

Advisory Circular

PART 22 Collision Prevention

Issue No. 22-1 16 January 1998

1. General

Maritime Safety Authority Advisory Circulars are designed to give you assistance and explanations about the standards and requirements set out in the rules. However, the notes contained in Advisory Circulars should not be treated as a substitute for the rules themselves, which are the law.

When a number such as 22.4 is referred to, this is a reference to a specific rule within Part 22.

2. Amendments and Additions

Part 22 incorporates amendments to the Convention on the International Regulations for Preventing Collisions at Sea 1972, adopted by the International Maritime Organisation, made since publication of the Shipping (Distress Signals and Prevention of Collisions) Regulations 1988. These amendments are as follows:

- Rule 22.26—Removal of the basket as a day shape for fishing vessels and a change of wording with regards to additional signals for vessels fishing in close proximity.
- Rule 22.38—Removal the phrase “without interfering with the special function of that vessel”.

Appendix 1

- Section 3—Addition of a rule for the positioning of a single masthead light.
- Section 9—Guidance on the positioning and screening of all-round lights when obstructions exceed 6 degrees.
- Section 13—Added to give details on the lights and shapes for High Speed Craft.

Appendix 2

- Section 2—Amended to make a differentiation in requirements of lights for vessels fishing in close proximity, based on length.

Appendix 4

- Distress signals—This has been removed, unamended, from the collision prevention requirements and placed in Part 23, Operational Procedures and Training.



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Part 22 also incorporates alterations to the International Convention for New Zealand waters only.

- Rule 23(2)(b)—Addition of extra light for High Speed Craft.
- Rule 27(5)(b)—The rigid replica of the 'A' flag for under six metre vessels may be smaller than that for larger vessels.

3. The Marking of Seismic Streamers

Seismic survey operations involve the towing of a large array of streamers at varying depths. The streamers can be as long as 8,000 m, so that in moderate visibility the tail buoys will be out of sight of the towing vessel.

To enhance safe navigation, seismic survey vessels should have

- tail buoys marking their towed streamers
- a buoy towed a short distance behind the towing vessel

All buoys should display by day and night an all-round high-intensity white light flashing Morse signal "U"—"You are running into danger".

The area of danger to approaching vessels is between the buoy towed close to the vessel, and the array of buoys towed on the tails of the streamers.

4. Use of "Not Under Command" (NUC) Signals

The International Maritime Organisation has expressed concern at the use of NUC lights in circumstances which cannot reasonably be classed as "exceptional".

In many cases, vessels have deliberately shut down their main propulsion machinery for no justifiable reason (stopped and drifting), and have considered themselves "not under command".

A vessel which is underway and stopped, unless actually "not under command" as defined by rule 22.2, must not use the NUC signal and should continue to exhibit the lights as per rule 22.23.

Contraventions of rule 22.23 should be reported to the Maritime Safety Authority for appropriate action.

Mariners' attention is drawn to Marine Notice "Boats—13/1995" on Drifting at Night.

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**Letter of Transmittal
Maritime Rules
Part 22 Collision Prevention**

This letter transmits to you Part 22, Collision Prevention, as attached. It was signed by the Minister of Transport on 3 December 1997. Part 22 comes into force on 1 February 1998.

Keep this letter at the front of Part 22 for easy reference. Future copies of this transmittal letter, accompanying amendments to Part 22, will show amendment instructions.

David Eyres
Manager, Standards