between these lights is at least three times the vertical distance. A single motorized vessel more than 110 m long shall be required to carry this second masthead light.

3. A single large motorized vessel temporarily preceded by night by an auxiliary motorized vessel shall continue to show the lights referred to in paragraphs 1 and 2 above.

6. The provisions of this article shall not apply to ~~small craft or~~ ferry-boats.

Article 3.09 – Marking for towed convoys under way

1. A motorized vessel leading a towed convoy, and a motorized vessel used as an auxiliary in front of another motorized vessel, a pushed convoy or a side-by-side formation shall carry:

By night:

- (a) Two masthead lights one above the other about 1 m apart, placed forward and in the axis of the vessel, the upper light being at a height of, at least, 5 meters and the lower light, so far as possible, at least 1 m higher than the side lights;
- (b) The side lights prescribed in article 3.08, paragraph 1 (b);
- (c) A yellow instead of a white stern light, placed in the axis of the vessel and high enough to be clearly visible from the towed unit following the vessel or the motorized vessel, pushed convoy or side-by-side formation in front of which the vessel is used as an auxiliary;

By day:

A yellow cylinder, with two black and white stripes at top and bottom, the white stripes being at the ends of the cylinders. The cylinder shall be placed vertically forward, and high enough to be visible from all directions.

2. Where a towed convoy is led by several motorized vessels, or where a motorized vessel, pushed convoy or side-by-side formation is preceded by several auxiliary motorized vessels proceeding side-by-side, whether coupled or not, each of those vessels shall carry:

By night:

Instead of the masthead lights prescribed in 1 (a) above, three masthead lights one above the other about 1 m apart, placed forward in the axis of the vessel, the top and bottom lights being at the same height as those prescribed in paragraph 1 (a);

By day:

The cylinder prescribed in paragraph 1 above.

Where a vessel, an assembly of floating material or a floating establishment is being manoeuvred by more than one motorized vessel, this requirement shall apply to each of them.

3. Vessels in a towed convoy following the motorized large vessel or vessels referred to in paragraphs 1 and 2 above shall carry:

By night:

A bright white light visible from all directions, placed at a height of at least 5 m;

By day:

A yellow ball in a suitable position and high enough to be visible from all directions.

However,

- (a) If a section of the convoy is more than 110 m long, that section shall carry two such lights, one forward and one aft;
- (b) If a section of the convoy comprises a row of more than two vessels coupled side-by-side, only the two outside vessels of the row shall carry such lights or such a ball.

The marking of all towed vessels in a convoy shall so far as possible be carried at the same height above the water level.

4. The [large](#) vessel or [large](#) vessels forming the last section of a towed convoy shall carry, in addition to the marking prescribed in paragraph 3 above:

By night:

The stern light prescribed in article 3.08, paragraph 1 (c).

However, if the convoy ends with a row of more than two vessels coupled side-by-side, only the two outside vessels of the row shall carry such lights. ~~If the rear of the convoy is made up of small craft, those craft shall not be taken into account for the provisions of this paragraph.~~

6. Where the vessels referred to in paragraph 3 above are seagoing vessels coming directly from or leaving for the sea, they may carry:

By night:

Instead of the white light, the side lights prescribed in article 3.08, paragraph 1 (b);

By day:

The yellow ball.

~~7. The provisions of this article shall not apply to small craft towing only other small craft or to the towing of small craft.~~

Article 3.11 – Marking for side-by-side formations under way

1. Side-by-side formations [consisting of large vessels](#) shall carry:

By night:

(a) The masthead light prescribed in article 3.08, paragraph 1 (a), on each vessel; however, each non-motorized vessel may, instead of the masthead light, carry the white light prescribed in article 3.09, paragraph 3, visible from all directions, in a suitable position but not higher than the masthead light of the motorized vessel or vessels;

(b) The side lights prescribed in article 3.08, paragraph 1 (b); these lights shall be placed on the outside of the formation, so far as possible at the same height and at least 1 m below the lowest masthead light;

(c) The stern light prescribed in article 3.08, paragraph 1 (c), on each vessel.

2. The provisions of paragraph 1 above shall also apply to side-by-side formations [of large vessels](#) preceded by night by one or more auxiliary motorized vessels.

When a side-by-side formation [consisting of large vessels](#) is preceded by day by one or more auxiliary motorized vessels, each vessel in the formation shall carry the yellow ball referred to in article 3.09, paragraph 3.

3. When a side-by-side formation is passing through the opening of a fixed or closed bridge or of a weir, or when passing through locks, the lights prescribed in paragraph 1 (a) above may be carried at a reduced height so that passage may be effected without difficulty.

~~4. The provisions of this article shall not apply to small craft propelling only small craft in a side by side formation, or to small craft so propelled.~~

Article 3.12 – Marking for large sailing vessels under way

1. Large Sailing vessels shall carry:

By night:

- (a) The side lights prescribed in article 3.08, paragraph 1 (b); however these lights may be ordinary, instead of bright;
- (b) The stern light prescribed in article 3.08, paragraph 1 (c).

2. In addition to the lights prescribed in paragraph 1 of this article, a large sailing vessel may carry:

By night:

Two ordinary or bright lights one above the other, visible from all directions, the upper light being red and the lower green; these lights shall be in a suitable position at the top or on the upper part of the mast and not less than 1 m apart.

3. All vessels under sail and simultaneously using their own mechanical means of propulsion shall carry:

By day:

A black cone, point downwards.

This cone shall be positioned as high as possible and where it will be most obvious.

~~4. The provisions of paragraphs 1 and 2 of this article shall not apply to small craft.~~ The provisions of paragraph 2 shall not apply to the vessels referred to in article 3.35.

Article 3.20 – Marking for stationary vessels

1. A# large stationary vessels except the vessels listed in Articles 3.22 and 3.25 shall carry:

By night:

An ordinary white light visible from all directions and at a height of at least 3 m.

This light may be replaced by an ordinary white light at the bow and an ordinary white light at the stern, positioned at the same height on the fairway side and visible from all directions.

By day:

Only vessels stationary offshore, without direct or indirect access to the bank, a black ball in a suitable position forward and high enough to be visible from all directions

2. A convoy stationary offshore (without direct or indirect access to the shore) shall carry:

By night:

On each vessel of the formation an ordinary white light visible from all directions, in a suitable position and at a height of at least 4 m. The total number of lights marking the barges shall not exceed four, provided that the outlines of the convoy are clearly marked;

By day:

A black ball on the leading vessel of the convoy or on the outermost vessels leading the convoy and on the pusher if applicable.

3. Small craft other than ship's boats may carry, instead of the lights prescribed by night in paragraphs 1 and 2 above, an ordinary white light in a suitable position and high enough to be visible from all directions.

4. The marking prescribed in this article shall not be mandatory:

- (a) When the vessel is stationary in a waterway on which navigation is temporarily impossible or prohibited;
- (b) When the vessel is stationary alongside the bank and is sufficiently well lit from the bank;
- (c) When the vessel is stationary outside the fairway in a clearly safe situation.

~~CHAPTER 4~~

~~SOUND SIGNALS; RADIOTELEPHONY;~~

~~navigation devices~~

Article 4.01 – General

1. When sound signals other than bells are prescribed in these regulations or any other provisions applicable, they shall be given:

- (a) On motorized vessels, except certain small craft unless these are vessels with radar equipment, by means of mechanically operated sound signalling devices, placed sufficiently high that the sound signals can spread freely to the front and if possible also to the back; the signalling

devices shall conform to the requirements laid down in chapter I of annex 6 of these regulations;

- (b) On non-motorized vessels and motorized small craft whose equipment does not include a sound signalling device, by means of a suitable trumpet or horn; such sound signals shall conform to the requirements of chapter I, paragraphs 1 (b) and 2 (b), of annex 6 to these regulations.

2. The sound signals given by large motorized vessels shall be accompanied by light signals synchronized with them, such light signals shall be yellow, bright and visible from all directions. This provision shall not apply to ~~small craft or to~~ the signal prescribed in article 6.32, paragraph 4 (a), to be given by vessels proceeding downstream and navigating by radar, or to be ringing or pealing of a bell.

3. Unless specifically provided to the contrary, in the case of a convoy, prescribed sound signals need to be given, only by the vessel carrying the boatmaster of the convoy.

Article 4.02 – Use of sound signals

1. Without prejudice to the other provisions of these regulations, all large vessels ~~except the small craft referred to in paragraph 2 of this article shall~~, when necessary, use the signals specified in chapter III of annex 6 to these regulations.

2. Small craft proceeding alone or towing or propelling in side-by-side formation only small craft may, if necessary, give the general signals specified in chapter III A of annex 6 to these regulations.

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Article 4.05 – Radiotelephony

1. Every radiotelephone set carried on board a vessel or floating establishment shall conform to, and shall be operated in accordance with, the requirements of the competent authorities.

2. Motorized large vessels, excluding ~~small craft~~, ferry-boats and floating equipment may sail only if they are equipped with two radiotelephone installations in proper working order. When under way, the radiotelephone installations for the ship-to-ship and nautical information channels must be permanently in a ready-to-transmit and ready-to-receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.

3. Ferry-boats and motorized floating equipment may only sail if they are equipped with a radiotelephone installation in proper working order. When under way, the radiotelephone installation for the ship-to-ship channel must be permanently in a ready to-transmit and ready to receive state. This channel may only be left for a short time in order to transmit or receive information on other channels. The first and the second sentence shall also apply during operation.

4. Each vessel equipped with a radiotelephone installation shall make reports on the channel allocated to the ship-to-ship network before entering blind sections, narrow channels or bridge openings and the sections determined by the competent authorities.

5. Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications.

Article 4.06 – Radar

1. Vessels may not use radar and Inland ECDIS equipment which may be used for conning the vessel with overlaid radar image (Navigation Mode) unless:

- (a) they are fitted with radar equipment and, if appropriate, Inland ECDIS equipment adapted to the needs of inland navigation and a rate-of-turn indicator. This equipment shall be in proper working order and of a type approved for the needs of inland navigation in accordance with the requirements of the competent authorities concerned as well as in accordance with General technical requirements for radar equipment as set out in annex 10. However, ferry-boats not moving independently shall not be required to be fitted with a rate-of-turn indicator;
- (b) a person holding a certificate of aptitude to use radar in accordance with the requirements of the competent authorities is on board. Notwithstanding the provisions of article 1.09, paragraph 2, the radar may be used for training purposes in good visibility by day and by night, even when there is no such person on board;
- (c) they are equipped with a device for emitting the three-tone signal with the exception of small craft and ferry-boats. However, the competent authorities may not prescribe such a system.

Notwithstanding the provisions of article 4.05, small craft shall also be equipped with a radiotelephone in proper working order for the ship-to-ship network.

2. In convoys, the requirements of paragraph 1 above shall apply only to the vessel carrying the boatmaster.

3. High-speed vessels under way shall use radar.

Article 6.03 bis – Crossing

1. When two vessels are crossing in such manner that there is a risk of collision, the vessel which has the other vessel to starboard shall give way to it and, if circumstances permit, avoid crossing ahead of it. However, the vessel which is on the starboard side of a marked fairway, shall maintain its course. This rule shall not apply to small craft in relation to other vessels.
2. The provision in paragraph 1 shall not apply when any one of articles 6.13, 6.14 or 6.16 is applicable.
3. Notwithstanding anything to the contrary in paragraph 1 above, when, in the case of small craft of different categories, two small craft are crossing in such a manner that there is a risk of collision, motorized small craft shall give way to all other small craft and small craft neither motorized nor under sail shall give way to small craft under sail.

However, the craft which is on the starboard side of the fairway shall maintain its course.

4. Notwithstanding anything to the contrary in paragraph 1 above, when, in the case of vessels under sail, two vessels are crossing in such a manner that there is a risk of collision, one of them shall give way to the other as follows:
 - (a) When each vessel has the wind on a different side, the vessel with the wind on the port side shall give way to the other;
 - (b) When both vessels have the wind on the same side, the vessel which is to windward shall give way to the vessel to leeward;
 - (c) If a vessel which has the wind on the port side sees another vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, the first shall give way to the other.

However, the vessel which is on the starboard side of the fairway shall maintain its course.

This paragraph does not apply to small craft in relation to other vessels.

Article 6.04 – Meeting: Normal rules

1. When two vessels are meeting and there may be a risk of collision, each vessel shall veer to starboard so as to pass on the port side of the other. This rule does not apply to small craft in relation to other vessels.
2. When meeting, vessels proceeding upstream shall, with due regard for local circumstances and the movements of other vessels, give way to vessels proceeding downstream.
3. Vessels proceeding upstream which leave the course of those proceeding downstream on their port side give no signal.

4. Vessels proceeding upstream which leave the course of those proceeding downstream on their starboard side shall in good time and to starboard:

(a) By day:

- Display a strong scintillating white light or wave a light blue flag or board; or
- Display a light blue board in conjunction with a bright scintillating white light;

(b) By night:

Display a bright scintillating white light in conjunction, if desired, with a light blue board.

These signals shall be visible from ahead and from astern and be displayed until passing is completed. Their continued display after passing is completed is prohibited unless it is desired to indicate an intention to continue allowing vessels proceeding downstream to pass to starboard. The light blue board shall have a white border not less than 5 cm wide; the frame and lath structure and the lantern of the scintillating light shall be dark in colour.

5. As soon as it appears that the intentions of a vessel proceeding upstream may not have been understood by a vessel proceeding downstream, the vessel proceeding upstream shall sound:

- One short blast when the meeting is to be to port; and
- Two short blasts when the meeting is to be to starboard.

6. Without prejudice to the provisions of article 6.05 below, vessels proceeding downstream shall follow the course indicated by those proceeding upstream in accordance with the above provisions; they shall repeat the visual signals referred to in paragraph 4 above or the sound signals referred to in paragraph 5 above made to them by vessels proceeding upstream.

7. Paragraphs 1 to 6 above shall not apply to small craft in relation to other vessels or to small craft meeting other small craft.

8. When two small craft are meeting and there may be a risk of collision, each vessel shall veer to starboard so as to pass on the port side of the other.

Article 6.05 – Meeting: Departures from normal rules

1. By derogation from the normal rule set out in article 6.04, vessels may in exceptional cases, and if certain that their request can be safely met, ask to pass starboard to starboard.

2. By derogation from the provisions of article 6.04:

- (a) Passenger vessels providing a regular service and whose authorized maximum passenger capacity is not below a number prescribed by the competent authority, when proceeding downstream and wishing to call at a landing-stage on the side used by vessels proceeding upstream; and

- (b) Towed convoys proceeding downstream which wish to keep close to a particular bank in order to turn upstream

have the right to ask vessels proceeding upstream to change the course left clear for them in accordance with article 6.04 above if that course does not suit them.

However, they may not so ask unless certain that their request can be safely met.

3. In such cases, the vessels proceeding downstream shall give the following signals in good time:

- If they wish to pass to port, one short blast;
- If they wish to pass to starboard, two short blasts and, in addition, the visual signals referred to in article 6.04, paragraph 4.

4. Vessels proceeding upstream shall then grant the request of those proceeding downstream and confirm the fact as follows:

- If they are to pass to port, by sounding one short blast and, in addition, removing the visual signals referred to in article 6.04, paragraph 4;
- If they are to pass to starboard, by sounding two short blasts and, in addition, displaying the visual signals referred to in article 6.04, paragraph 4.

5. As soon as it appears that the intentions of a vessel proceeding downstream may not have been understood by a vessel proceeding upstream, the vessel proceeding downstream shall repeat the sound signals referred to in paragraph 4 of this article.

6. If a vessel proceeding upstream sees that the course requested by one proceeding downstream is unsuitable and will cause a danger of collision, it shall sound a series of very short blasts. The steersmen shall then take all the steps required by the situation to obviate the danger.

7. Paragraphs 1 to 6 above shall not apply to small craft in relation to other vessels or to small craft meeting other small craft.

Article 6.07 – Meeting in narrow fairways

1. In order to avoid so far as possible meetings on sections or at points where the fairway is not unquestionably wide enough for vessels to pass (narrow fairways), the following rules shall apply:

- (a) All vessels shall proceed through narrow fairways as quickly as possible;
- (b) Where the view is restricted, vessels shall sound one long blast before entering a narrow fairway; if necessary, especially when the narrow fairway is long, they shall repeat this signal while passing through it;
- (c) On waterways for which “downstream” and “upstream” are defined:
 - (i) A vessel or convoy proceeding upstream, on becoming aware that a vessel proceeding downstream is about to enter a narrow fairway,

- shall stop below the fairway until the vessel proceeding downstream has passed through it;
- (ii) When a convoy or a vessel proceeding upstream has already entered a narrow fairway, vessels or convoys proceeding downstream shall, so far as possible, stop above the fairway until the convoy or vessel has passed through it;
- (d) On waterways for which "downstream" and "upstream" are not defined:
- (i) Vessels having no obstacle to starboard and those which in a curved narrow fairway have the outside of the curve to starboard shall hold their course and other vessels shall wait until they have passed through the narrow fairway; however, this provision shall not apply between small craft and other vessels;
 - (ii) In the case of a meeting between a small craft under sail and a small craft of another category, the small craft under sail shall maintain its course and the other shall wait until the small craft under sail has passed through the narrow fairway;
 - (iii) In the case of two sailing vessels meeting, the vessel to windward or, if both are navigating with the wind, the vessel which has the wind on the starboard side shall maintain its course and the other vessel shall wait until it has passed through the narrow fairway.

This provision does not apply to small sailing craft in relation to other vessels.

2. When a meeting in a narrow fairway has become inevitable, the vessels concerned shall take every possible precaution to ensure that they pass at a point and under conditions involving the minimum danger.

Article 6.09 – Overtaking: General provisions

1. Overtaking is permitted only if the overtaking vessel has made certain that it can be accomplished without danger.

2. The large vessel being overtaken by another large vessel, and every small craft being overtaken shall facilitate overtaking insofar as it is necessary and possible. It shall slow down, if necessary, to permit overtaking to be accomplished without danger and quickly enough not to hamper the movements of other vessels.

~~This provision shall not apply to a small craft overtaking a vessel other than a small craft.~~

Article 6.10 – Overtaking

1. As a general rule, the overtaking vessel shall pass to port of the vessel being overtaken. When overtaking is possible without danger of a collision, the overtaking vessel is allowed to pass also on starboard side of the vessel being overtaken. If overtaking is possible without the vessel being overtaken changing its course or speed, the overtaking vessel need give no sound signal.

2. When overtaking is impossible without the vessel being overtaken changing course, or when it appears that the vessel being overtaken may not have noticed the intention to overtake and that this may cause a danger of collision, the overtaking vessel shall sound:

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- (a) Two long blasts followed by two short blasts if it wishes to pass to port;
 - (b) Two long blasts followed by one short blast if it wishes to pass to starboard.
3. If the vessel being overtaken can grant this request by the overtaking vessel, it shall leave the necessary space on the side requested, moving over towards the other side if necessary, and sound:
- (a) One short blast when it is to be overtaken to port;
 - (b) Two short blasts when it is to be overtaken to starboard.
4. When overtaking is not possible on the side requested by the overtaking vessel, but possible on the other side, the vessel being overtaken shall sound:
- (a) One short blast when overtaking is possible to port;
 - (b) Two short blasts when overtaking is possible to starboard.

If the overtaking vessel still wishes to pass, it shall then sound two short blasts in case (a) or one short blast in case (b).

The vessel being overtaken shall then leave the necessary space on the side on which it is to be overtaken, moving over to the other side if necessary.

5. When overtaking is impossible without danger of a collision, the vessel being overtaken shall sound five short blasts.

6. In the case of two sailing vessels, the overtaking vessel shall as a general rule pass on the side on which the vessel being overtaken has the wind. This provision shall not apply to a small sailing craft which is overtaken by another sailing vessel.

When a vessel is being overtaken by a large sailing vessel, it shall facilitate overtaking on the side on which the overtaking craft has the wind. ~~This provision shall not apply to a small sailing craft overtaking another vessel.~~

7. Paragraphs 2 to 6 above shall not apply to small craft in relation to other vessels or to small craft overtaking other small craft.

Article 6.16 – Harbours and tributary waterways: entering and leaving; leaving followed by crossing the waterway

1. Vessels may enter or leave a harbour or a tributary waterway or enter or cross the waterway only after making certain that they can do so safely and without obliging other vessels to change their course or speed abruptly.

If a vessel proceeding downstream is obliged to turn upstream in order to enter a harbour or tributary waterway, it shall accord priority to any vessel proceeding upstream which also wishes to enter the harbour or tributary waterway.

In certain cases, waterways considered to be tributaries may be marked by one of the signs E.9 or E.10 (annex 7).

2. If the intended manoeuvre is likely or certain to oblige other vessels to change their course or speed, vessels except ferry-boats carrying out any of the

manoeuvres referred to in paragraph 1 above shall announce the manoeuvre by sounding in good time:

- Three long blasts followed by one short blast when, to enter or after leaving, they have to turn to starboard;
- Three long blasts followed by two short blasts when, to enter or after leaving, they have to turn to port;
- Three long blasts when, after leaving, they wish to cross the waterway.

Before completing the crossing, they shall, if necessary, sound:

- One long blast followed by one short blast if they wish to turn to starboard, or
- One long blast followed by two short blasts if they wish to turn to port.

3. The other vessels shall change their course and speed if necessary.

This provision shall also apply when the sign B.10 (annex 7) is placed on the main waterway near the exit from a harbour or tributary waterway.

4. If the sign B.9 (a) or B.9 (b) (annex 7) is placed near the exit from a harbour or tributary waterway, vessels leaving that harbour or waterway may enter or cross the main waterway only if their doing so will not oblige vessels proceeding on it to change their course or speed.

5. Vessels may not enter a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, paragraph 2, is displayed on the main waterway.

Vessels may not leave a harbour or tributary waterway when the sign A.1, together with the additional sign shown in annex 7, section II, paragraph 2, is near the exit.

6. If the sign E.1 together with the additional sign shown in annex 7, section II, paragraph 2, is displayed on the main waterway, vessels may enter a harbour or tributary waterway even if their doing so might oblige vessels proceeding on the main waterway to change their course or speed. Vessels may leave if the sign E.1, together with the additional sign shown in annex 7, section II, paragraph 2, is displayed near the exit; in this case, the sign B.10 (annex 7) shall be displayed on the main waterway.

7. The provisions of paragraphs 1 to 3 shall not apply to small craft in relation to other vessels, nor shall those of paragraph 4 apply to vessels which are not small craft in relation to small craft. The provisions of paragraph 2 shall not apply to small craft among themselves.

Article 6.30 – General rules for navigation in reduced visibility; use of radar

1. In reduced visibility, all vessels shall navigate by radar.

2. Vessels under way in reduced visibility shall proceed at a safe speed as required by the reduced visibility and the presence and movements of other vessels and local circumstances. They shall use the radiotelephone to give other vessels the necessary information for safety of navigation. Small vessels under way in reduced

visibility shall use ship--ship channel or the channel prescribed by the competent authorities.

3. When stopping because of reduced visibility, vessels shall, as far as possible keep clear of the fairway.

4. Vessels proceeding on their course shall, when meeting another vessel, keep to the right as far as is necessary to allow passing port to port. The provisions of articles 6.04, paragraphs 4, 5 and 6 and of article 6.05 shall generally not apply in reduced visibility. However, passing starboard to starboard can also be allowed by the competent authorities when navigational conditions of particular waterways so require.

5. Towed convoys shall immediately proceed to the nearest safe berthing or anchoring areas, if a communication with visual sign, between the towed vessel and the motorized vessel, is not possible. For towed convoys proceeding downstream, navigation by radar is prohibited except for reaching the nearest safe berthing or anchoring areas. For such towed convoys provisions of the Article 6.33 are applicable.

Article 6.32 – Navigation by radar

1. When a vessel is navigating by radar, there shall be at all times in the wheelhouse a person holding a certificate required by the competent authorities for that section of the inland waterway and for the type of vessel he navigates and the certificate referred to in article 4.06, paragraph 1 (b), and a second person sufficiently conversant with this method of navigation. However if the wheelhouse is designed for radar navigation by one person, it is sufficient that the second person can, if necessary, be summoned to the wheelhouse immediately.

2. As soon as a vessel proceeding upstream observes oncoming vessels on the radar screen, or when it is approaching a sector where there might be vessels not yet visible on the screen, it shall communicate by radiotelephone to the oncoming vessels its category, name, direction and position, and agree with these vessels on a procedure for passing.

3. As soon as a vessel proceeding downstream observes on the radar screen a vessel whose position or course may cause a dangerous situation and which has not established contact by radiotelephone, the vessel proceeding downstream shall draw the attention of this vessel to the dangerous situation by radiotelephone and agree on a procedure for passing.

4. When radiotelephone contact cannot be established with the oncoming vessels, the large vessel shall:

- (a) Give the three-tone signal and repeat it as often as necessary. ~~This provision does not apply to small craft;~~
- (b) Reduce speed and, if necessary, stop.

A vessel proceeding upstream shall, as soon as it hears the signals referred to in paragraph 4 (a) above or observes on the screen vessels whose position or movements might cause a dangerous situation, or when it is approaching a section where there might be vessels not yet visible on the screen:

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- (c) Give one long blast and repeat this signal as often as necessary;
 - (d) Reduce speed and, if necessary, stop.

5. Any vessel navigating by radar and called by radiotelephone shall reply by radiotelephone, giving its category, name, direction and position. It shall then agree on a passing procedure with the oncoming vessel; a small craft, however, shall only indicate on which side it is giving way.

6. In convoys the requirements of paragraphs 1-5 above shall apply only to the vessel carrying the boatmaster of the convoy.
