



# IALA RECOMMENDATION

O-104

## 'OFF STATION' SIGNALS FOR MAJOR FLOATING AIDS

**Edition 2.0**

**May 2012**



# DOCUMENT REVISION

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

Date	Page / Section Revised	Requirement for Revision
May 1998	1 <sup>st</sup> issue	
July 2005	Entire document reformatted	Reformatting to meet IALA documentation standards
May 2012	Edition 2 Entire document	IALA Council request that ANM update document.



# THE COUNCIL

**RECALLING** the function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment.

**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 at the APPENDIX 1 to this Recommendation),

**RECOGNISING ALSO** that these Regulations of the 1930 Lisbon Agreement are no longer relevant to present day circumstances for the following reasons:

- 1 Manned lightships are no longer in existence.
- 2 The regulations do not apply to unmanned major floating aids to navigation, of which many remain in service. These AtoN include unmanned Light Vessels / Lightships, Large Automatic Navigation Buoys (LANBY), and Large Navigation Buoys (LNB). Other large buoys that are not principally used as aids to navigation, such as large mooring buoys and the largest Oceanographic Data Acquisition System (ODAS) buoys are also excluded from the 1930 regulations.
- 3 The signals prescribed are complex and are not practicable for exhibition by automatic means.
- 4 The regulations were established before Radio Navigational Warnings, Radar, Global Positioning Systems or the Automatic Identification System existed.

**CONSIDERING** that there is a need to prescribe signals which can reasonably be deployed by automatic means on unmanned Light Vessels/lightships, Large Navigational Buoys (LNB) (occasionally referred to as LANBYs), and large non-navigational buoys which are no longer within their prescribed nominated or assigned buoy position, such as when the buoy has dragged or broken adrift from its moorings.

**CONSIDERING** the proposals of the IALA Aids to Navigation Requirements and Management Committee.

**ADOPTS** the Recommendation on 'Off Station' Signals for Major Floating Aids, as described below.

**RECOMMENDS** that National Members and other Competent Authorities providing marine aids to navigation services take the following actions:

- 1 When any unmanned Light Vessel / Lightship, or LNB (occasionally referred to as LANBY), is out of position such that it could be misleading to navigation:
  - a it should discontinue any light, sound and Racon signal used as aids to navigation.
  - b it should, to avoid risk of collision, exhibit two all-round red lights in a vertical line where they can best be seen, which should be exhibited in accordance with the Convention on



- the International Regulations for Preventing Collisions at Sea, 1972 (COLREGS) Rule 27(A) for a vessel not under command.
- c if requiring 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'.
  - d if requiring a racon to be deployed, it should be coded MORSE 'D'.
  - e if it is equipped with an Automatic Identification System (AIS), this system should broadcast the appropriate 'off station' message.
- 2 In certain circumstances, when any Large Non Navigational Buoy y, is out of position such that it could be misleading to navigation:
- a it should discontinue any light, sound and Racon signal used as aids to navigation
  - b if requiring a Racon to be deployed, it should be coded MORSE 'D'
  - c if the buoy is equipped with an Automatic Identification System (AIS), this system should broadcast the appropriate 'off station' message.
- 3 Issue appropriate Radio Navigation Warnings in conjunction with the aforementioned signals 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.

A lightship which has dragged or broken adrift from its moorings should hoist a special signal, which preferably should be:

- a By day: Two large black spheres - one forward and one aft.
- b 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.

In addition, as a supplementary measure of precaution, a lightship which has dragged or broken adrift from its moorings should:

- a By day, fly a flag signal signifying:
  - i 'I am not in my correct position'.
  - ii as laid down in the International Code of Signals.
- b 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.

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.