

TITLE:	NAVIGATION LIGHTS	DATE	10/02/2004
CATEGORY:	NAVIGATION	AREA:	ASIA

The Club has been involved in a number of claims which have been caused primarily by non-compliance with the International Regulations Preventing Collisions at Sea in relation to the carriage of navigation lights on towed barges.

The regulations are quite specific in their requirements and the trade of the vessels involved in the claims have not been such that the exemption in Rule 24 section (h) applied, i.e. non-carriage of navigation lights, but required to take alternative measures to illuminate the tow.

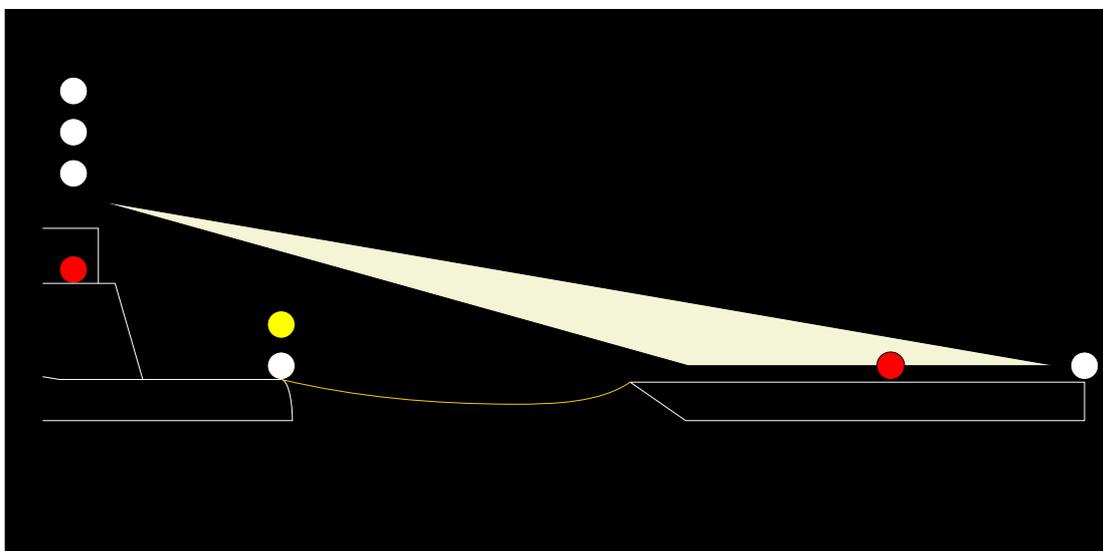
From our investigations we have found that the main reason put forward for not carrying the side and stern lights prescribed by the rules is their vulnerability to theft, especially when transiting rivers and on near coastal routes.

The Club acknowledges that this is a problem, but does not condone the non-carriage of navigation lights on a towed object.

In order to prevent the theft of navigation lights from barges, we would suggest they be secured in place by means of a "U" shaped bracket placed over the navigation light which is either bolted or tack welded on to the barge. This bracket should be designed so that it passes over the top of the lamp making opening difficult but does not obscure the light from its prescribed arc of visibility.

Navigation lamps do fail, but under normal circumstances failures are infrequent and therefore the bracket would not cause a major hindrance to the crew.

At times it would be beneficial to make use of the tug's searchlight to highlight the presence of the tow, especially when it is considered that a closing vessel is not taking sufficient action to avoid a close-quarters situation developing. Members should encourage Masters to do this when circumstances require.



Tug and Barge Lights as required by the Regulations