

1972 國際海上避碰規則(2013 年版本)中英文對照表

<p>PART A - GENERAL</p> <p>Rule 1</p> <p>Application</p> <p>(a). These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.</p>	<p>第一章總則</p> <p>第一條 適用範圍</p> <p>一、本規則適用於在公海上，及在所有與公海相通可供海船航行之水域內之所有船舶。</p>
<p>(b). Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these Rules.</p>	<p>二、本規則之任何規定，並不干涉當地主管機關為與公海相通，可供海船航行之錨泊區、港口、江河、湖泊或內陸水道所制定之特殊規則之行使。該特殊規則應盡可能與本規則相符。</p>
<p>(c). Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any State with respect to additional station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, or with respect to additional station or signal lights or shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights, shapes or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light, shape or signal authorized elsewhere under these Rules.</p>	<p>三、本規則各條之規定，並不干涉任何國家政府為其軍艦及在護航下之船舶所增設之部位燈或信號燈，號標或號笛信號的特別規定之行使。或為其從事捕魚中之漁船隊所增設之部位燈或信號燈或號標的特別規則之行使，此項增設之部位燈或信號燈，號標或號笛信號，應盡可能使其不致被誤認為本規則中所規定之任何號燈、號標或信號。</p>
<p>(d). Traffic separation schemes may be adopted by the Organization for the purpose of these Rules.</p>	<p>四、為實施本規則，本組織(國際海事組織)可採用分道通航制。</p>
<p>(e). Whenever the Government concerned shall have determined that a vessel of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect of that vessel.</p>	<p>五、不論何時當有關政府對於一特殊結構或用途之船舶，號為其號燈或號標之數量、位置、能見距或可見弧度，及其音響信號設備之裝置與性能，不能完全符合本規則之規定時，該船應遵守其本國政府對該船號燈或號標之數量、位置、能見距離或可見弧度，及其音響信號設備之裝置與性能之規定，該項規定應盡可能接近本規則之規定。</p>
<p>Rule 2</p> <p>Responsibility</p> <p>(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.</p>	<p>第二條 責任</p> <p>一、本規則之任何規定，不得免除任何船舶，或其所有人、船長或船員，因疏於遵守本規則，或疏於為海員常規上或為特殊環境所需之任何戒備而引起後果之責任。</p>
<p>(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.</p>	<p>二、在解釋及遵行本規則時，必須顧及航行及碰撞之各種危機，及在任何特殊情況下，包括船舶因受限制，為避免急迫之危險，必要時得背離本規則之規定。</p>
<p>Rule 3</p> <p>General definitions</p> <p>. For the purpose of these Rules, except where the context otherwise requires:</p> <p>(a). The word “vessel” includes every description of water craft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water.</p>	<p>第三條 一般定義</p> <p>為實施本規則，除條文中另有解釋外：</p> <p>一、「船舶」係指所有用作水上運輸工具之船艇，包括無排水量之船艇及水上飛機。</p>
<p>(b). The term “power-driven vessel” means any vessel propelled by machinery.</p>	<p>二、「動力船舶」係指以機械推動之任何船舶。</p>
<p>(c). The term “sailing vessel” means any vessel under sail provided that</p>	<p>三、「帆船」係指揚帆行駛之任何船舶，包括縱</p>

propelling machinery, if fitted, is not being used.	有推動機械而未使用者。
(d). The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict manoeuvrability.	四、「從事捕魚之船舶」係指以網、繩、拖網或其他漁具捕魚而限制其運轉能力之任何船舶，但使用曳繩或其他漁具捕魚而不致限制其運轉能力之船舶除外。
(e). The word “seaplane” includes any aircraft designed to manoeuvre on the water.	五、「水上飛機」係指為在水上運轉而設計之任何航空器。
(f). The term “vessel not under command” means a vessel which through some exceptional circumstance is unable to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel.	六、「操縱失靈之船舶」係指因某種異常情況，不能依本規則之規定運轉，以致不能避讓他船之船舶。
(g). The term “vessel restricted in her ability to manoeuvre” means a vessel which from the nature of her work is restricted in her ability to manoeuvre as required by these Rules and is therefore unable to keep out of the way of another vessel. The term “vessels restricted in their ability to manoeuvre” shall include but not be limited to: (i). a vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline; (ii). a vessel engaged in dredging, surveying or underwater operations; (iii). a vessel engaged in replenishment or transferring persons, provisions or cargo while underway; (iv). a vessel engaged in the launching or recovery of aircraft; (v). a vessel engaged in mine clearance operations; (vi). a vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.	七、「運轉能力受限制之船舶」係指因工作性質致其運轉能力受限制，不能依本規則之規定避讓他船之船舶。運轉能力受限制之船舶應包括下列船舶，但不以所列者為限： (1)從事安放、修護、撈取導航標誌、水底電纜或管線之船舶。 (2)從事疏濬、測量或水下作業之船舶。 (3)航行中從事補給或傳遞人員、給養或貨物之船舶。 (4)從事發出收回飛機之船舶。 (5)從事清除水雷作業之船舶。 (6)從事拖曳作業時，其本身與被拖物之轉向能力受嚴重限制之船舶。
(h). The term “vessel constrained by her draught” means a power-driven vessel which, because of her draught in relation to the available depth and width of navigable water, is severely restricted in her ability to deviate from the course she is following.	八、「受吃水限制之船舶」係指因其吃水與可航水域深度與寬度之關係，致其轉向能力受嚴重限制之動力船舶。
(i). The word “underway” means that a vessel is not at anchor, or made fast to the shore, or aground.	九、「航行中」係指船舶未錨泊，或未繫岸，或未擱淺者。
(j). The words “length” and “breadth” of a vessel mean her length overall and greatest breadth.	十、船身之「長度」及「寬度」係指船舶之全長及最大寬度。
(k). Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.	十一、「互見」係指船當能儘為另一船由目視看到時，即視為互見。
(l). The term “restricted visibility” means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes.	十二、「受限制之能見度」係指能見度受到霧、靄、降雪、暴風雨、暴風沙或其他類似因素所限制之任何情況。
(m). The term “Wing-In-Ground (WIG) craft” means a multimodal craft which, in its main operational mode, flies in close proximity to the surface by utilizing surface-effect action.	十三、「飛翼船艇」係指在主要操作模式上以貼近水面，利用表面效應飛行之各型船艇。
PART BSTEERING AND SAILING RULES SECTION I CONDUCT OF VESSELS IN ANY CONDITION OF VISIBILITY Rule 4 Application Rules in this section apply in any condition of visibility.	第二章 操舵及航行規則 第一節 船舶在任何能見度情況下之措施 第四條 適用範圍 本節之規定，適用於任何能見度之情況。
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.	第五條 瞭望 各船應經常運用視覺、聽覺及各種適合當前環境所有可使用之方法，保持正確瞭望，以期完全瞭解其處境及碰撞危機。
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.	第六條 安全速度 各船應經常以安全速度航行，俾能採取適當而有效之措施，以避免碰撞，並在適合當前環境與情況之距離內，能使船舶停止前進。在決定安全速度時，應考慮下列各項： 一、所有船舶：

<p>In determining a safe speed the following factors shall be among those taken into account:</p> <p>(a). By all vessels:</p> <p>(i). the state of visibility;</p> <p>(ii). the traffic density including concentrations of fishing vessels or any other vessels;</p> <p>(iii). the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;</p> <p>(iv). at night the presence of background light such as from shore lights or from back scatter of her own lights;</p> <p>(v). the state of wind, sea and current, and the proximity of navigational hazards;</p> <p>(vi). the draught in relation to the available depth of water.</p> <p>(b). Additionally, by vessels with operational radar:</p> <p>(i). the characteristics, efficiency and limitations of the radar equipment;</p> <p>(ii). any constraints imposed by the radar range scale in use;</p> <p>(iii). the effect on radar detection of the sea state, weather and other sources of interference;</p> <p>(iv). the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;</p> <p>(v). the number, location and movement of vessels detected by radar;</p> <p>(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.</p>	<p>(1)能見度之情況。</p> <p>(2)交通密度，包括漁船或其他船舶之聚集度。</p> <p>(3)船舶之運轉能力，尤應注意當前情況下之衝止距及迴轉能力。</p> <p>(4)夜間現出之背景亮光，諸如來自岸上之燈光或本船燈光反射之散光。</p> <p>(5)風、浪及水流之狀況，以及航行險阻之臨近程度。</p> <p>(6)吃水與可航水深之關係。</p> <p>二、此外，使用雷達之船舶：</p> <p>(1)雷達設備之性能、效率及限制。</p> <p>(2)當時使用之雷達掃描距離所受到之任何限制。</p> <p>(3)海面狀況、天候及其他干擾對雷達偵測之影響。</p> <p>(4)在適當之掃描距離，雷達仍可能無法測知小船、浮冰或其他漂浮物之可能性。</p> <p>(5)雷達已測知之船舶數量、位置及移動狀況。</p> <p>(6)使用雷達測定附近之船舶或其他目標之距離時，對能見度可能有較正確之評估。</p>
<p>Rule 7</p> <p>Risk of collision</p> <p>(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.</p> <p>(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.</p>	<p>第七條 碰撞危機</p> <p>一、各船舶應利用各種可能適當方法，在當前環境與情況下，研判是否有碰撞危機存在，如有任何可疑之處，此項危機應視為存在。</p> <p>二、若裝有雷達並能作業時，應予適當使用，包括長距離掃描，俾能及早獲得碰撞危機之警告，並用雷達測繪或類似之系統設備，觀測已測出之目標。</p>
<p>(c). Assumptions shall not be made on the basis of scanty information, especially scanty radar information.</p>	<p>三、切勿依據不充分之資料，尤其不充分之雷達資料，擅作假設。</p>
<p>(d). In determining if risk of collision exists the following considerations shall be among those taken into account:</p> <p>(i). such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change;</p> <p>(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.</p>	<p>四、在研判是否有碰撞危機存在時，應考慮下列各項：</p> <p>(1)如駛近船舶之羅經方位無顯著改變時，碰撞危機應視為存在。</p> <p>(2)雖駛近船舶之方位明顯改變，碰撞危機有時仍可能存在，尤其當接近一巨型船舶或一組拖曳船，或逼近另一船舶時。</p>
<p>Rule 8</p> <p>Action to avoid collision</p> <p>(a). Any action to avoid collision shall be taken in accordance with the Rules of this Part and shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.</p>	<p>第八條 避碰措施</p> <p>一、採取任何避碰措施，如環境許可，應有充份時間早作明確之行動，並注意優良船藝之施展。</p>
<p>(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.</p>	<p>二、為避免碰撞而採取之任何航向及(或)航速之改變，如環境允許，其改變幅度應足能為他船由目視或雷達所明顯測知，並應避免對航向及(或)航速，作斷續而微小之變動。</p>
<p>(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.</p>	<p>三、如有充分水域時，僅藉改變航向，可能即為避免逼近情勢之最有效措施，但必須及早堅定行之，庶可不致發生另一逼近情勢。</p>
<p>(d). Action taken to avoid collision with another vessel shall be such as</p>	<p>四、採取避免與他船碰撞之措施時，應以安全</p>

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.	距離相互通過，並應審慎校測此項措施之實效，直至他船最後通過並分離清楚為止。
(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.	五、如必要時，為避免碰撞，或容許有更多時間以研判當前情勢，船舶應減速或用停車或倒車，以制止船舶前進。
(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 sea-room 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 two vessels are approaching one another so as to involve risk of collision.	六、 (1)凡依規則規定不得妨礙他船通過或安全通過之船舶，在情況需要時，應及早採取措施，俾有足夠之水域以供他船通過。 (2)凡依規定不得妨礙他船通過或安全通過之船舶，當駛近他船而有碰撞危機時，仍不得免除此項責任，並應於採取措施時，充分考慮本章各條可能要求採取之措施。 (3)當兩船互相接近致有碰撞危機時，非讓路船仍應完全遵守本章各條之規定。
Rule 9 Narrow Channels	第九條 狹窄水道
(a). A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.	一、船舶循狹窄水道或適航水道行駛，於安全且實際可行時，應盡量靠近本船右舷水道或適航水道之外側行駛。
(b). A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.	二、帆船或長度未滿二十公尺之船舶，對僅能於狹窄水道或適航水道中安全航行之船舶，不得妨礙其通行。
(c). A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.	三、從事捕魚中之船舶，對任何其他航行於狹窄水道或適航水道中之船舶，不得妨礙其通行。
(d). A vessel shall not cross a narrow channel or fairway if such crossing impedes the passages of a vessel which can safely navigate only within such channels or fairway. The latter vessel may use the sound signals prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.	四、船舶如橫越狹窄水道或適航水道，對僅能於狹窄水道或適航水道安全航行船舶之通行有妨礙時，不得橫越。若後者對橫越船舶之意圖有疑慮時，可鳴放本規則第三十四條第四項規定之音響信號以表示之。
(e). (i). In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c) (i) The vessel to be overtaken shall, If in agreement, sound the appropriate signal prescribed in Rule 34(c) (ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d). (ii). This Rule does not relieve the overtaking vessel of her obligation under Rule 13.	五、 (1)在狹窄水道或適航水道中，唯有被追越之船舶採取措施允許追越船安全通過時，方可追越。意圖追越之船舶，應鳴放本規則第三十四條第三項第(一)款所規定之適當音響信號，被追越船如同意，應鳴放本規則第三十四條第三項第(二)款規定之適當音響信號，並採取步驟允許安全通過。若有疑慮時，被追越船應鳴放本規則第三十四條第四項規定之音響信號。 (2)本條之規定，並不解除追越船依本規則第十三條所規定應盡之義務。
(f). A vessel nearing a bend or an area of a narrow channel or fairway where other vessel may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).	六、船舶駛近彎水道或狹窄水道或適航水道區域，由於障礙物之遮蔽可能無法看見其他船舶，應特別警覺小心航行，並鳴放本規則第三十四條第五項所規定之適當音響信號。
(g). Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.	七、如情況環境許可，任何船舶應避免在狹窄水道內錨泊。
Rule 10 Traffic Separation Schemes	第十條 分道通航制
(a). This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other Rule.	一、本條規定，適用於本組織(國際海事組織)所採用之分道通航制，並不免除任何船舶對其他條文之義務。

<p>(b). A vessel using a traffic separation scheme shall:</p> <p>(i). proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;</p> <p>(ii). so far as practicable keep clear of a traffic separation line or separation zone;</p> <p>(iii). normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small angle to the general direction of flow as practicable.</p>	<p>二、使用分道通航制之船舶應：</p> <p>(1)在適宜之航行巷道內，依該巷道一般通行方向航行；</p> <p>(2)盡實際可能，離開分道線或分道區；</p> <p>(3)通常均由航行巷道之起(終)點進出巷道，但如由任何一側進出時，應盡可能採取與該巷道一般通行方向成最小之角度進出。</p>
<p>(c). A vessel shall, so far as practicable, avoid crossing traffic lanes, but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.</p>	<p>三、船舶應盡實際可能避免橫越航行巷道，如不得已而橫越時，應盡實際可能以與該巷道一般之通行方向成直角之艏向橫越之。</p>
<p>(d).</p> <p>(i). A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessel of less than 20 metres in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.</p> <p>(ii). Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.</p>	<p>四、</p> <p>(1)船舶如可安全行駛近岸航行區鄰近之分道航行區內之航行巷道時，不得使用近岸航行區。但長度未滿二十公尺之船舶、帆船及作業中之漁船得使用近岸航行區。</p> <p>(2)不論第四項第(一)款之規定如何，當船舶往來位於近岸航行區內之港口、離岸設置或建築物、引水站或任何其他地點，或為避免立刻之危險時，得使用近岸航行區。</p>
<p>(e). A vessel, other than a crossing vessel or a vessel joining or leaving a lane, shall not normally enter a separation zone or cross a separation line except:</p> <p>(i). in cases of emergency to avoid immediate danger;</p> <p>(ii). to engage in fishing within a separation zone. under Rule 13.</p>	<p>五、除橫越船舶或進出航行巷道之船舶外，船舶通常不得進入分道區或穿越分道線，但下列情形除外；</p> <p>(1)在危急情況下，為避免緊急危險時；</p> <p>(2)在分道區內從事捕魚時。</p>
<p>(f). A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.</p>	<p>六、在分道通航制區起(終)點附近水域行駛之船舶，應特別警覺。</p>
<p>(g). A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.</p>	<p>七、船舶應盡實際可能避免在分道通航制水域內，或其起(終)點附近水域錨泊。</p>
<p>(h). A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.</p>	<p>八、不使用分道通航制之船舶，應盡實際可能遠離該水域。</p>
<p>(i). A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.</p>	<p>九、從事捕魚中之船舶，不得妨礙航行巷道中任何船舶通行。</p>
<p>(j). A vessel of less than 20 metres in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.</p>	<p>十、帆船或長度未滿二十公尺之船舶，不得妨礙動力船舶在航行巷道內之安全通行。</p>
<p>(k). A vessel restricted in her ability to manoeuvre when engaged in an operation for the maintenance of safety of navigation on a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.</p>	<p>十一、在分道通航制水域內從事維護航行安全工作之船舶，當作業中致其運轉能力受限制時，在其作業所必要之範圍內，得不遵守本條之規定。</p>
<p>(l). A vessel restricted in her ability to manoeuvre when engaged in an operation for the laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.</p>	<p>十二、在分道通航制水域內，從事安放、修護或撈取海底電纜之船舶，當作業中致其運轉能力受限制時，在其作業必要之範圍內，得不遵守本條之規定。</p>
<p>SECTION II-CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER</p> <p>Rule 11</p> <p>Application</p> <p>Rules in this Section apply to vessels in sight of one another.</p>	<p>第二節 船舶互見時之措施</p> <p>第十一條 適用範圍</p> <p>本節各條之規定適用於互見之船舶。</p>
<p>Rule 12</p> <p>Sailing Vessels</p> <p>(a). When two sailing vessels are approaching one another, so as to</p>	<p>第十二條 帆船</p> <p>一、兩艘帆船互相接近，致有碰撞之危機時，其中一艘應依下列規定避讓他船：</p>

<p>involve risk of collision, one of them shall keep out of the way of the other as follows:</p> <p>(i). when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;</p> <p>(ii). when both have the wind on same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;</p> <p>(iii). if a vessel with on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.</p>	<p>(1)當各船受風之舷不同時，左舷受風之船應避讓他船；</p> <p>(2)當兩船同舷受風時，上風之船應避讓下風之船；</p> <p>(3)如一船左舷受風，見他船在上風行駛，並不能確定該船左舷或右舷受風時，應避讓他船。</p>
<p>(b). For the purposes of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.</p>	<p>二、本條所稱上風舷，應為張掛主帆對面之舷；如為橫帆船，則為張掛最大縱帆對面之舷。</p>
<p>Rule 13 Overtaking (a) Notwithstanding anything contained in the Rules of Part B, Sections I and II, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.</p>	<p>第十三條 追越 一、不論本規則中第二章第一節及第二節各條之規定如何，任何船舶追越任何其他船舶，應避讓被追越之船舶。</p>
<p>(b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.</p>	<p>二、凡船舶自他船正橫之後二二·五度以上之方位駛近他船時，應視為追越船。即對被追越船隻相互位置而言，在夜間僅能看見他船之艉燈。</p>
<p>(c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.</p>	<p>三、當船舶對其是否在追越他船有任何疑慮時，應假定本船為追越船，並依規定採取適當措施。</p>
<p>(d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.</p>	<p>四、此後兩船間方位之任何改變，不得使該追越船成為本規則中所稱之交叉相遇船，且再被追越船已安全被追越並分離清楚前，不得解除其避讓被追越船之義務。</p>
<p>Rule 14 Head-on Situation (a) When two 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.</p>	<p>第十四條 引艏正遇情況 一、兩動力船彼此以相反航向或幾乎相反航向對遇，而含有碰撞危機時，應各朝右轉向，俾得互在對方之左舷通過</p>
<p>(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.</p>	<p>二、船舶見他船在正前方或幾乎正前方，當夜間可見他船之前後桅燈成一直線或幾乎一直線，及(或)同時見其兩邊舷燈，當晝間可見他船同樣部位時，均應視為引艏正遇情況。</p>
<p>(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.</p>	<p>三、船舶對其是否處於迎艏正遇情況有任何懷疑時，應假定為處於迎艏正遇情況，並依規定採取適當措施。</p>
<p>Rule 15 Crossing Situation When two 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.</p>	<p>第十五條 交叉相遇情況 兩動力船舶交叉相遇，而含有碰撞危機時，見他船在其右舷者，應避讓他船。如環境許可，應避免橫越他船船首。</p>
<p>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.</p>	<p>第十六條 讓路船舶之措施 凡依規定應避讓他船之船舶，應盡可能及早採取明確措施，遠離他船</p>
<p>Rule 17 Action by Stand-on Vessel (a)</p>	<p>第十七條 直航船舶之措施 一、 (一)兩船中之一船應讓路時，他船應保持其航向</p>

<p>(i) Where one of two vessels is to keep out of the way the other shall keep her course and speed.</p> <p>(ii) The latter vessel may however take action to avoid collision by her maneuver 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.</p>	<p>及航速。</p> <p>(二)直航船舶，當發現應讓路船舶顯然未依本規則採取適當措施時，亦可單獨採取措施，運轉本船，以避免碰撞。</p>
<p>(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.</p>	<p>二、不論任何原因，應保持航向及航速之船舶，發現本船已逼近至僅賴讓路船之單獨措施，不能避免碰撞時，應採取最有助於避免碰撞之措施。</p>
<p>(c) A power-driven vessel which takes action in a crossing situation in accordance with subparagraph (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.</p>	<p>三、動力船舶於交叉相遇情勢中，依本條第一項第(二)款規定採取措施，以避免與另一動力船舶碰撞時，如環境許可，不應朝左轉向，因他船在本船左舷。</p>
<p>(d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.</p>	<p>四、本條之規定，並不解除讓路船舶之讓路義務。</p>
<p>Rule 18 Responsibilities Between Vessels Except where Rule 9, 10 and 13 otherwise require: (a) A power-driven vessel underway shall keep out of the way of: (i) a vessel not under command; (ii) a vessel restricted in her ability to maneuver; (iii) a vessel engaged in fishing; (iv) a sailing vessel.</p>	<p>第十八條 船舶間之責任 除第九條，第十條及第十三條另有規定外： 一、航行中動力船舶，應避讓下列船舶： (一)操縱失靈之船舶； (二)運轉能力受限制之船舶； (三)從事捕魚中之船舶； (四)帆船。</p>
<p>(b) A sailing vessel underway shall keep out of the way of: (i) a vessel not under command; (ii) a vessel restricted in her ability to maneuver; (iii) a vessel engaged in fishing.</p>	<p>二、航行中之帆船應避讓下列船舶： (一)操縱失靈之船舶； (二)運轉能力受限制之船舶； (三)從事捕魚中之船舶。</p>
<p>(c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of: (i) a vessel not under command; (ii) a vessel restricted in her ability to maneuver.</p>	<p>三、從事捕魚中之船舶，在航行時，應盡可能避讓下列船舶： (一)操縱失靈之船舶； (二)運轉能力受限制之船舶。</p>
<p>(d) (i) Any vessel other than a vessel not under command or a vessel restricted in her ability to maneuver shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draft, exhibiting the signals in Rule 28. (ii) A vessel constrained by her draft shall navigate with particular caution having full regard to her special condition.</p>	<p>四、 (一)除操縱失靈或運轉能力受限制之船舶外，任何船舶，如環境許可，對於顯示第二十八條規定信號受吃水限制之船舶，應避免妨礙其安全通行。 (二)受吃水限制之船舶，應特別謹慎航行，並充分注意本船之特殊情況。</p>
<p>(e) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the Rules of this Part.</p>	<p>五、在水面上之水上飛機，通常均應遠離一切船舶，並避免妨礙其航行。但在有碰撞危機之環境存在時，仍應遵守本章各條之規定。</p>
<p>(f) (i) A WIG craft shall, when taking off, landing and in flight near the surface, keep well clear of all other vessels and avoid impeding their navigation; (ii) a WIG craft operating on the water surface shall comply with the Rules of Part as a power-driven vessel.</p>	<p>六、 (一)飛翼船艇在起飛、降落及貼近水面飛行時，應遠離他船，並避免妨礙其航行。 (二)飛翼船艇在水面操作時，應遵守本章對動力船舶之規定。</p>
<p>SECTION III-CONDUCT OF VESSELS IN RESTRICTED VISIBILITY Rule 19 Conduct of Vessels in Restricted Visibility (a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.</p>	<p>第三節 船舶在能見度受限制時之措施 第十九條 船舶在能見度受限制時之措施 一、本條適用於航行在能見度受限制之水域或其附近而尚未互見之船舶。</p>
<p>(b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate maneuver.</p>	<p>二、各船應以適合當前環境及能見度受限制情況之安全速度行駛。動力船舶應將主機備便，以便隨時緊急運轉。</p>
<p>(c) Every vessel shall have due regard to the prevailing circumstances and</p>	<p>三、各船遵行本章第一節之規定時，應對當前</p>

conditions of restricted visibility when complying with the Rules of Section I of this part.	環境及能見度受限制之情況，加以適切注意。
(d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided: (i) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken; (ii) an alteration of course towards a vessel abeam or abaft the beam.	四、一船僅在雷達幕上發現他船時，應即研判是否可能發展成逼近情勢及（或）有碰撞危機之存在，如有此可能，應及早採取避碰措施。如此項措施包括改變航向在內，應盡可能避免下列事項： (一)除對被追越船外，對正橫前方之船舶朝左轉向。 (二)對正橫方向或正橫後方之船舶轉向。
(e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.	五、除確信已無碰撞危機外，船舶聽到顯然來自本船正橫前方他船之霧中信號時，或無法避免與本船正橫前方之他船成逼近情勢時，應將本船速度減至可維持其航向之最低速度。如有必要，應將本船停止前進。無論如何，應極度小心航行，直至碰撞危機消失為止。
PART C – LIGHTS AND SHAPES Rule 20 Application (a) Rules in this Part shall be complied with in all weathers.	第三章 號燈與號標 第二十條 適用範圍 一、本章各條規定，在各種天氣中，應予遵守。
(b) The Rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.	二、本規則有關號燈之規定，自日沒至日出之間，應予遵守。在此時間內，其他燈光，除不致被誤認為本規則規定之號燈，或不致減損規定號燈之能見度或性能，或不致干擾保持正常瞭望之其他燈光者外，一概不得外露。
(c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.	三、在日出至日沒之間能見度受限制時，若備有本規則規定之號燈者，應顯示之，並得於所有其他認為有必要之環境時顯示之。
(d) The Rules concerning shapes shall be complied with by day.	四、本規則有關號標之規定，日間應予遵守。
(e) The lights and shapes specified in these Rules shall comply with the provisions of Annex I to these Regulations.	五、本規則規定之號燈及號標，應符合本規則附錄壹之規定。
Rule 21 Definitions (a) "Masthead light" means a white light placed over the fore and aft centreline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel.	第二十一條 定義 一、「桅燈」指裝置在船舶縱向中心線上方之 1 盞白燈，顯示定光，普照水準弧面 225 度。其固定方法，應使燈光照射自船首正前方起，分別至左右兩舷正橫偏後各 22.5 度止。
(b) "Sidelights" means a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 metres in length the sidelights may be combined in one Lantern carried on the fore and aft centreline of the vessel.	二、「舷燈」指裝置在右舷之 1 盞綠燈及左舷之 1 盞紅燈，各燈顯示定光，普照水準弧面 112.5 度。其固定方法，應使燈光照射自船首正前方起，分別至左右兩舷正橫偏後各 22.5 度止。長度未滿 20 公尺之船舶，其左右舷燈可合併於 1 盞燈內而裝置於船舶縱向中心線上。
(c) "Sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.	三、「艉燈」指盡可能裝置在船艉附近之 1 盞白燈，顯示定光，普照水準弧面 135 度。其固定方法，應使燈光照射自船艉正後方起，分別至左右二舷各 67.5 度止。
(d) "Towing light" means a yellow light having the same characteristics as the "sternlight" defined in paragraph (c) of this Rule.	四、「拖曳燈」指 1 盞黃燈，性能與本條第三項規定之艉燈相同。
(e) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.	五、「環照燈」指 1 盞號燈，顯示定光，普照水準弧面 360 度。
(f) "Flashing light" means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.	六、「閃光燈」指 1 盞號燈，以規律之時間間隔，發出閃光，其頻率每分鐘 120 次或以上。
Rule 22 Visibility of Lights The lights prescribed in these Rules shall have an intensity as specified in Section 8 of Annex I to these Regulations so as to be visible at the following minimum ranges: (a) In vessels of 50 metres or more in length: -a masthead light, 6 miles;	第二十二條 號燈的能見距離 本規則規定之號燈，應具有附錄壹第八項規定之照明強度，俾得在下列之最小能見距離可見： 一、長度滿 50 公尺之船舶： -桅燈 6 哩 -舷燈 3 哩

<p>-a sidelight, 3 miles; -a sternlight, 3 miles; -a towing light, 3 miles; -a white, red, green or yellow all-round light, 3 miles.</p>	<p>-艉燈 3 哩 -拖曳燈 3 哩 -白、紅、綠或黃色環照燈 3 哩</p>
<p>(b) In vessels of 12 metres or more in length but less than 50 metres in length: -a masthead light, 5 miles; except that where the length of the vessel is less than 20 metres, 3 miles; -a sidelight, 2 miles; -a sternlight, 2 miles; -a towing light, 2 miles; -a white, red, green or yellow all-round light, 2 miles.</p>	<p>二、長度滿 12 公尺，但未滿 50 公尺之船舶： -桅燈 5 哩，但長度未滿 20 公尺者 3 哩 -舷燈 2 哩 -艉燈 2 哩 -拖曳燈 2 哩 -白、紅、綠或黃色環照燈 2 哩</p>
<p>(c) In vessels of less than 12 metres in length: -a masthead light, 2 miles; -a sidelight, 1 miles; -a sternlight, 2 miles; -a towing light, 2 miles; -a white, red, green or yellow all-round light, 2 miles.</p>	<p>三、長度未滿 12 公尺之船舶： -桅燈 2 哩 -舷燈 1 哩 -艉燈 2 哩 -拖曳燈 2 哩 -白、紅、綠或黃色環照燈 2 哩</p>
<p>(d) In inconspicuous, partly submerged vessels or objects being towed: -a white all-round light, 3 miles.</p>	<p>四、不明顯而部分沒入水中之被拖船或被拖物： -白色環照燈 3 哩</p>
<p>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 metres in length shall not be obliged to exhibit such light but may do so; (iii) sidelights; (iv) a sternlight.</p>	<p>第二十三條 航行中之動力船舶 一、航行中之動力船舶應顯示： (一)桅燈 1 盞於船舶前部。 (二)第 2 盞桅燈於前桅燈後方較高處。長度未滿 50 公尺之船舶，得不顯示此燈，但亦可顯示之。 (三)舷燈。 (四)艉燈。</p>
<p>(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.</p>	<p>二、氣墊船於無排水量之狀況下操作時，除顯示本條第一項規定之號燈外，均應顯示環照黃色閃光燈 1 盞。</p>
<p>(c) (i) A power-driven vessel of less than 12 metres 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 metres 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 metres 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.</p>	<p>三、(一)長度未滿 12 公尺之動力船舶，可顯示環照白燈 1 盞及舷燈，以取代本條第一項規定之號燈。 (二)長度未滿 7 公尺，最大速度不逾 7 節之動力船舶，可顯示環照白燈一盞，以取代本條第一項規定之號燈，如可行時亦應顯示舷燈。 (三)長度未滿 12 公尺之動力船舶，其桅燈或環照白燈若無法裝置於船舶縱向中心線上方時，得不裝置於船舶縱向中心線上方，但其舷燈應合併於 1 盞燈內，並裝掛於船舶縱向中心線上，或盡量接近桅燈或環照白燈所在之同一縱向線上。</p>
<p>Rule 24 Towing and Pushing (a) A power-driven vessel when towing shall exhibit: (i) instead of the light prescribed in Rule 23(a)(i) or (a)(ii), two masthead lights in a vertical line. When the length of the tow, measuring from the stern of the towing vessel to the after end of the tow exceeds 200 metres, three such lights in a vertical line; (ii) sidelights; (iii) a sternlight; (iv) a towing light in a vertical line above the sternlight; (v) when the length of the tow exceeds 200 metres, a diamond shape where it can best be seen.</p>	<p>第二十四條 拖曳及推頂 一、動力船舶拖曳時應顯示： (一)桅燈 2 盞於一垂直線上，以代替第二十三條第一項第(一)款或第(二)款規定之號燈。如拖曳長度，即自施船尾端起至被拖物之末端止，超過 200 公尺時，應有桅燈 3 盞在一垂直線上。 (二)舷燈。 (三)艉燈。 (四)拖曳燈 1 盞於艉燈之垂直上方。 (五)拖曳長度超過 200 公尺時，應於最易見處顯示一菱形號標。</p>
<p>(b) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Rule 23.</p>	<p>二、推頂船舶及其前方之被推頂點，若緊密連接成一組合體時，應視為 1 艘動力船舶，並顯示第二十三條規定之號燈。</p>

<p>(c) A power-driven vessel when pushing ahead or towing alongside, except in the case of a composite unit, shall exhibit:</p> <p>(i) instead of the light prescribed in Rule 23(a)(i) or (a)(ii), two masthead lights in a vertical line;</p> <p>(ii) sidelights;</p> <p>(iii) a sternlight.</p>	<p>三、除連成一組合體之情形外，動力船舶前推他船或旁靠拖曳他船時應顯示：</p> <p>(一)桅燈 2 盞於一垂直線上，以代替第二十三條第一項第(一)款或第(二)款規定之號燈。</p> <p>(二)舷燈。</p> <p>(三)艉燈。</p>
<p>(d) A power-driven vessel to which paragraph (a) or (c) of this Rule applies shall also comply with Rule 23 (a)(ii).</p>	<p>四、適用本條第一項或第三項之動力船舶，亦應遵守第二十三條第一項第(二)款之規定。</p>
<p>(e) A vessel or object being towed, other than those mentioned in paragraph (g) of this Rule, shall exhibit:</p> <p>(i) sidelights;</p> <p>(ii) a sternlight;</p> <p>(iii) when the length of the tow exceeds 200 metres, a diamond shape where it can best be seen.</p>	<p>五、除本條第七項另有規定外，被拖曳之船舶或物體應顯示：</p> <p>(一)舷燈。</p> <p>(二)艉燈。</p> <p>(三)拖曳長度超過 200 公尺時，應於最易見處，顯示一菱形號標。</p>
<p>(f) Provided that any number of vessels being towed alongside or pushed in a group shall be lighted as one vessel:</p> <p>(i) a vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end, sidelights;</p> <p>(ii) a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights.</p>	<p>六、任何數量之船舶，如被旁靠拖曳或被推頂，連成一群體時，應視為一艘船舶而顯示其號燈：</p> <p>(一)一般被推頂前進船舶非結成組合體之一部份時，應於其前端顯示舷燈。</p> <p>(二)一艘被旁靠拖曳之船舶，應顯示艉燈及於其前端之舷燈。</p>
<p>(g) An inconspicuous, partly submerged vessel or object, or combination of such vessels or objects being towed, shall exhibit:</p> <p>(i) if it is less than 25 metres in breadth, one all-round white light at or near the forward end and one at or near the after end except that dracones need not exhibit a light at or near the forward end;</p> <p>(ii) if it is 25 metres or more in breadth, two additional all-round white lights at or near the extremities of its breadth;</p> <p>(iii) if it exceeds 100 metres in length, additional all-round white lights between the lights prescribed in sub-paragraphs (i) and (ii) so that the distance between the lights shall not exceed 100 metres;</p> <p>(iv) a diamond shape at or near the aftermost extremity of the last vessel or object being towed and if the length of the tow exceeds 200 metres an additional diamond shape where it can best be seen and located as far forward as is practicable.</p>	<p>七、一明顯而部份沒入水中之船舶或物體，或是項船舶或物體之組合體被拖曳時應顯示：</p> <p>(一)如寬度未滿 25 公尺，應在前後兩端或靠近前後兩端之處，各顯示環照白燈 1 盞，但海上運油袋無須顯示其前端或接近前端之號燈。</p> <p>(二)如寬度滿 25 公尺，在其最寬處兩側邊或接近兩側邊之處，各增懸環照白燈 1 盞。</p> <p>(三)如長度超過 100 公尺，在第(1)款及第(2)款規定之號燈間，增懸環照白燈，使各號燈間之距離不超過 100 公尺。</p> <p>(四)在被拖曳之最後 1 艘船舶或物體之末端，或最接近末端之處，懸掛一菱形號標。如拖曳長度超過 200 公尺，盡可能在其前端最易見處，增懸一菱形號標。</p>
<p>(h) Where from any sufficient cause it is impracticable for a vessel or object being towed to exhibit the lights or shapes prescribed in paragraph (e) or (g) of this Rule, all possible measures shall be taken to light the vessel or object towed or at least to indicate the presence of such vessel or object.</p>	<p>八、如因任何充分原因，被拖船或被拖物無法顯示本條第五項或第七項規定之號燈或號標時，應盡所有可能方法，照明被拖船或被拖物，或至少應指明此等船舶或物體之存在。</p>
<p>(i) Where from any sufficient cause it is impracticable for a vessel not normally engaged in towing operations to display the lights prescribed in paragraph (a) or (c) of this Rule, such vessel shall not be required to exhibit those lights when engaged in towing another vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing vessel and the vessel being towed as authorized by Rule 36, in particular by illuminating the towline.</p>	<p>九、如因任何充分原因，通常不從事拖曳作業之船舶在拖曳已遇難或需要救助之他船，無法顯示本條第一項或第三項規定之號燈時，可不顯示該燈，但應依本規則第三十六條規定，盡所有可能方法，以指明拖船與未拖船間之關係，尤其應照明拖纜。</p>
<p>Rule 25. Lights for sailing and rowing vessels Sailing vessels underway and vessels under oars</p>	<p>第二十五條 航行中之帆船與操槳船舶</p>
<p>(a) A sailing vessel underway shall exhibit:</p> <p>1. sidelights;</p> <p>2. a sternlight.</p>	<p>一、航行中之帆船應顯示：</p> <p>(1)舷燈。</p> <p>(2)艉燈。</p>
<p>(b) In a sailing vessel of less than 20 metres (66 ft) in length the lights prescribed in paragraph (a) of this Rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.</p>	<p>二、長度未滿二十公尺之帆船，可將本條第一項規定號燈合併於一盞燈內，置於桅頂或其附近之最易見處。</p>
<p>(c) A sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit at or near the top of the mast, where</p>	<p>三、航行中之帆船，除依本條第一項規定顯示號燈外，可於桅頂或其附近之最易見處置環照</p>

they can best be seen, two all-round lights in a vertical line, the upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule.	燈二盞於一垂直線上,上紅、下綠。但此二燈不得與本條第二項允許之合併燈連合顯示。
(d) 1. A sailing vessel of less than 7 metres (23.0 ft) in length shall, if practicable, exhibit the lights prescribed in paragraph (a) or (b) of this Rule, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. 2. A vessel under oars may exhibit the lights prescribed in this Rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.	四、(1)長度未滿七公尺之帆船,如可行時應顯示本條第一項或第二項規定之號燈,否則應備便白光手電筒或點燃之白光燈一盞,並及早顯示以避免碰撞。 (2)操槳船舶,可顯示本條對帆船所規定之號燈。否則應備便白光手電筒或點燃之白光燈一盞,並及早顯示以避免碰撞。
(e) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downwards.	五、船舶揚帆行駛,同時並以機械推進時,應於船舶前部之最易見處,顯示一錐尖向下之圓錐形號標。
Rule 26. Lights for fishing vessels Fishing Vessels (a) A vessel engaged in fishing, whether underway or at anchor, shall exhibit only the lights and shapes prescribed in this Rule.	第二十六條 漁船 一、從事捕魚中之船舶,不論航行中或錨泊,僅能顯示本條規定之號燈與號標。
(b) A vessel when engaged in trawling, by which is meant the dragging through the water of a dredge net or other apparatus used as a fishing appliance, shall exhibit: 1. two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other; 2. a masthead light abaft of and higher than the all-round green light; a vessel of less than 50 metres (164 ft) in length shall not be obliged to exhibit such a light but may do so; 3. when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.	二、從事拖網捕魚之船舶,即將網具或其他漁具於水中拖行時應顯示: (1)環照燈二盞上綠、下白或錐尖相連之上下兩個圓錐形組成之號標一具,於一垂直線上。 (2)桅燈一盞於環照綠燈後方較高處,未滿五十公尺之船舶,可不必顯示此燈,但亦可顯示之。 (3)當在水面移動時,除本項規定之號燈外,應加舷燈與艉燈。
(c) A vessel engaged in fishing, other than trawling, shall exhibit: 1. two all-round lights in a vertical line, the upper being red and the lower white, or a shape consisting of two cones with apexes together in a vertical line one above the other; 2. when there is outlying gear extending more than 150 metres horizontally from the vessel, an all-round white light or a cone apex upwards in the direction of the gear; 3. when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.	三、除拖網捕魚外,從事捕魚中之船舶應顯示: (1)環照燈二盞上紅、下白或錐尖相連之上下兩個圓錐形組成之號標一具,於一垂直線上。 (2)外放漁具自船舶伸出之水準距離,超過一百五十公尺時,應在漁具伸出之方位置白色環照燈一盞,或錐尖向上之圓錐形號標一具。 (3)當在水面移動時,除本項規定之號燈外,應加舷燈與艉燈。
(d) The additional signals described in Annex II to these Regulations apply to a vessel engaged in fishing in close proximity to other vessels engaged in fishing.	四、本規則附錄貳有關增設信號之規定,適用於從事捕魚中之船舶與其他從事捕魚中之船舶逼近時。
(e) A vessel when not engaged in fishing shall not exhibit the lights or shapes prescribed in this Rule, but only those prescribed for a vessel of her length.	五、船舶未從事捕魚時,不得顯示本條規定之號燈與號標,僅應依其船舶長度,顯示一般規定之號燈與號標。
Rule 27. Lights for vessels not under command or restricted in their ability to manoeuvre Vessels not under command or restricted in their ability to manoeuvre (a) A vessel not under command shall exhibit: 1. two all-round red lights in a vertical line where they can best be seen; 2. two balls or similar shapes in a vertical line where they can best be seen; 3. when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.	第二十七條 操縱失靈與運轉能力受限制之船舶 一、操縱失靈之船舶應顯示: (1)環照紅燈二盞,於最易見處之一垂直線上。 (2)球形或類似之號標二個,於最易見處之一垂直線上。 (3)在水面移動時,除本項規定之號燈外,應加舷燈及艉燈。
(b) A vessel restricted in her ability to manoeuvre, except a vessel engaged in mine-clearance operations, shall exhibit:	二、運轉能力受限制之船舶,除從事清除水雷工作者外應顯示: (1)環照燈三盞於最易見處之一垂直線上,上下

<ol style="list-style-type: none"> 1. three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white; 2. three shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond; 3. when making way through the water, a masthead light or lights, sidelights and a sternlight, in addition to the lights prescribed in sub-paragraph (i); 4. when at anchor, in addition to the lights or shapes prescribed in sub-paragraphs (i) and (ii), the light, lights or shape prescribed in Rule 30. 	<p>二盞為紅色中間為白色。</p> <p>(2)號標三個於最易見處之一垂直線上，上下二個為球形中間為菱形。</p> <p>(3)在水面移動時，除第(1)款規定之號燈外，應加桅燈一盞或兩盞，舷燈及艉燈。</p> <p>(4)錨泊時除第(1)款第(2)款規定之號燈或號標外，應加第三十條規定之號燈與號標。</p>
<p>(c) A power-driven vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course shall, in addition to the lights or shapes prescribed in Rule 24(a), exhibit the lights or shapes prescribed in sub-paragraphs (b)(i) and (ii) of this Rule.</p>	<p>三、動力船舶從事拖曳作業，致嚴重限制拖船及被拖物轉向能力時，除顯示第二十四條第一項規定之號燈或號標外，應加本條第二項第(1)款及第(2)款規定之號燈或號標。</p>
<p>(d) A vessel engaged in dredging or underwater operations, when restricted in her ability to manoeuvre, shall exhibit the lights and shapes prescribed in sub-paragraphs (b)(i), (ii) and (iii) of this Rule and shall in addition, when an obstruction exists, exhibit:</p> <ol style="list-style-type: none"> 1. two all-round red lights or two balls in a vertical line to indicate the side on which the obstruction exists; 2. two all-round green lights or two diamonds in a vertical line to indicate the side on which another vessel may pass; 3. when at anchor, the lights or shapes prescribed in this paragraph instead of the lights or shape prescribed in Rule 30. 	<p>四、船舶從事疏濬或水下作業，致運轉能力受限制時，應依本條第二項第(1)款第(2)款及第(3)款規定顯示號燈與號標。當對航行存有阻礙時應加顯示：</p> <p>(1)環照紅燈二盞或球形號標二個於一垂直線上，以指明阻礙所在之一側。</p> <p>(2)環照綠燈二盞或菱形號標二個於一垂直線上，以指明他船可以通行之一側。</p> <p>(3)錨泊時應顯示本項規定之號燈或號標，以代替第三十條規定之號燈或號標。</p>
<p>(e) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit all lights and shapes prescribed in paragraph (d) of this Rule, the following shall be exhibited:</p> <ol style="list-style-type: none"> 1. three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white; 2. a rigid replica of the International Code flag "A" not less than 1 metre (3.3 ft) in height. Measures shall be taken to ensure its all-round visibility. 	<p>五、從事潛水作業之船舶，因船型關係無法顯示本條第四項規定之全部號燈與號標時應顯示：</p> <p>(1)環照燈三盞於最易見處之一垂直線上，上下二盞為紅色中間為白色。</p> <p>(2)複製硬質國際代碼信號[A]旗，高度不少於一公尺，且四週均可看見。</p>
<p>(f) A vessel engaged in mine clearance operations shall in addition to the lights prescribed for a power-driven vessel in Rule 23 or to the lights or shape prescribed for a vessel at anchor in Rule 30 as appropriate, exhibit three all-round green lights or three balls. One of these lights or shapes shall be exhibited near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach within 1,000 metres (0.62 mi) of the mine clearance vessel.</p>	<p>六、從事清除水雷作業之船舶，除顯示第二十三條動力船舶之規定號燈，或第三十條錨泊船舶規定之適當號燈或號標外，應加環照綠燈三盞或球形號標三個，其號燈或號標中之一盞(個)，應顯示於前桅頂附近，而於其前桅橫桁兩端各顯示一盞(個)。此號燈或號標係明示他船在接近清除水雷船一千公尺內，有航行危險。</p>
<p>(g) Vessels of less than 12 metres (39.4 ft) in length, except those engaged in diving operations, shall not be required to exhibit the lights and shapes prescribed in this Rule.</p>	<p>七、長度未滿十二公尺之船舶，除從事潛水作業外，毋須顯示本條規定之號燈。</p>
<p>(h) The signals prescribed in this Rule are not signals of vessels in distress and requiring assistance. Such signals are contained in Annex IV to these Regulations.</p>	<p>八、本條所規定之信號，並非船舶遇難求助之信號，該項信號列於本規則附錄肆。</p>
<p>Rule 28. Lights for vessels constrained by their draught A vessel constrained by her draft may, in addition to the lights prescribed for power-driven vessels in Rule 23, exhibit where they can best be seen</p>	<p>第二十八條 受吃水限制之船舶 受吃水限制之船舶，除顯示第二十三條動力船舶之規定號燈外，應於最易見處，加置紅色環</p>

three all-round red lights in a vertical line, or a cylinder.	照燈三盞於一垂直線上或圓筒形號標一具。
<p>Rule 29 pilot vessels</p> <p>(a) A vessel engaged on pilotage duty shall exhibit:</p> <p>(i) at or near the masthead, two all-round lights in a vertical line, the upper being white and the lower red;</p> <p>(ii) when underway, in addition, sidelights and a sternlight;</p> <p>(iii) when at anchor, in addition to the lights prescribed in sub-paragraph (i), the light, lights or shape prescribed in Rule 30 for vessels at anchor.</p> <p>(b) A pilot vessel when not engaged on pilotage duty shall exhibit the lights or shapes prescribed for a similar vessel of her length.</p>	<p>第二十九條 引水船舶</p> <p>一、從事引水業務之船舶應顯示：</p> <p>(1) 於桅頂或其附近：環照燈二盞於一垂直線上，上白、下紅。</p> <p>(2) 航行中應加舷燈及艉燈。</p> <p>(3) 錨泊時除第(1)款規定之號燈外，應加第三十條錨泊船舶規定之號燈或號標。</p> <p>二、引水船舶未從事引水業務時，應依其相似長度船舶之規定，顯示號燈或號標。</p>
<p>Rule 30 Anchored vessels and vessels aground.</p> <p>(a) A vessel at anchor shall exhibit where it can best be seen:</p> <p>(i) in the fore part, an all-round white light or one ball;</p> <p>(ii) at or near the stern and at a lower level than the light prescribed in paragraph (i), an all-round white light.</p> <p>(b) A vessel of less than 50 metres in length may exhibit an all-round white light where it can best be seen instead of the lights prescribed in paragraph (a) of this Rule.</p> <p>(c) A vessel at anchor may, and a vessel of 100 metres and more in length shall, also use the available working or equivalent lights to illuminate her decks.</p> <p>(d) A vessel aground shall exhibit the lights prescribed in paragraph (a) or (b) of this Rule and in addition, where they can best be seen:</p> <p>(i) two all-round red lights in a vertical line;</p> <p>(ii) three balls in a vertical line.</p> <p>(e) A vessel of less than 7 metres in length, when at anchor, not in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate, shall not be required to exhibit the lights or shape prescribed in paragraphs (a) and (b) of this Rule.</p> <p>(f) A vessel of less than 12 metres in length, when aground, shall not be required to exhibit the lights or shapes prescribed in sub-paragraphs (d) (i) and (ii) of this Rule.</p>	<p>第三十條 錨泊船舶與擱淺船舶</p> <p>一、錨泊船舶應於其最易見處顯示：</p> <p>(1) 於船舶前部，設白色環照燈一盞或球形號標一具。</p> <p>(2) 於船艉或其附近，設白色環照燈一盞，低於第(1)款規定之號燈。</p> <p>二、長度未滿五十公尺之船舶，可於最易見處顯示白色環照燈一盞，以代替第一項規定之號燈。</p> <p>三、錨泊船舶亦可利用其可使用之工作燈或類似燈具，照明其甲板，長度滿一百公尺之錨泊船舶則必須為之。</p> <p>四、擱淺船舶，除應依本條第一項或第二項之規定顯示號燈外，並應於最易見處加置：</p> <p>(1) 紅色環照燈二盞，於一垂直線上。</p> <p>(2) 球形號標三個，於一垂直線上。</p> <p>五、長度未滿七公尺之船舶錨泊時，如不在或不鄰近狹窄水道、適航水道、錨泊地或其他船舶經常航行之處時，毋須顯示本條第一項第二項規定之號燈或號標。</p> <p>六、長度未滿十二公尺之船舶擱淺時，毋須顯示本條第四項第(1)款及第(2)款規定之號標或號標。</p>
<p>Rule 31 Seaplanes and WIG craft.</p> <p>Where it is impractical for a seaplane or a WIG craft to exhibit lights and shapes of the characteristics or in the positions prescribed in the Rules of this Part she shall exhibit lights and shapes as closely similar in characteristics and position as is possible.</p>	<p>第三十一條 水上飛機</p> <p>水上飛機無法依本章各條規定之性能或位置顯示號燈或號標時，應盡可能顯示具有最相似性能與位置之號燈或號標。</p>
<p>Part D – Sound and light signals</p> <p>Rule 32 Definitions</p> <p>(a) The word "whistle" means any sound signalling appliance capable of producing the prescribed blasts and which complies with the specifications in Annex III of these Regulations.</p> <p>(b) The term "short blast" means a blast of about one seconds duration.</p> <p>(c) The term "prolonged blast" means a blast of about four to six seconds duration.</p>	<p>第四章 音響信號與燈光信號</p> <p>第三十二條 定義</p> <p>一、「號笛」指其性能符合本規則附錄參之規定，可以發出規定號聲之任何音響信號器具。</p> <p>二、「短聲」指歷時約一秒鐘之號聲。</p> <p>三、「長聲」指歷時四至六秒鐘之號聲。</p>
<p>Rule 33. Equipment for Sound Signals</p> <p>(a) A vessel of 12 meters or more in length shall be provided with a whistle, a vessel of 20 meters or more in length shall be provided with a bell in addition to a whistle, and a vessel of 100 meters or more in length shall, in addition, be provided with a gong, the tone and sound of which cannot be confused with that of the bell. The whistle, bell, and gong shall comply with the specifications in Annex III to these Regulations. The bell or gong or both may be replaced by other equipment having the same respective sound characteristics, provided that manual sounding of</p>	<p>第三十三條 音響信號設備</p> <p>一、長度滿十二公尺之船舶，應配備號笛一具及號鐘一具。長度滿一百公尺之船舶，應加置鑼一面，鑼之音調及音響不得與鐘聲相混淆。號笛、號鐘及鑼之性能，應符合本規則附錄參之規定。號鐘或鑼或兩者，得以應能隨時用人工發送規定信號之其他有類似音響性能之設備代替之。</p> <p>二、長度未滿十二公尺之船舶，可不配備本條</p>

<p>the required signals shall always be possible.</p> <p>(b) A vessel of less than 12 meters in length shall not be obliged to carry the sound signalling appliances prescribed in paragraph (a) of this Rule but if she does not, she shall be provided with some other means of making an efficient signal.</p>	<p>第一項規定之音響信號器具，如未配備時，應有其他方法以發出有效之音響信號。</p>
<p>Rule 34. Maneuvering and Warning Signals</p> <p>(a) When vessels are in sight of one another, a power-driven vessel under way, when maneuvering as authorized or required by these Rules, shall indicate that maneuver by the following signals on her whistle: one short blast to mean "I am altering my course to starboard"; two short blasts to mean "I am altering my course to port"; three short blasts to mean "I am operating astern propulsion".</p> <p>(b) Any vessel may supplement the whistle signals prescribed in paragraph (a) of this Rule by light signals, repeated as appropriate, whilst the maneuver is being carried out: (i) these signals shall have the following significance: one flash to mean "I am altering my course to starboard"; two flashes to mean "I am altering my course to port"; three flashes to mean "I am operating astern propulsion". (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 not be less than ten 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.</p> <p>(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. two prolonged blasts followed by one short blast to mean "I intend to overtake you on your starboard side"; two prolonged blasts followed by two 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 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.</p> <p>(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 at least five short and rapid flashes.</p> <p>(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.</p> <p>(f) If whistles are fitted on a vessel at a distance apart of more than 100 meters, one whistle only shall be used for giving maneuvering and warning signals.</p>	<p>第三十四條 運轉與警告信號</p> <p>一、船舶在互見時，航行中之動力船舶，依本規則之規定而運轉，得以號笛鳴以下列信號，以表示其運轉動向： ●一短聲表示：[我正朝右轉向]。 ●二短聲表示：[我正朝左轉向]。 ●三短聲表示：[我正在開倒車]。</p> <p>二、任何船舶運轉時，可適時重覆發出燈光信號，以輔助本條第一項規定之號笛信號。 (1)燈光信號之意義如下： ●閃光一次表示：[我正朝右轉向]。 ●閃光二次表示：[我正朝左轉向]。 ●閃光三次表示：[我正在開倒車]。 (2)每一閃光歷時約一秒鐘，二閃光間之間隔約一秒鐘，前後信號之間隔，不得少於十秒鐘。 (3)如裝設本信號所用之號燈時，該證應為環照白色燈，最小能見距為五浬，且應符合本規則附錄壹之規定。</p> <p>三、在狹窄水道或適航水道內互見時： (1)擬追越他船之船舶，應依第九條第五項第(1)款之規定，以其號笛鳴放下列信號，表示其意圖： ●兩長聲後繼之一短聲表示：[我擬在你之右舷追越]。 ●兩長聲後繼之兩短聲表示：[我擬在你之左舷追越]。 (2)將被追越之船舶，應依第九條第五項第(1)款之規定，以號笛鳴放下列信號，表示同意： ●依序：一長聲、一短聲、一長聲、一短聲。</p> <p>四、互見之船舶互相接近時，不論基於何種原因，其中一船如不能瞭解對方之意圖或動向，或疑慮對方是否已在採取足以避免碰撞之措施時，該有疑慮之船，應即以號笛鳴放急促之短聲至少五響表示疑慮。此項信號得輔之以至少五短而急促之閃光號燈。</p> <p>五、船舶航行接近彎水道，或狹窄水道或適航水道，因障礙物遮蔽而可能無法看到其他船舶，應鳴放號笛一長聲。在彎水道附近或在障礙物之後，聽到此信號之任何其他駛近之船，應即以一長聲回答之。</p> <p>六、船舶若裝置多具號笛且其間距離超過一百公尺者，僅可使用其中之一具鳴放運轉與警告信號。</p>
<p>Rule 35. Sound Signals in Restricted Visibility</p> <p>In or near an area of restricted visibility, whether by day or night the signals prescribed in this Rule shall be used as follows: (a) A power-driven vessel making way through the water shall sound at intervals of not more than 2 minutes one prolonged blast. (b) A power-driven vessel underway but stopped and making no way through the water shall sound at intervals of no more than 2 minutes two prolonged blasts in succession with an interval of about 2 seconds</p>	<p>第三十五條 能見度受限制時之音響信號</p> <p>船舶在能見度受限制之水域或其附近時，不論晝夜均應使用本條規定之信號： 一、在水面移動之動力船舶，應於每不逾二分鐘之時間，鳴放號笛一長聲。 二、航行中之動力船舶，但已停車且在水面不移動時，應於每不逾二分鐘之時間，連續鳴放號笛二長聲，其間隔約二秒鐘。</p>

<p>between them.</p> <p>(c) A vessel not under command, a vessel restricted in her ability to maneuver, a vessel constrained by her draft, a sailing vessel, a vessel engaged in fishing and a vessel engaged in towing or pushing another vessel shall, instead of the signals prescribed in paragraph (a) or (b) of this Rule, sound at intervals of not more than 2 minutes three blasts in succession, namely one prolonged followed by two short blasts.</p> <p>(d) A vessel engaged in fishing, when at anchor, and a vessel restricted in her ability to maneuver when carrying out her work at anchor, shall instead of the signals prescribed in paragraph (g) of this Rule sound the signal prescribed in paragraph (c) of this Rule.</p> <p>(e) A vessel towed or if more than one vessel is being towed the last vessel of the tow, if manned, shall at intervals of not more than 2 minutes sound four blasts in succession, namely one prolonged followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.</p> <p>(f) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and shall give the signals prescribed in paragraphs (a) or (b) of this Rule.</p> <p>(g) A vessel at anchor shall at intervals of not more than 1 minute ring the bell rapidly for ten seconds. In a vessel 100 meters or more in length the bell shall be sounded in the forepart of the vessel and immediately after the ringing of the bell the gong shall be sounded rapidly for about 5 seconds in the after part of the vessel. A vessel at anchor may in addition sound three blasts in succession, namely one short, one long and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.</p> <p>(h) A vessel aground shall give the bell signal and if required the gong signal prescribed in paragraph (g) of this Rule and shall, in addition, give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell. A vessel aground may in addition sound an appropriate whistle signal.</p> <p>(i) A vessel of 12 meters or more but less than 20 meters in length shall not be obliged to give the bell signals prescribed in paragraphs (g) and (h) of this Rule. However, if she does not, she shall make some other efficient sound signal at intervals of not more than 2 minutes.</p> <p>(j) A vessel of less than 12 meters in length shall not be obliged to give the above mentioned signals but, if she does not, shall make some other efficient sound signal at intervals of not more than 2 minutes.</p> <p>(k) A pilotage vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraph (a), (b) or (g) of this Rule sound an identity signal consisting of four short blasts.</p>	<p>三、操縱失靈之船舶、運轉能力受限制之船舶、受吃水限制之船舶、帆船、從事捕魚中之船舶及從事拖曳或推頂他船之船舶，應於每不逾二分鐘之時間，連續鳴放號笛三聲，即一長聲後，繼以二短聲，用以代表求救第一項或第二項規定之信號。</p> <p>四、從事捕魚中之船舶在錨泊中，及執行工作中其運轉能力受限制之船舶在錨泊時，應鳴放本條第三項規定之信號，以代替本條第七項規定之信號。</p> <p>五、被拖船，或一般以上被拖船之最後一艘被拖船，如有人在船，應於每不逾二分鐘之時間，連續鳴放號笛四聲，即一長聲後繼以三短聲。如實際可行時，此信號應緊接拖船所發信號之後鳴放之。</p> <p>六、推頂船與被推頂船緊密連接成一組合體時，應視為一艘動力船舶，並應依本條第一項或第二項之規定鳴放信號。</p> <p>七、錨泊船舶，應於每不逾一分鐘之時間，急敲號鐘約五秒鐘。長度滿一百公尺之船舶，其號鐘應在船舶前部敲擊，緊接鐘響之後，應在船舶後部，急敲鑼約五秒鐘。船舶錨泊時可另加鳴放號笛連續三聲，即一短聲一長聲一短聲，以警告駛近船舶注意本船位置，及發生碰撞之可能性。</p> <p>八、擱淺船舶，應鳴放本條第七項規定之鐘聲信號，及若有必要之鑼聲信號。此外，並應於急敲號鐘之前及緊接其後，以分別而清晰之節拍，各敲號鐘三下。擱淺船舶可另加適當之號笛信號。</p> <p>九、長度未滿十二公尺之船舶，可毋須發出上述之各種信號；惟若不發出時，應於每不逾兩分鐘之時間，發出其他有效之音響信號。</p> <p>十、引水船舶從事引水業務時，除依本條第一項及第二項或第七項之規定外，得另加由四短聲組成之識別信號。</p>
<p>Rule 36. Signals to Attract Attention</p> <p>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.</p>	<p>第三十六條 引起注意之信號</p> <p>任何船舶若需要引起他船之注意，可使用不致被誤為本規則所規定之任何信號之燈光或音響信號，或以探照燈光指向危險之所在，惟須不致困擾任何他船。但任何用以引起他船注意之燈光，應不得被誤為任何助航標誌。為實施本條規定，高強度間歇光或旋轉光，如連續閃光，應避免使用。</p>
<p>Rule 37 - DISTRESS SIGNALS</p> <p>When a vessel is in distress and requires assistance she shall use or exhibit the signals described in Annex IV to these Regulations.</p>	<p>第三十七條 遇難信號</p> <p>船舶遇難並需要救助時，應使用或顯示本規則附錄肆所規定之信號。</p>
<p>Part E – Exemption</p> <p>Rule 38. Exemption</p> <p>Any vessel (or class of vessel) provided that she complies with the requirements of the International Regulations for the Preventing of</p>	<p>第五章 豁免</p> <p>第三十八條 豁免條款 依一九六〇年國際海上避碰規則之規定，並於本規則生效之日前安放龍骨，或已建造達相當階段之任何船舶(或各級</p>

<p>Collisions at Sea, 1960, the keel of which is laid or is at a corresponding stage of construction before the entry into force of these Regulations may be exempted from compliance therewith as follows:</p> <p>(a) The installation of lights with ranges prescribed in Rule 22, until 4 years after the date of entry into force of these regulations.</p> <p>(b) The installation of lights with color specifications as prescribed in Section 7 of Annex I to these Regulations, until 4 years after the entry into force of these Regulations.</p> <p>(c) The repositioning of lights as a result of conversion from Imperial to metric units and rounding off measurement figures, permanent exemption.</p> <p>(d) (i) The repositioning of masthead lights on vessels of less than 150 meters in length, resulting from the prescriptions of Section 3 (a) of Annex I to these regulations, permanent exemption.</p> <p>(ii). The repositioning of masthead lights on vessels of 150 meters or more in length, resulting from the prescriptions of Section 3 (a) of Annex I to these regulations, until 9 years after the date of entry into force of these Regulations.</p> <p>(e) The repositioning of masthead lights resulting from the prescriptions of Section 2(b) of Annex I to these Regulations, until 9 years after the date of entry into force of these Regulations.</p> <p>(f) The repositioning of sidelights resulting from the prescriptions of Section 2(g) and 3(b) of Annex I to these Regulations, until 9 years after the date of entry into force of these Regulations.</p> <p>(g) The requirements for sound signal appliances prescribed in Annex II to these Regulations, until 9 years after the date of entry into force of these Regulations.</p> <p>(h) The repositioning of all-round lights resulting from the prescription of Section 9(b) of Annex I to these Regulations, permanent exemption.</p>	<p>船舶)得依下列規定自本規則豁免之:</p> <p>一、自本規則生效日起,四年內,豁免安裝第二十二條規定能見距之號燈。</p> <p>二、自本規則生效日起,四年內,豁免安裝本規則附錄壹第七項規定顏色之號燈。</p> <p>三、永久豁免因英制單位換算公制單位,及量度尾數之進捨結果而為之號燈位置之調整。</p> <p>四、(1)永久豁免長度未滿一百五十公尺之船舶,依本規則附錄壹第三項第(1)款規定,所需桅燈位置之調整。(2)自本規則生效日起九年內,豁免長度滿一百五十公尺之船舶,依本規則附錄壹第三項第(1)款規定所需桅燈位置之調整。</p> <p>五、自本規則生效日起九年內,豁免依本規則附錄壹第二項第(2)款規定所需桅燈位置之調整。</p> <p>六、自本規則生效日起九年內,豁免依本規則附錄壹第二項第(7)款及第三項第(2)款規定所需舷燈位置之調整。</p> <p>七、自本規則生效日起九年內,豁免依本規則附錄參所規定之音響信號設備。</p> <p>八、永久豁免因本規則附錄壹第九項第(2)款規定所為環照燈位置之調整。</p>
<p>PART F - Verification of compliance with the provisions of the Convention</p> <p>Rule 39: Definitions</p> <p>(a) Audit means a systematic, independent and documented process for obtaining audit evidence and evaluating it objectively to determine the extent to which audit criteria are fulfilled.</p> <p>(b) Audit Scheme means the IMO Member State Audit Scheme established by the Organization and taking into account the guidelines developed by the Organization.</p> <p>(c) Code for Implementation means the IMO Instruments Implementation Code (III Code) adopted by the Organization by resolution A.1070(28).</p> <p>(d) Audit Standard means the Code for Implementation.</p>	<p>第六章-公約條款之履約驗證</p> <p>第三十九條：定義</p> <p>一、稽核：指為取得稽核證據並予以客觀評估，以決定稽核基準達成程度的一套系統化、獨立且文件化之過程。</p> <p>二、稽核機制：指由本組織（國際海事組織 IMO）建立，並考量本組織所制定之指南的「國際海事組織會員國稽核機制」。</p> <p>三、履行章程：指本組織以 A.1070(28) 號決議案所通過之「國際海事組織文書履行章程」（III Code）。</p> <p>四、稽核標準：指上述之履行章程。</p>
<p>Rule 40: Application</p> <p>Contracting Parties shall use the provisions of the Code for Implementation in the execution of their obligations and responsibilities contained in the present Convention.</p>	<p>第四十條：適用</p> <p>締約國在執行本公約所載之義務與責任時，應使用「履行章程」之規定。</p>
<p>Rule 41: Verification of compliance</p> <p>(a) Every Contracting Party shall be subject to periodic audits by the Organization in accordance with the audit standard to verify compliance with and implementation of the present Convention.</p> <p>(b) The Secretary-General of the Organization shall have responsibility for administering the Audit Scheme, based on the guidelines developed by the Organization.</p> <p>(c) Every Contracting Party shall have responsibility for facilitating the conduct of the audit and implementation of a programme of actions to address the findings, based on the guidelines developed by the Organization.</p> <p>(d) Audit of all Contracting Parties shall be:</p> <p>(i) based on an overall schedule developed by the Secretary-General of</p>	<p>第四十一條：履約驗證</p> <p>一、每個締約國應接受本組織依據稽核標準所進行之定期稽核，以驗證對本公約的遵守及執行情況。</p> <p>二、本組織秘書長應負責基於本組織所制定之指南，來管理此稽核機制。</p> <p>三、每個締約國有責任基於本組織所制定之指南，促進稽核之進行，並實施行動計畫以解決稽核所發現之問題。</p> <p>四、對所有締約國之稽核應：</p> <p>(1)基於本組織秘書長所制定之整體時程表，並考量本組織所制定之指南；且</p> <p>(2)考量本組織所制定之指南，按期限定期進行。</p>

<p>the Organization, taking into account the guidelines developed by the Organization; and</p> <p>(ii) conducted at periodic intervals, taking into account the guidelines developed by the Organization.</p> <p>ANNEX I</p> <p>POSITIONING AND TECHNICAL DETAILS OF LIGHTS AND SHAPES</p> <p>1. Definition</p> <p>The term "height above the hull" means height above the uppermost continuous deck.</p> <p>2. Vertical positioning and spacing of lights</p> <p>(a) On a power-driven vessel of 20 metres or more in length the masthead lights shall be placed as follows:</p> <p>(i) the forward masthead light, or if only one masthead light is carried, then that light, at a height above the hull of not less than 6 metres, and, if the breadth of the vessel exceeds 6 metres, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 12 metres;</p> <p>(ii) when two masthead lights are carried the after one shall be at least 4.5 metres vertically higher than the forward one.</p> <p>(b) The vertical separation of masthead lights of power-driven vessels shall be such that in all normal conditions of trim the after light will be seen over and separate from the forward light at a distance of 1000 metres from the stem when viewed from sea level.</p> <p>(c) The masthead light of a power-driven vessel of 12 metres but less than 20 metres in length shall be placed at a height above the gunwale of not less than 2.5 metres.</p> <p>(d) A power-driven vessel of less than 12 metres in length may carry the uppermost light at a height of less than 2.5 metres above the gunwale. When however a masthead light is carried in addition to sidelights and a sternlight, then such masthead light shall be carried at least 1 metre higher than the sidelights.</p> <p>(e) One of the two or three masthead lights prescribed for a power-driven vessel when engaged in towing or pushing another vessel shall be placed in the same position as the forward masthead light of a power-driven vessel.</p> <p>(f) In all circumstances the masthead light or lights shall be so placed as to be above and clear of all other lights and obstructions.</p> <p>(g) The sidelights of a power-driven vessel shall be placed at a height above the hull not greater than three quarters of that of the forward masthead light. They shall not be so low as to be interfered with by deck lights.</p> <p>(h) The sidelights, if in a combined lantern and carried on a power-driven vessel of less than 20 metres in length, shall be placed not less than 1 metre below the masthead light.</p> <p>(i) When the Rules prescribe two or three lights to be carried in a vertical line, they shall be spaced as follows:</p> <p>(i) on a vessel of 20 metres in length or more such lights shall be spaced</p>	<p>附錄壹</p> <p>號燈和號型的位置和技術細節</p> <p>1. 定義</p> <p>「船體以上的高度」一詞，指最上層連續甲板以上的高度。這一高度應從燈的位置垂直下方處量起。</p> <p>2. 號燈的垂向位置和間距</p> <p>(1) 長度為 20 公尺或 20 公尺以上的動力船舶，桅燈應安置如下：</p> <p>① 前桅燈，或如只裝設一盞桅燈，則該桅燈在船體以上的高度應不小於 6 公尺，如船的寬度超過 6 公尺，則在船體以上的高度應不小於該寬度，但是該燈安置在船體以上的高度不必大於 12 公尺；</p> <p>② 當裝設兩盞桅燈時，后燈高於前燈的垂向距離應至少為 4.5 公尺。</p> <p>(2) 動力船舶的兩盞桅燈的垂向距離應是這樣：即在一切正常縱傾的情況下，當從距離船首 1000 公尺的海面觀看時，應能看出后燈在前燈的上方並且分開。</p> <p>(3) 長度為 12 公尺或 12 公尺以上但小於 20 公尺的動力船舶，其桅燈安置在舷邊以上的高度應不小於 2.5 公尺。</p> <p>(4) 長度小於 12 公尺的動力船舶，可以把最上面的一盞號燈裝在舷邊以上小於 2.5 公尺的高度，但當除舷燈和尾燈之外還設有一盞桅燈或者除舷燈之外還設有第二十三條 4(1)所規定的環照白燈時，則該桅燈或該環照白燈的設置至少應高於舷燈 1 公尺。</p> <p>(5) 為從事拖帶或頂推他船的動力船舶所規定的兩盞或三盞桅燈中的一盞，應安置在前桅燈或後桅燈相同的位置。如果該燈裝在後桅上，則該最低的后桅燈高於前桅燈的垂向距離應不少於 4.5 公尺。</p> <p>(6) ① 第二十三條 1 項規定的桅燈，除本項②款所述外，應安置在高於並離開其他一切燈光和遮蔽物的位置上。</p> <p>② 當在低於桅燈的位置上不可能裝設第二十七條 2 項(1)款或第二十八條規定的環照燈時，這些環照燈可以裝設在後桅燈上方或懸掛於前桅燈和後桅燈垂向之間，如屬后一種情況，則應符合本附錄第 3 項(3)款的要求。</p> <p>(7) 動力船舶的舷燈安置在船體以上的高度，應不超過前桅燈高度的四分之三。這些舷燈不應低到受甲板燈光的干擾。</p> <p>(8) 長度小於 20 公尺的動力船舶的舷燈，如並為一盞，則應安置在低於桅燈不小於 1 公尺處。</p> <p>(9) 當本規則規定垂直裝設兩盞或三盞號燈時，這些號燈的間距如下：</p> <p>① 長度為 20 公尺或 20 公尺以上的船舶，這些號燈的間距應不小於 2 公尺，而且除需要拖帶號燈的情況外，這些號燈的最低一盞，應裝設在船體以上高度不小於 4 公尺處。</p> <p>② 長度小於 20 公尺的船舶，這些號燈的間距應不小於 1 公尺，而且除需要拖帶號燈的情況</p>
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<p>not less than 2 metres apart, and the lowest of these lights shall, except where a towing light is required, not be less than 4 metres above the hull;</p> <p>(ii) on a vessel of less than 20 metres in length such lights shall be spaced not less than 1 metre apart and the lowest of these lights shall, except where a towing light is required, not be less than 2 metres above the gunwale;</p> <p>(iii) when three lights are carried they shall be equally spaced.</p> <p>(j) The lower of the two all-round lights prescribed for a fishing vessel when engaged in fishing shall be at a height above the sidelights not less than twice the distance between the two vertical lights.</p> <p>(k) The forward anchor light, when two are carried, shall not be less than 4.5 metres above the after one. On a vessel of 50 metres or more in length this forward anchor light shall not be less than 6 metres above the hull.</p> <p>3. Horizontal positioning and spacing of lights</p> <p>(a) When two masthead lights are prescribed for a power-driven vessel, the horizontal distance between them shall not be less than one half of the length of the vessel but need not be more than 100 metres. The forward light shall be placed not more than one quarter of the length of the vessel from the stem.</p> <p>(b) On a vessel of 20 metres or more in length the sidelights shall not be placed in front of the forward masthead lights. They shall be placed at or near the side of the vessel.</p> <p>4. Details of location of direction-indicating lights for fishing vessels, dredgers and vessels engaged in underwater operations</p> <p>(a) The light indicating the direction of the outlying gear from a vessel engaged in fishing as prescribed in Rule 26(c)(ii) shall be placed at a horizontal distance of not less than 2 metres and not more than 6 metres away from the two all-round red and white lights. This light shall be placed not higher than the all-round white light prescribed in Rule 26(c)(i) and not lower than the sidelights.</p> <p>(b) The lights and shapes on a vessel engaged in dredging or underwater operations to indicate the obstructed side and/or the side on which it is safe to pass, as prescribed in Rule 27(d)(i) and (ii), shall be placed at the maximum practical horizontal distance, but in no case less than 2 metres, from the lights or shapes prescribed in Rule 27(b)(i) and (ii). In no case shall the upper of these lights or shapes be at a greater height than the lower of the three lights or shapes prescribed in Rule 27(b)(i) and (ii).</p> <p>5. Screens for sidelights</p> <p>The sidelights shall be fitted with inboard screens painted matt black, and meeting the requirements of Section 9 of this Annex. With a combined lantern, using a single vertical filament and a very narrow division between the green and red sections, external screens need not be fitted.</p> <p>6. Shapes</p>	<p>外，這些號燈的最低一盞，應裝設在舷邊以上高度不小於 2 公尺處。</p> <p>③當裝設三盞號燈時，其間距應相等。</p> <p>(10)為從事捕魚的船所規定的兩盞環照燈的較低一盞，在舷燈以上的高度應不小於這兩盞號燈垂向間距的 2 倍。</p> <p>(11)當裝設兩盞錨燈時，第三十條 1 項(1)款規定的前錨燈應高於後錨燈不小於 4.5 公尺。長度為 50 公尺或 50 公尺以上的船舶，前錨燈應裝設在船體以上高度不小於 6 公尺處。</p> <p>3.號燈的水平位置和間距</p> <p>(1)當動力船舶按規定有兩盞桅燈時，兩燈之間的水平距離應不小於船長的一半，但不必大於 100 公尺。前桅燈應安置在離船首不大於船長的四分之一處。</p> <p>(2)長度為 20 公尺或 20 公尺以上的動力船舶，舷燈不應安置在前桅燈的前面。這些舷燈應安置在舷側或接近舷側處。</p> <p>(3)當第二十七條 2 項(1)款或第二十八條規定的號燈設置在前桅燈和後桅燈垂向之間時，這些環照燈應安置在與該首尾中心線正交的橫向水平距離不小於 2 公尺處。</p> <p>(4)當動力船舶按規定僅有一盞桅燈時，該燈應在船中之前顯示；長度小於 20 公尺的船舶不必在船中之前顯示該燈，但應在儘可能靠前的位置上顯示。</p> <p>4.漁船、疏浚船及從事水下作業船舶的示向號燈的位置細節</p> <p>(1)從事捕魚的船舶，按照第二十六條 3 項(2)款規定用以指示船邊外伸漁具的方向的號燈，應安置在離開那兩盞環照紅和白燈不小於 2 公尺但不大於 6 公尺的水平距離處。該號燈的安置應不高於第二十六條 3 項(1)款規定的環照白燈但也不低於舷燈。</p> <p>(2)從事疏浚或水下作業的船舶，按照第二十七條 4 項(1)和(2)款規定用以指示有障礙物的一舷和(或)能安全通過的一舷的號燈和號型，應安置在離開第二十七條 2 項處，但絕不應小於 2 公尺。這些號燈或號型的上面一個的安置高度絕不高於第二十七條 2 項(1)和(2)款規定的三個號燈或號型中的下面一個。</p> <p>5.舷燈遮板</p> <p>長度在 20 公尺或 20 公尺以上的船舶的舷燈，應裝有無光黑色的內側遮板，並符合本附錄第 9 項的要求。長度小於 20 公尺的船舶的舷燈，如需為符合本附錄第 9 項的要求，應裝設無光黑色的內側遮板。用單一直立燈絲並在綠色和紅色兩部分之間有一條很窄分界線的组合燈，可不必裝配外部遮板。</p> <p>6.號標</p> <p>(1)號標應是黑色並具有以下尺度：</p> <p>①球體的直徑應不小於 0.6 公尺；</p> <p>②圓錐體的底部直徑應不小於 0.6 公尺，其高度應與直徑相等；</p> <p>③圓柱體的直徑至少為 0.6 公尺，其高度應兩倍於直徑；</p> <p>④菱形體應由兩個本款②所述的圓錐體以底相合組成。</p> <p>(2)號型間的垂直距離應至少為 1.5 公尺。</p>
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- (a) Shapes shall be black and of the following sizes:
- (i) a ball shall have a diameter of not less than 0.6 metre;
 - (ii) a cone shall have a base diameter of not less than 0.6 metre and a height equal to its diameter;
 - (iii) a cylinder shall have a diameter of at least 0.6 metre and a height of twice its diameter;
 - (iv) a diamond shape shall consist of two cones as defined in (ii) above having a common base.

(b) The vertical distance between shapes shall be at least 1.5 metre.

(c) In a vessel of less than 20 metres in length shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.

7. Colour specification of lights

The chromaticity of all navigation lights shall conform to the following standards, which lie within the boundaries of the area of the diagram specified for each colour by the International Commission on Illumination (CIE).

The boundaries of the area for each colour are given by indicating the corner coordinates, which are as follows:

(i) White
 x 0.525 0.525 0.452 0.310 0.310 0.443
 y 0.382 0.440 0.440 0.348 0.283 0.382

(ii) Green
 x 0.028 0.009 0.300 0.203
 y 0.385 0.723 0.511 0.356

(iii) Red
 x 0.680 0.660 0.735 0.721
 y 0.320 0.320 0.265 0.259

(iv) Yellow
 x 0.612 0.618 0.575 0.575
 y 0.382 0.382 0.425 0.406

8. Intensity of lights

(a) The minimum luminous intensity of lights shall be calculated by using the formula:

$$I = 3.43 \times 10^6 \times T \times D^2 \times K \cdot D$$

where I is luminous intensity in candelas under service conditions,
 T is threshold factor 2×10^{-7} lux,
 D is range of visibility (luminous range) of the light in nautical miles,
 K is atmospheric transmissivity.
 For prescribed lights the value of K shall be 0.8, corresponding to a meteorological visibility of approximately 13 nautical miles.

(b) A selection of figures derived from the formula is given in the following table:

Range of visibility (luminous range) of light in nautical miles	Luminous intensity of light in candelas for K=0.8
D	I

(3)長度小於 20 公尺的船舶，可用與船舶尺度相稱的較小尺度的號型，號型間距亦可相應減少。

7.號燈的顏色規格所有航海號燈的色度應符合下列標準，這些標準是包括在國際照明委員會(CIE)為每種顏色所規定的圖解區域界限以內的。每種顏色的區域界限是用折角點的坐標表示的。這些坐標如下：

(1)白色
 x 0.525 0.525 0.452 0.310 0.310 0.443
 y 0.382 0.440 0.440 0.348 0.283 0.382

(2)綠色
 x 0.028 0.009 0.300 0.203
 y 0.385 0.723 0.511 0.356

(3)紅色
 x 0.680 0.660 0.735 0.721
 y 0.320 0.320 0.265 0.259

(4)黃色
 x 0.612 0.618 0.575 0.575
 y 0.382 0.382 0.425 0.406

8.號燈的發光強度

(1)號燈的最低發光強度應用下述公式計算：
 $I = 3.43 \times 10^6 TDK^{-D}$

式中：I——在使用情況下，以堪（Candelas）為單位計算的發光強度；

T——臨閾係數，為 2×10^{-7} 勒克司；

D——號燈的能見距離(照明距離)，以海里計算；

K——大氣透射率。用於規定的號燈，K 值應是 0.8，相當於約 13 海里的氣象能見度。

(2)從上述公式導出的數值示例如下：

燈光能見距（照明範圍）之哩數 D	在 K=0.8 時，燈光照度強度之燭光數 I
1	0.9
2	4.3
3	12
4	27
5	52
6	94

註：航海號燈的最大發光強度應予限制，以防止過度的眩光，但不應該使用發光強度可變控制的辦法。

9.水平光弧

(1)①船上所裝的舷燈，在朝前的方向上，應顯示最低要求的發光強度，發光強度在規定光弧外的 1~3 度之間，應減弱以達到切實斷光。

②尾燈和桅燈，以及舷燈在正橫後 22.5 度處，應在水平弧內保持最低要求的發光強度，直到第二十一條規定的光弧界限內 5 度。從規定的光弧內 5 度起，發光強度可減弱 50%，直到規定的界限；然後，發光強度應不斷減弱，以達到在規定光弧外至多 5 度處切實斷光。

(2)①環照燈應安置在不被桅、頂桅或建築物遮蔽大於 6 度角光弧的位置上，但第三十條規定的錨燈除外，錨燈不必安置在船體以上不切實際的高度。

②如果僅顯示一盞環照燈無法符合本段第(2)①小段的要求，則應使用兩盞環照燈，固定於適當位置或用擋板遮擋，使其在 1 海里距離上儘

1	0.9
2	4.3
3	12
4	27
5	52
6	94

NOTE: The maximum luminous intensity of navigation lights should be limited to avoid undue glare.

9. Horizontal sectors

(a) (i) In the forward direction, sidelights as fitted on the vessel must show the minimum required intensities. The intensities must decrease to reach practical cut-off between 1 degree and 3 degrees outside the prescribed sectors.

(ii) For sternlights and masthead lights and at 22.5 degrees abaft the beam for sidelights, the minimum required intensities shall be maintained over the arc of the horizon up to 5 degrees within the limits of the sectors prescribed in Rule 21. From 5 degrees within the prescribed sectors the intensity may decrease by 50 per cent up to the prescribed limits; it shall decrease steadily to reach practical cut-off at not more than 5 degrees outside the prescribed limits.

(b) All-round lights shall be so located as not to be obscured by masts, topmasts or structures within angular sectors of more than 6 degrees, except anchor lights, which need not be placed at an impracticable height above the hull.

10. Vertical sectors

(a) The vertical sectors of electric lights, with the exception of lights on sailing vessels shall ensure that:

(i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;

(ii) at least 60 per cent of the required minimum intensity is maintained from 7.5 degrees above to 7.5 degrees below the horizontal.

(b) In the case of sailing vessels the vertical sectors of electric lights shall ensure that:

(i) at least the required minimum intensity is maintained at all angles from 5 degrees above to 5 degrees below the horizontal;

(ii) at least 50 per cent of the required minimum intensity is maintained from 25 degrees above to 25 degrees below the horizontal.

(c) In the case of lights other than electric these specifications shall be met as closely as possible.

11. Intensity of non-electric lights

Non-electric lights shall so far as practicable comply with the minimum intensities, as specified in the Table given in Section 8 of this Annex.

12. Manoeuvring light

Notwithstanding the provisions of paragraph 2(f) of this Annex the manoeuvring light described in Rule 34(b) shall be placed in the same fore and aft vertical plane as the masthead light or lights and, where practicable, at a minimum height of 2 metres vertically above the forward masthead light, provided that

可能像是一盞燈。

10. 垂向光弧

(1) 所裝電氣號燈的垂向光弧，除在航帆船的號燈外，應保證：

① 從水平上方 5 度到水平下方 5 度的所有角度內，至少保持所要求的最低發光強度；

② 從水平上方 7.5 度到水平下方 7.5 度，至少保持所要求的最低發光強度的 60%。

(2) 在航帆船所裝電氣號燈的垂向光弧，應保證：

① 從水平上方 5 度到水平下方 5 度的所有角度內，至少保持所要求的最低發光強度；

② 從水平上方 25 度到水平下方 25 度，至少保持所要求的最低發光強度的 50%。

(3) 電氣號燈以外的燈應儘可能符合這些規格。

11. 非電氣號燈的發光強度

非電氣號燈應儘可能符合本附錄第 8 款表中規定的最低發光強度。

12. 運轉號燈

儘管有本附錄第 2 項(6)款規定，第三十四條 2 項所述的操縱號燈應安置在一盞或多盞桅燈的同一首尾垂直面上，如可行，並且操縱號燈高於或低於後桅燈的距離不小於 2 公尺，則操縱號燈應高於前桅燈的垂向距離至少為 2 公尺。只裝設一盞桅燈的船舶，如裝有操縱號燈，則應將其裝設在與桅燈的垂向距離不小於 2 公尺的最易見處。

13. 高速船

(1) 高速船的桅燈可裝設在相應於船的寬度、低於本附錄第 2 項(1)款①目規定的高度上，其條件是由兩盞舷燈和一盞桅燈形成的等腰三角形的底角，在正視時不應小於 27 度。

(2) 長度為 50 公尺或 50 公尺以上的高速船上，本附錄第 2 項(1)款②目規定的前桅燈和主桅燈之間 4.5 公尺的垂向距離可以修改，但此距離應不少於下列公式規定的數值：

$$y = [2 + (a + 17\Psi) C] / 1000$$

式中：y—主桅燈高於前桅燈的高度(公尺)；

a—航行狀態下前桅燈高於水面的高度(公尺)；

Ψ —可為航行狀態下的縱傾(度)；

C—為桅燈之間的水平距離(公尺)。

14. 認可

號燈和號型的構造以及號燈在船上的安裝，應符合船旗國的有關主管機關的要求。

<p>it shall be carried not less than 2 metres vertically above or below the after masthead light. On a vessel where only one masthead light is carried the manoeuvring light, if fitted, shall be carried where it can best be seen, not less than 2 metres vertically apart from the masthead light.</p> <p>13. High Speed Craft*</p> <p>The masthead light of high speed craft may be placed at a height related to the breadth of the craft lower than that prescribed in paragraph 2(a)(i) of this Annex, provided that the base angle of the isosceles triangles formed by the sidelights and masthead light, when seen in end elevation, is not less than 27°.</p> <p>On high-speed craft of 50 meters or more in length, the vertical separation between foremast and mainmast light of 4.5 meters required by paragraph 29a(ii) of this annex may be modified provided that such distance shall not be less than the value determined by the following formula:</p> $y = [2 + (a + 17\Psi) C] / 1000$ <p>where:</p> <p>y is the height of the mainmast light above the foremast light in meters;</p> <p>a is the height of the foremast light above the water surface in service condition in meters;</p> <p>Ψ is the trim in service condition in degrees;</p> <p>C is the horizontal separation of masthead lights in meters.</p> <p>14. Approval</p> <p>The construction of lanterns and shapes and the installation of lanterns on board the vessel shall be to the satisfaction of the appropriate authority of the State where the vessel is registered.</p>	
<p>Annex II - Additional Signals for Fishing Vessels Fishing in Close Proximity</p> <p>1. General</p> <p>The lights mentioned herein shall, if exhibited in pursuance of Rule 26(d), be placed where they can best be seen. They shall be at least 0.9 metre apart but at a lower level than lights prescribed in Rule 26(b)(i) and (c)(i). The lights shall be visible all round the horizon at a distance of at least 1 mile but at a lesser distance than the lights prescribed by these Rules for fishing vessels.</p> <p>2. Signals for trawlers</p> <p>(a). Vessels of 20 metres or more in length when engaged in trawling, whether using demersal or pelagic gear, shall exhibit:</p> <p>(i). when shooting their nets:</p> <p>. two white lights in a vertical line;</p> <p>(ii). when hauling their nets:</p> <p>. one white light over one red light in a vertical line;</p> <p>(iii). when the net has come fast upon an obstruction:</p> <p>. two red lights in a vertical line.</p> <p>(b). Each vessel of 20 metres or more in length engaged in pair trawling shall exhibit:</p> <p>(i). by night, a searchlight directed forward and in the direction of the other vessel of the pair;</p> <p>(ii). when shooting or hauling their nets or when the nets have come fast upon an obstruction, the lights prescribed in 2 (a) above.</p> <p>(c). A vessel of less than 20 metres in length engaged in trawling, whether using demersal or pelagic gear or engaged in pair trawling, may exhibit the lights prescribed in paragraphs (a) or (b) of this section, as appropriate</p>	<p>附錄 貳 在相互鄰近處捕魚的漁船的額外信號</p> <p>1. 通則</p> <p>本附錄中所述的號燈，如為履行第二十六條 4 款而顯示時，應安置在最易見處。這些號燈的間距至少應為 0.9 米，但要低於第二十六條 2 款(1)項和 3 款(1)項規定的號燈。這些號燈，應能在水平四周至少 1 海里的距離上被見到，但應小於本規則為漁船規定的號燈的能見距離。</p> <p>2. 拖網漁船信號</p> <p>(1) 長度等於或大於 20 米的船舶在從事拖網作業時，不論使用海底還是深海漁具，應顯示：</p> <p>① 放網時：垂直兩盞白燈；</p> <p>② 起網時：垂直兩盞燈，上白下紅燈；</p> <p>③ 網掛住障礙物時：垂直兩盞紅燈。</p> <p>(2) 長度等於或大於 20 米、從事對拖網作業的每一船應顯示：</p> <p>① 在夜間，朝著前方並向本對拖網中另一船的方向照射的探照燈；</p> <p>② 當放網或起網或網掛住障礙物時，按附錄第 2 款(1)規定的號燈。</p> <p>(3) 長度小於 20 米、從事拖網作業的船舶，不論使用海底或深海漁具還是從事對拖網作業，可視情顯示本段(1)或(2)中規定的號燈。</p> <p>3. 圍網漁船信號</p> <p>從事圍網捕魚的船舶，可垂直顯示兩盞黃色號燈。這些號燈應每秒鐘交替閃光一次，而且明暗歷時相等。這些號燈僅在船舶的行動為其漁具所妨礙時才可顯示。</p>

<p>3. Signals for purse seiners</p> <p>. Vessels engaged in fishing with purse seine gear may exhibit two yellow lights in a vertical line. These lights shall flash alternately every second and with equal light and occultation duration. These lights may be exhibited only when the vessel is hampered by its fishing gear.</p>																															
<p>Annex III - Technical Details of Sound Signal Appliances</p> <p>1. Whistles</p> <p>(a) Frequencies and range of audibility</p> <p>. The fundamental frequency of the signal shall lie within the range 70-700Hz. The range of audibility of the signal from a whistle shall be determined by those frequencies, which may include the fundamental and/or one or more higher frequencies, which lie within the range 180-700Hz (+/-1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 metres in length and which provide the sound pressure levels specified in paragraph 1(c) below.</p> <p>(b) Limits of fundamental frequencies</p> <p>. To ensure a wide variety of whistle characteristics, the fundamental frequency of a whistle shall be between the following limits:</p> <p>(i). 70-200 Hz, for a vessel 200 metres or more in length;</p> <p>(ii). 130-350 Hz, for a vessel 75 metres but less than 200 metres in length;</p> <p>(iii). 250-700 Hz, for a vessel less than 75 metres in length.</p> <p>(c) Sound signal intensity and range of audibility</p> <p>. A whistle fitted in a vessel shall provide, in the direction of maximum intensity of the whistle and at a distance of 1 metre from it, a sound pressure level in at least one 1/3rd-octave band within the range of frequencies 180-700Hz (+/-1%) for a vessel of 20 metres or more in length, or 180-2100Hz (+/-1%) for a vessel of less than 20 metres in length, of not less than the appropriate figure given in the table below.</p> <table border="1" data-bbox="289 1525 963 2071"> <thead> <tr> <th>Length of vessel in metres</th> <th>1/3rd-octave band level at 1 metre in dB referred to 2x10⁻⁵N/m²</th> <th>Audibility range in nautical miles</th> </tr> </thead> <tbody> <tr> <td>200 or more</td> <td>143</td> <td>2</td> </tr> <tr> <td>75 but less than 200</td> <td>138</td> <td>1.5</td> </tr> <tr> <td>20 but less than 75</td> <td>130</td> <td>1</td> </tr> <tr> <td>Less than 20</td> <td>120 *1 115 *2 111 *3</td> <td>0.5</td> </tr> </tbody> </table> <p>*1 When the measured frequencies lie within the range 180-450Hz *2 When the measured frequencies lie within the range 450-800Hz *3 When the measure frequencies lie within the range 800-2100Hz</p> <p>(d) Directional properties</p> <p>. The sound pressure level of a directional whistle shall be not more than 4 dB below the prescribed sound pressure level on the axis at any direction in the horizontal plane within ± 45 degrees of the axis. The sound pressure level at any other direction in the horizontal plane shall be not more than 10 dB below the prescribed sound pressure level on the axis, so that the range in any direction will be at least half the range on the forward axis. The sound pressure level shall be measured in that 1/3rd-octave band which determines the audibility range.</p> <p>(e) Positioning of whistles</p> <p>. When a directional whistle is to be used as the only whistle on a vessel, it shall be installed with its maximum intensity directed straight ahead.</p>	Length of vessel in metres	1/3rd-octave band level at 1 metre in dB referred to 2x10 ⁻⁵ N/m ²	Audibility range in nautical miles	200 or more	143	2	75 but less than 200	138	1.5	20 but less than 75	130	1	Less than 20	120 *1 115 *2 111 *3	0.5	<p>附錄參 音響信號設備技術細節</p> <p>1. 號笛</p> <p>(1) 頻率和可聽距離</p> <p>笛號的基頻應在 70~700 赫茲的範圍內。笛號的可聽距離應通過其頻率來確定，這些頻率可包括基頻和(或)一種或多種較高的頻率，並具下文第 1(3)款規定的聲壓級。對於長度為 20 米或 20 米以上的船舶，頻率範圍為 180~700 赫茲(±1%)；對於長度為 20 米以下的船舶，頻率範圍為 180~2000 赫茲(±1%)。</p> <p>(2) 基頻的界限為保證號笛的多樣特性，號笛的基頻應介於下列界限以內：</p> <p>① 70~200 赫茲，用於長度 200 米或 200 米以上的船舶；</p> <p>② 130~350 赫茲，用於長度 75 米或 75 米以上但小於 200 米的船舶；</p> <p>③ 250~700 赫茲，用於長度小於 75 米的船舶。</p> <p>(3) 笛號的聲強和可聽距離</p> <p>船上所裝的號笛，在其最大聲強方向上，距離 1 米處，在頻率為 180~700 赫茲(±1%)(長度 20 米或 20 米以上的船舶)或 180~2100 赫茲(±1%)(長度 20 米以下的船舶)範圍內的至少每個 1/3 倍頻帶寬中，應具有不小於下表所訂相應數值的聲壓級。</p> <table border="1" data-bbox="1199 1525 1803 2116"> <thead> <tr> <th>船舶長度 (公尺)</th> <th>1/3 倍頻程帶寬聲壓相對值，距離 1 米相對於 2x10⁻⁵ 牛/米 (分貝)</th> <th>能聽距 (浬)</th> </tr> </thead> <tbody> <tr> <td>滿 200 以上</td> <td>143</td> <td>2</td> </tr> <tr> <td>滿 75 未滿 200</td> <td>138</td> <td>1.5</td> </tr> <tr> <td>滿 20 未滿 75</td> <td>130</td> <td>1</td> </tr> <tr> <td>未滿 20</td> <td>120 *1 115 *2 111 *3</td> <td>0.5</td> </tr> </tbody> </table> <p>註：</p> <p>*1 當量測頻率在 180 ~450 赫茲時。 *2 當量測頻率在 450 ~800 赫茲時。 *3 當量測頻率在 800 ~2100 赫茲時。</p> <p>表中的可聽距離是參考性的而且是在號笛的前方軸線上，在無風條件下，有 90%的概率可在有一般背景雜訊(用中心頻率為 250 赫茲的倍頻程帶寬時取 68 分貝，用中心頻率為 500 赫茲的倍頻程帶寬時取 63 分貝)的船上收聽點聽到的大約距離。實際上，號笛的可聽距離極易變化。而且主要取決於天氣情況，所訂數值可作為典型值，但在強風或在收聽點周圍有高背景雜訊的情況下，可聽距離可大大減小。</p> <p>(4) 方向性</p>	船舶長度 (公尺)	1/3 倍頻程帶寬聲壓相對值，距離 1 米相對於 2x10 ⁻⁵ 牛/米 (分貝)	能聽距 (浬)	滿 200 以上	143	2	滿 75 未滿 200	138	1.5	滿 20 未滿 75	130	1	未滿 20	120 *1 115 *2 111 *3	0.5
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滿 20 未滿 75	130	1																													
未滿 20	120 *1 115 *2 111 *3	0.5																													

<p>. A whistle shall be placed as high as practicable on a vessel, in order to reduce interception of the emitted sound by obstructions and also to minimize hearing damage risk to personnel. The sound pressure level of the vessel's own signal at listening posts shall not exceed 110 dB (A) and so far as practicable should not exceed 100 dB (A).</p> <p>(f) Fitting of more than one whistle</p> <p>. If whistles are fitted at a distance apart of more than 100 metres, it shall be so arranged that they are not sounded simultaneously.</p> <p>(g) Combined whistle systems</p> <p>. If due to the presence of obstructions the sound field of a single whistle or one of the whistles referred to in paragraph 1(f) above is likely to have a zone of greatly reduced signal level, it is recommended that a combined whistle system be fitted so as to overcome this reduction. For the purposes of the Rules a combined whistle system is to be regarded as a single whistle. The whistles of a combined system shall be located at a distance apart of not more than 100 metres and arranged to be sounded simultaneously. The frequency of any one whistle shall differ from those of the others by at least 10 Hz.</p> <p>2. Bell or gong</p> <p>(a) Intensity of signal</p> <p>. A bell or gong, or other device having similar sound characteristics shall produce a sound pressure level of not less than 110 dB at a distance of 1 metre from it.</p> <p>(b) Construction</p> <p>. Bells and gongs shall be made of corrosion-resistant material and designed to give a clear tone. The diameter of the mouth of the bell shall be not less than 300 mm for vessels of 20 metres or more in length. Where practicable, a powerdriven bell striker is recommended to ensure constant force but manual operation shall be possible. The mass of the striker shall be not less than 3 per cent of the mass of the bell.</p>	<p>方向性號笛的聲壓值，在軸線±45°內的任何水平方向上，比軸線上的規定聲壓級至多只應低 4 分貝，在任何其他水平方向上的聲壓級，比軸線上的規定聲壓值至多只應低 10 分貝，以使任何方向上的可聽距離至少是軸線前方上可聽距離的一半。聲壓級應在決定可聽距離的那個 1/3 倍頻帶中測定。</p> <p>(5)號笛的安裝</p> <p>當方向性號笛作為船上唯一的號笛使用時。其安裝應使最大聲強朝著正前方。號笛應安置在船上儘可能高的地方。使發出的聲音少受遮蔽物的阻截，並使人員聽覺受損害的危險降到最低程度。在船上收聽點聽到本船聲號的聲壓值不應超過 110 分貝(A)。並應儘可能不超過 100 分貝(A)。</p> <p>(6)一個以上號笛的安裝如各號笛配置的間距大於 100 米，則應作出安排使其不致同時鳴放。</p> <p>(7)組合號笛系統</p> <p>如果由於遮蔽物的存在，以致單一號笛或本節(6)所指號笛之一的聲場可能有一個聲壓值大為降低的區域時，建議用一組合號笛系統以克服這種降低。就本規則而言，組合號笛系統作為單一號笛論。組合系統中各號笛的間距應不大於 100 米，並應作出安排使其同時鳴放。任一號笛的頻率應與其他號笛頻率至少相差 10 赫茲。</p> <p>2.號鐘和號鐸</p> <p>(1)聲號的強度</p> <p>號鐘、號鐸或其他具有類似聲音特性的器具所發出的聲壓值，在距它 1 米處，應不少於 110 分貝。</p> <p>(2)構造</p> <p>號鐘和號鐸應用抗蝕材料製成，其設計應能使之發出清晰的音調。長度為 20 米或 20 米以上的船舶，號鐘口的直徑應不小於 300 毫米。如可行，建議用一個機動鐘錘，以保證敲力穩定，但仍應可能用手操作，鐘錘的質量應不小於號鐘質量的 3%。</p> <p>3.認可</p> <p>聲號器具的構造性能及其在船上的安裝，應符合船旗國的有關主管機關的要求。</p>
<p>Annex IV</p> <p>Distress signals</p> <p>1. The following signals, used or exhibited either together or separately, indicate distress and need of assistance:</p> <p>(a) a gun or other explosive signals fired at intervals of about a minute;</p> <p>(b) a continuous sounding with any fog-signalling apparatus;</p> <p>(c) rockets or shells, throwing red stars fired one at a time at short intervals;</p> <p>(d) a signal made by any signaling method consisting of the group. ...---... (sos) in the Morse Code;</p> <p>(e) a signal sent by radiotelephony consisting of the spoken word "MAYDAY"</p> <p>(f) the International Code signal of distress indicated by N.C.</p> <p>(g) a signal consisting of a square flag having above or below it a call or anything resembling a ball;</p> <p>(h) flames on the vessel (as from a burning tar barrel, Oil barrel etc);</p> <p>(i) a rocket parachute flare or a hand-flare showing a red light;</p> <p>(j) a smoke signal giving off orange-coloured smoke;</p>	<p>附錄肆 遇難信號</p> <p>一、下列信號，可單獨或合併使用或顯示，以表示遇難及需要救助：</p> <p>(一)約每隔一分鐘鳴放一次之槍砲聲或其他爆炸信號；</p> <p>(二)以任何霧中信號器具發出之連續聲響；</p> <p>(三)每隔短時間發射一次有紅色星簇之火箭或爆彈；</p> <p>(四)以無線電報或任何其他通信方法，發送之包含摩斯代碼...---... (SOS) 之信號；</p> <p>(五)以無線電話發出包含口語「Mayday」一字之信號；</p> <p>(六)以 N.C.表示之國際代碼遇難信號；</p> <p>(七)以方旗一面及其上方或下方之球形物或類似球形之物所組成之信號；</p> <p>(八)船上施放之火焰(如燃燒柏油桶或油桶等)；</p> <p>(九)發出紅光之火箭降落傘光焰及手持式光焰；</p> <p>(十)散放橙色煙霧之煙霧信號；</p>

<p>(k) slowly and repeatedly raising and lowering arms outstretched to each side;</p> <p>(l) a distress alert by means of digital selective calling (DSC) transmitted on;</p> <p>(i) VHF channel 70, or</p> <p>(ii) MF/HF on the frequencies 2187.5 KHz, 8414.5KHz, 4207.5KHz, 6312KHz, 12577KHz or 16804.5KHz;</p> <p>(m) a ship-to-shore distress alert transmitted by the ships Inmarsat or other mobile satellite service provider ship earth station;</p> <p>(n) signals transmitted by emergency position-indicating radio beacons;</p> <p>(o) approved signals transmitted by radiocommunications systems. Including survival craft radar transponders.</p> <p>2. The use or exhibition of any of foregoing signals, except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals, is prohibited.</p> <p>3. Attention is drawn to the relevant sections of the International Code of Signals; the international Aeronautical and Maritime Search and rescue manual volume III and the following signals ;</p> <p>(a) a piece of orange-coloured canvas with either a black square and circle or other appropriate symbol (for identification from the air).</p>	<p>(十一)兩臂左右外伸，緩慢上下重覆揮動之；</p> <p>(十二)以數位選擇呼叫(DSC)發送之下列頻道遇難信號。</p> <p>(1)特高頻 70，或</p> <p>(2)中頻／高頻，頻率 2187.5KHz 8414.5 KHz，4207.5 KHz，6312. KHz，12577 KHz 或 16804.5 KHz</p> <p>(十三)由船上發出之船上衛星通信之船對岸遇難信號或其他船上衛星電台提供之其他衛星通信。</p> <p>(十四)經由應急指位無線電示標發出之信號。</p> <p>(十五)由無線電通信系統，包含救生艇筏雷達詢答機，發送經認可之信號。</p> <p>二、前項所述任何信號，除為表示遇難需要救助外，禁止使用及顯示。可能與前項相混淆之其他信號，亦禁止使用。</p> <p>三、國際代碼信號，國際海空搜救手冊第 III 冊中有關各節，以及下列信號，均應予以注意：</p> <p>(一)橙色帆布上加黑色方塊與圓形，或其他適當之標識（用以對空識別）；</p> <p>(二)一個染色標識。</p>
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