



On approval of Rules for Navigation in the territorial waters of the Republic of Kazakhstan

Unofficial translation

Order of the Minister of Industry and Infrastructural Development of the Republic of Kazakhstan dated June 10, 2019 No. 381. Registered with the Ministry of Justice of the Republic of Kazakhstan on June 14, 2019 No. 18845.

Unofficial translation

In accordance with subparagraph 55-43) of paragraph 3 of Article 4 of the Law of the Republic of Kazakhstan dated January 17, 2002 "On Merchant Shipping" I HERBY ORDER:

1. To approve the attached Rules for Navigation in the territorial waters of the Republic of Kazakhstan.

2. The Transport Committee of the Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan, in the manner prescribed by Law shall:

1) ensure state registration of this order with the Ministry of Justice of the Republic of Kazakhstan;

2) within ten calendar days from the date of state registration of this order, send a copy hereof both in Kazakh and Russian languages to the Republican State Enterprise on the Right of Economic Management "Republican Center of Legal Information of the Ministry of Justice of the Republic of Kazakhstan" for official publication and inclusion in the Reference Control Bank of Regulatory Legal Acts of the Republic of Kazakhstan;

3) ensure placement of this order on the Internet resource of the of the Ministry of Industry and Infrastructure Development of the Republic of Kazakhstan.

3. The control over the execution of this order shall be assigned to the Supervising Vice Minister of Industry and Infrastructure Development of the Republic of Kazakhstan.

4. This order shall come into effect upon expiry ten calendar days after the day of its first official publication.

*Minister of Industry and
Infrastructure Development of the
Republic of Kazakhstan*

R. Sklyar

Approved
by Order of the Minister of
Industry and Infrastructure
Development of the
Republic of Kazakhstan
dated June 10, 2019 No. 381

The Rules for Navigation in the territorial waters of the Republic of Kazakhstan

Chapter 1. General Provisions

1. The Rules for Navigation in the territorial waters of the Republic of Kazakhstan (hereinafter referred to as the Rules) have been developed in accordance with subparagraph 55 -43) of paragraph 3 of Article 4 of the Law of the Republic of Kazakhstan dated January 17, 2002 "On Merchant Shipping" and the International Rules for the Prevention of Collisions at Sea in 1972 as amended (hereinafter referred to as the IRPCS) and shall determine the navigation procedure in the territorial waters of the Republic of Kazakhstan.

2. These Rules do not apply to vessels flying the flag of the Naval Forces of the Republic of Kazakhstan and marine units of the border service of the Republic of Kazakhstan.

3. The following basic concepts shall be used in these Rules:

1) circular light - means a light illuminating with continuous light the arc of the horizon of 360 °;

2) stern light - means a white light located as close as possible to the stern of the vessel, shining from the direction directly in the stern to 67.5 ° towards each board and illuminating with continuous light an arc of the horizon of 135 °;

3) fishing vessel - means any vessel engaged in fishing with nets, lines, trawls or other fishing gear that limit its maneuverability, with the exception of vessels engaged in fishing with trolling lines or other fishing gear that do not limit maneuverability a vessel;

4) vessel deprived of the ability to navigate - means a vessel which, by virtue of circumstances, is unable to maneuver in accordance with the requirements of these Rules and in this regard cannot give way to another vessel;

5) overtaking vessel - means a vessel that approaches another vessel from a direction more than 22.5 ° behind the beam of the latter and is in such a position with respect to the overtaking vessel that that at night it can see only the stern light of the overtaking vessel and cannot see any of its side lights;

6) side lights - means a green light on the right starboard side and a red light on the left starboard side, illuminating from the direction directly along the prow up to 22.5 ° behind the beam of the corresponding side and illuminating with continuous light an arc of the horizon of 112.5 °;

7) vessels that are in full view of each other - means that the vessel can be visually observed from another vessel;

8) seaplane - means any aircraft that can maneuver on water;

9) flash light - means a light giving flashes at regular intervals with a frequency of 120 or more flashes per minute;

10) windward side - the side opposite to the one on which the mainsail is located, and for vessels with direct sailing equipment - the side opposite to the one on which the largest oblique sail is located;

11) vessel on the move - means that the vessel is not anchored, not moored to the shore and is not aground;

12) short sound - means a sound lasting about one second;

13) vessel limited in the ability to maneuver - means a vessel which, due to the nature of the work being performed, is limited in the ability to maneuver in accordance with the requirements of these Rules and therefore cannot give way to another vessel.

The following vessels shall be considered as the vessels limited in their ability to maneuver:

vessel carrying out the installation, maintenance or removal of a navigation mark, the laying, inspection or raising of an underwater cable or pipeline;

vessel performing dredging, oceanographic, hydrographic or underwater work;

vessel on the move replenishing, supplying or transferring people, food or cargo;

vessel providing take-off or receiving aircraft;

vessel carrying out minesweeping;

vessel engaged in towing, limiting the possibility of towing and towed vessels to deviate from its course;

14) vessel with a mechanical engine - means any vessel set in motion by a mechanical installation;

15) vessel, constrained by its draft - means a vessel with a mechanical engine, which, due to the relation between its draft and the available depths, is significantly limited in the ability to deviate from the course that it follows;

16) masthead light - means a white light located in the diametrical plane of the vessel, shining from a direction directly in the bow up to 22.5° behind the beam of each side and continuously illuminating the horizon arc of 225° ;

17) towing light - means a yellow light having the same characteristics as a stern light;

18) continuous sound - means a sound lasting from four to six seconds;

19) fairway - a route that is safe for vessels to navigate among obstacles (between islands, shallows), indicated by means of navigation barriers (buoys, milestones, directional signs);

20) limited visibility - weather conditions in which visibility is limited due to fog, mist, snowfall, heavy rain, sandstorm or for other similar reasons;

21) whistle - means any sound signaling device that delivers sounds and meets the requirements of Annex III of the IRPCS.

Chapter 2. The procedure of navigation in the territorial waters of the Republic of Kazakhstan

Paragraph 1. The procedure for the movement and maneuvering of vessels under any conditions of visibility

4. The movement of vessels shall be carried out along sea corridors and traffic separation schemes in the territorial waters of the Republic of Kazakhstan, established by the Decree of

the Government of the Republic of Kazakhstan dated March 2, 2018 No. 97 “On the establishment of sea corridors and traffic separation schemes in the territorial waters (sea) of the Republic of Kazakhstan”.

5. During navigation each vessel shall:

1) follow in the corresponding lane in the general direction of the traffic flow adopted on it;

2) stay away from the line of separation of movement or from the zone of separation of movement;

3) enter the lane or leave it at the final sections, in the event that the vessel leaves the lane or enters it from the side, it shall be done at the smallest angle to the general direction of the traffic flow.

6. Vessels shall be prohibited from crossing lanes in established sea lanes in the territorial waters of the Republic of Kazakhstan. In cases of forced crossing of the traffic lane, the vessel shall do this at right angles to the general direction of the traffic flow.

7. A vessel that does not intend to cross the sea corridor, enter its lane or leave it, is allowed to enter the traffic separation zone or cross it in the following cases:

1) in order to avoid immediate danger;

2) fishing within the zone of separation of movement.

8. The anchoring of the vessel within the sea corridor or near its end sections shall be prohibited.

9. A vessel engaged in fishing shall be prohibited from obstructing the movement of any other vessel traveling in the lane.

10. A vessel less than 20 meters in length or the navigating vessel shall be prohibited from obstructing the safe movement of a mechanical-powered vessel traveling in the lane.

11. A vessel, limited in its ability to maneuver, while carrying out activities to maintain safety of navigation in the sea corridor, shall be exempted from fulfilling the requirements specified in paragraphs 5, 6, 7, 8 and 10 of these Rules.

12. A vessel, limited in its ability to maneuver, when carrying out activities for laying, servicing and raising an underwater cable within the sea corridor, shall be exempted from fulfilling the requirements specified in paragraphs 5, 6, 7, 8 and 10 of these Rules.

13. Each vessel shall move at a safe speed, calculated taking into account the following factors:

1) by all vessels:

visibility states

traffic density, including the accumulation of fishing or any other vessels;

the maneuverability of the vessel and the distance necessary to completely stop the vessel, the rotation of the vessel in the prevailing conditions;

at night - the presence of a background of lighting from coastal lights and own lights;

wind, sea and current conditions and proximity of navigational hazards;

relations between sediment and available depths;

2) additionally by vessels using radar:

characteristics, effectiveness and limitations of radar equipment;

any restrictions imposed by the used radar range scale;

effects on radar detection of the state of the sea and meteorological factors, as well as other sources of interference;

the possibility that the radar may not detect small vessels, ice and other floating objects at a sufficient distance;

the number, location and movement of vessels detected by radar;

more accurate assessment of visibility obtained by radar measurement of distance to vessels or other objects in the vicinity.

14. Each vessel, in order to determine whether there is a danger of collision and to prevent it, shall constantly conduct visual and auditory observation using all available means on board

15. Collision hazards shall be deemed to exist in the following cases:

1) if the bearing of an approaching vessel does not noticeably change;

2) with a noticeable change of bearing in the event of approaching the vessel, including a towing vessel, of a large size or approaching vessels at a short distance.

16. A change in the course and/or speed of the vessel shall be advance and significant, and not cause excessive convergence with other vessels.

17. In the event that it is necessary to prevent a collision of vessels or more time is needed to assess the situation, the vessel shall reduce speed or stop, stopping its vehicles or backing up.

18. A vessel which, in accordance with these Rules, shall be prohibited from obstructing the movement or safe passage of another vessel, shall take the necessary measures to leave sufficient water for safe passage of another vessel.

19. A vessel proceeding along a narrow passage or fairway shall keep to the outer boundary of the passage or fairway, which is located on its starboard side, at the closest and safest distance.

20. Vessels less than 20 meters in length, navigating vessels, vessels engaged in fishing shall be prohibited from obstructing the movement of vessels that can safely follow only within a narrow passage or fairway.

21. A vessel shall not cross a narrow passage or fairway if such an intersection impedes the movement of the vessel, which can safely follow only within such a passage or fairway. In case of doubt about the intentions of the vessel crossing the passage or the fairway, the second vessel shall use an audible signal in accordance with paragraph 94 of these Rules.

22. When overtaking in a narrow passage or on the fairway of a vessel intending to overtake, it is necessary to sound an alarm in accordance with subparagraph 1) of paragraph 93 of these Rules.

In case of consent to overtaking, the overtaking vessel shall be given a sound signal in response in accordance with subparagraph 2) of paragraph 93 of these Rules and take action to allow safe of the overtaking vessel.

If the vessel being overtaken doubts about the safety of overtaking, it shall sound in accordance with paragraph 94 of these Rules.

23. A vessel approaching a bend or to such a section of a narrow passage or fairway where other vessels may not be visible due to the presence of obstacles, it is necessary to give an appropriate sound signal in accordance with paragraph 95 of these Rules.

24. In a narrow passage, anchoring shall be prohibited.

Paragraph 2. The procedure for the movement and maneuvering of vessels in full view of each other

25. In the event of a hazard of collision when two navigating vessels approach each other, one of them shall give way to the other as follows:

1) when the vessels go with different tacks, then the vessel going with the left tack gives way to another vessel;

2) when both vessels go the same tack, the vessel in the wind gives way to the vessel down the wind;

3) if a vessel sailing on the left tack sees another vessel on the windward side and cannot determine exactly whether this other vessel is sailing on the left or right, it shall give way to it

26. Each vessel that overtakes another shall stay away from the path of the vessel being overtaken until the latter is finally passed and left behind.

27. In the event of a hazard of collision when two vessels approaching on opposite courses with mechanical engines, each vessel shall change its course to the right so that the other vessel passes on its port side.

28. In the event of a collision risk when two vessels with mechanical engines run at intersecting courses, a vessel on the right side of which another vessel passes, it is necessary to give way to it and avoid crossing the course of the other vessel along its bow.

29. When one of the two vessels gives way to the other, the latter shall maintain course and speed.

30. A vessel with a mechanical engine, which, in the event of a course crossing, takes measures in accordance with paragraph 29 of these Rules, does not change course to the left if another vessel is to its left.

This paragraph of these Rules shall not exempt a vessel that shall give way from this action.

31. Except the cases provided for in paragraphs 5, 6, 7, 8, 9, 10, 11, 12, 19, 20, 21, 22, 23, 24, 26 of these Rules:

1) the vessel with a mechanical engine on the move shall give way to:

the vessel deprived of the ability to steer;

the vessel limited in ability to maneuver;

the vessel engaged in fishing;

navigating vessel;

2) the navigating vessel on the move shall give way to:

the vessel deprived of the ability to steer;

the vessel limited in ability to maneuver;

the vessel engaged in fishing;

3) the vessel engaged in fishing, on the move shall give way to:

the vessel deprived of the ability to steer;

the vessel limited in ability to maneuver;

4) any vessel, with the exception of a vessel deprived of the ability to steer, or a vessel limited in ability to maneuver, shall be prohibited from obstructing the safe passage of a vessel constrained by its draft and displaying signals in accordance with paragraph 78 of these Rules;

5) seaplane on water shall be kept clear of all vessels and not impede their movement;

6) screen plane during take-off, landing and in flight near the surface shall be kept away from all other vessels and not impede their movement. A screen plane located on the surface of the water shall act in accordance with the procedure established by these Rules for vessels with a mechanical engine.

Paragraph 3. The procedure for the movement and maneuvering of vessels with limited visibility

32. Each vessel shall move at a safe speed set in view of limited visibility conditions.

33. A power-driven vessel shall keep its vehicles ready for immediate maneuver.

34. A vessel taking measures to disagree with another vessel in case of danger of excessive rapprochement and/or collision shall avoid:

1) course changes to the left if another vessel is in front of the beam and is not overtaken;

2) course changes in the direction of the vessel located on the beam or behind the beam.

35. A vessel that hears in front of its beam a warning signal about the fog of another vessel or which cannot avoid excessive proximity to another vessel located in front of its beam, it is necessary to reduce the course to a minimum speed sufficient to keep the vessel on course. If necessary, the vessel shall stop moving.

Paragraph 4. Procedure for setting lights and signs during navigation in the territorial waters of the Republic of Kazakhstan

36. During navigation in the territorial waters of the Republic of Kazakhstan, vessels display lights and signs in accordance with Annex I to the IPPSS.

37. Vessels shall set lights from sunset to sunrise and during the indicated time shall not set lights other than:

1) lights that cannot be mistaken for lights specified in these Rules;

2) lights that do not impair the visibility and distinguishing characteristics of the lights referred to in these Rules;

3) lights that do not interfere with proper observation.

38. In conditions of limited visibility, lights shall be set from sunrise to sunset.

39. Vessels shall expose signs in the daytime.

40. Signs and lights shall be exposed in any weather.

41. The lights shall be exposed at the intensities specified in Paragraph 8 of annex I to the IPPSS and shall be visible at the following minimum distances:

1) on vessels 50 meters or more in length:

masthead light - 6 miles;

side light - 3 miles;

stern light - 3 miles;

towing light - 3 miles;

white, red, green or yellow all- round light - 3 miles;

2) on vessels with a length of 12 meters or more, but less than 50 meters:

masthead light - 5 miles, with a vessel less than 20 meters long - 3 miles;

side light - 2 miles;

stern light - 2 miles;

towing light - 2 miles;

white, red, green or yellow all- round light - 2 miles;

3) on vessels less than 12 meters long:

masthead light - 2 miles;

side light - 1 mile;

stern light - 2 miles;

towing light - 2 miles;

white, red, green or yellow all-round light - 2 miles;

4) on inconspicuous semi-submerged towed vessels or objects, a white all-round light - 3 miles.

42. A vessel with a mechanical engine on the move shall be set:

1) masthead light ahead;

2) the second masthead light behind and above the front masthead light, on vessels less than 50 meters long it is allowed not to set such a light;

3) side lights;

4) stern light .

43. A non-displacement hovercraft shall, in addition to the lights referred to in paragraph 42 of these Rules, display a circular flashing yellow light.

44. An screen plane during take-off, landing and in flight near the surface of the water shall, in addition to the lights specified in paragraph 42 of these Rules, exhibit a circular red flashing light of high luminous intensity.

45. On a vessel with a mechanical engine less than 12 meters in length, it is allowed to display a white circular light and side lights instead of the lights specified in paragraph 42 of these Rules.

46. On a vessel with a mechanical engine less than 7 meters in length and having a maximum speed of not more than 7 knots, it is allowed to display a white circular light and side lights instead of the lights specified in paragraph 42 of these Rules.

47. On a vessel with a mechanical engine less than 12 meters long, displacement of the masthead light or white circular light relative to the diametrical plane of the vessel is allowed if its installation in the diametrical plane is not possible. Side lights shall be combined in one lamp installed in the diametrical plane of the vessel or close to the diametrical plane of the vessel in which the masthead or white circular light is mounted.

48. On a vessel less than 20 meters in length, sidelights may be combined in one lantern displayed in the diametrical plane of the vessel.

49. A vessel with a towing mechanical engine shall set:

1) instead of the light specified in subparagraph 1) of paragraph 42 of these Rules, two masthead lights in front, located in a vertical line. If the length of the towing vessel, measured from its stern to the stern of the towed vessel, exceeds 200 meters - three such lights;

2) side lights;

3) stern light;

4) towing light located in a vertical line above the stern light;

5) a diamond-shaped sign in the most visible place, if the length of the towing vessel exceeds 200 meters.

50. A pusher vessel and a vessel pushed forward, joined together in a single composition, shall be considered as a single vessel with a mechanical engine and shall exhibit the lights referred to in paragraphs 42, 43, 44, 45, 46, 47 of these Rules.

51. A vessel with a mechanical engine, pushing forward or lagging another vessel, shall, if it is not part of a single vessel, exhibit:

1) instead of the light specified in subparagraph 1) of paragraph 42 of these Rules, two masthead lights in front, located in a vertical line;

2) side lights;

3) stern light.

52. A vessel with a mechanical engine, to which paragraphs 49 and 51 of these Rules apply, it is also necessary to comply with the provisions of subparagraph 2) of paragraph 42 of these Rules.

53. In addition to the lights and signs referred to in paragraph 55 of these Rules, a towed vessel or object, it is necessary to exhibit:

- 1) side lights;
- 2) stern light;
- 3) a diamond-shaped sign in the most visible place, if the length of the towing vessel exceeds 200 meters.

54. Any number of vessels towed by the lag or pushed in a group shall be lit as one vessel :

1) the vessel pushed forward, if it is not part of a unified composition of vessels, puts out sidelights in front;

2) the vessel towed by the lag sets aft light and in the front part - sidelights.

55. Subtle, towed vessels or objects semi-submerged in water, or a group of such towed vessels or objects, shall be set:

1) when their width is less than 25 meters - one white circular light in the front or near it and the same light in the aft or near it, except for vessels of the "dragon" type, which may not set light in the front or near it;

2) with a width of 25 meters or more, two additional white circular lights at or near the lateral extremities;

3) when their length is more than 100 meters - additional white circular lights between the lights specified in subparagraphs 1) and 2) of this paragraph, so that the distance between the lights does not exceed 100 meters;

4) a diamond-shaped sign at the aft end of the last towed object or near it, and if the length of the towing vessel exceeds 200 meters, - an additional diamond-shaped sign installed in the most visible place in front of the vessel.

56. In the event that the towed vessel or object cannot exhibit the lights specified in paragraphs 53 and 55 of these Rules, measures shall be taken to illuminate the towed vessel or object or indicate the presence of an unlit vessel or object.

57. In the event that a non-towing vessel tows a vessel in distress or in need of assistance, it is allowed not to put out the lights specified in paragraphs 49 or 51 of these Rules. The towing vessel shall take the measures provided for in paragraph 98 of these Rules, including lighting the tow rope.

58. The navigating vessel on the move shall expose side lights and stern light.

59. On The navigating vessel less than 12 meters in length, the lights referred to in paragraph 58 of these Rules may be combined in one lantern displayed on the mast or near the mast in a most visible place.

60. On the navigating vessel on the move it is allowed, in addition to the lights specified in paragraph 58 of these Rules, to place on the top or near the top of the mast, in the most

visible place, two circular lights located in a vertical line, the top of which shall be red and the bottom - green, but these lights shall not be displayed with the combination lamp referred to in paragraph 59 of these Rules.

61. The navigating vessel with a length of less than 7 meters shall display the lights referred to in paragraphs 58 or 59 of these Rules. If the vessel cannot put them out, it needs to have an electric torch or a lit torch with white light ready, which is set up in advance to prevent a collision.

62. A vessel navigating on oars shall display the lights referred to in paragraphs 58, 59, 60, 61 and 63 of these Rules. If the vessel cannot put them out, it needs to have an electric torch or a lit torch with white light ready, which is set up in advance to prevent a collision.

63. A vessel navigating and simultaneously set in motion by a mechanical installation shall be displayed in its foremost position in the most visible place with a conical sign with its top down.

64. A vessel engaged in fishing, when it is on the move or at anchor, shall display the lights and signs referred to in paragraphs 65, 66, 67 of these Rules.

65. A vessel engaged in trawling, including pulling a dredge or other fishing gear in the water, shall display:

1) two circular lights located in a vertical line, the top of which shall be green and the bottom shall be white, or a sign consisting of two cones with their vertices together, located on a vertical line one above the other;

2) masthead light behind and above the green circular light; a vessel less than 50 meters in length is allowed not to set such a light;

3) if the vessel has a course with respect to water, then in addition to the lights prescribed by this paragraph, side lights and a stern light.

66. A vessel engaged in fishing, with the exception of vessels engaged in trawling, shall display:

1) two circular lights located in a vertical line, the top of which shall be red and the bottom shall be white, or a sign consisting of two cones with their vertices together, located on a vertical line one above the other;

2) if the swept-out gear extends horizontally into the sea more than 150 meters from the vessel, then in the direction of these gears - a white circular light or a sign in the form of a cone with the top up;

3) if this vessel has a course with respect to water, then in addition to the lights prescribed by this paragraph, side lights and a stern light.

67. A fishing vessel in the vicinity of other fishing vessels shall give the additional signals specified in annex II to the IWPR.

68. A vessel not engaged in fishing shall exhibit the lights and signs specified in these Rules for vessels of appropriate length.

69. The vessel, deprived of the ability to steer, shall display:

- 1) two red circular lights located in a vertical line in the most prominent place;
- 2) two balls or similar signs located in a vertical line in the most prominent place;
- 3) if the vessel has a course with respect to water, then, in addition to the lights provided for in this paragraph, side lights and a stern light.

70. A vessel limited in ability to maneuver, with the exception of a vessel engaged in minesweeping, shall be set:

- 1) three circular lights located in a vertical line in the most prominent place, the upper and lower of these lights shall be red, and the middle - white;
- 2) three signs located in a vertical line in the most prominent place, the upper and lower of these signs shall be balls, and the middle - a rhombus;
- 3) in the event that the vessel has a course with respect to water, then in addition to the lights specified in subparagraph 1) of this paragraph, top lights, side lights and a stern light are displayed ;
- 4) if the vessel is anchored, in addition to the lights or signs specified in subparagraphs 1) and 2) of this paragraph, lights or signs specified in paragraphs 81, 82, 83, 84, 85, 86 of this Rules.

71. A vessel with a mechanical engine carrying out a towing operation, in which the possibility of both vessels being restricted, will deviate from its course, it is necessary, in addition to the lights or signs specified in paragraph 49 of these Rules, to set the lights or signs specified in subparagraphs 1) and 2) Clause 70 of these Rules.

72. For a vessel carrying out dredging or underwater operations, with limited ability to maneuver, it is necessary to exhibit the lights and signs specified in paragraph 70 of these Rules.

73. A vessel performing dredging or underwater operations, with limited ability to maneuver, when creating an obstacle to the passage of another vessel, shall additionally exhibit:

- 1) two red circular lights or two balls located in a vertical line - to indicate the side on which the obstacle exists;
- 2) two green circular lights or two rhombuses located in a vertical line, to indicate the side from which another vessel can pass;
- 3) if the vessel is anchored - the lights or signs specified in subparagraphs 1) and 2) of this paragraph, instead of the lights or signs specified in paragraphs 81, 82, 83, 84, 85, 86 of these Rules.

74. If the size of the vessel carrying out diving operations does not allow displaying all the lights and signs specified in paragraph 72 of these Rules, then it shall be set:

- 1) three circular lights located vertically in the most prominent place, the upper and lower lights shall be red, and the middle light shall be white;

2) flag “A” according to the International Code of Signals adopted by the International Maritime Organization, made in the form of a rigid shield with a height of at least 1 meter and to ensure its circular visibility.

75. In addition to the lights specified in paragraphs 42, 43, 44, 45, 46, 47 of these Rules or in paragraphs 81, 82, 83, 84, 85 of these Rules, a vessel engaged in minesweeping shall be shown with three green circle lights or three balls. One of these lights or signs is displayed near the top of the foremast, and the other two are placed at the fores of the forearm to indicate that it is dangerous for another vessel to approach the first vessel at a distance closer than a thousand meters.

76. On vessels less than 12 meters in length, with the exception of vessels engaged in diving operations, it is allowed not to set the lights specified in paragraphs 69, 70, 71, 72, 73, 74, 75 of these Rules.

77. Signals from vessels in distress and requiring assistance shall be given in accordance with Annex IV of the IPPCS.

78. In a vessel constrained by its draft, in addition to the lights referred to in paragraphs 42, 43, 44, 45, 46, 47 of these Rules, it is allowed to display in the most visible place three red circular lights located in a vertical line, or a cylinder.

79. The vessel, when making pilotage, shall display:

1) on the top of the mast or near it - two circular lights located in a vertical line, the top of these lights shall be white, and the bottom - red;

2) the vessel on the move additionally exhibits side lights and stern lights;

3) the vessel anchored additionally exhibits, to the lights specified in subparagraph 1) of this paragraph, an anchor light, lights or a sign.

80. A pilot vessel that does not pilotage shall display the lights or signs referred to in these Rules for vessels of a similar length.

81. An anchored vessel shall be displayed in the most visible place:

1) in the bow of the vessel - a white circular light or ball;

2) at the stern or near it and below the light specified in subparagraph 1) of this paragraph - a white circular light.

82. On a vessel less than 50 meters long, instead of the lights specified in paragraph 81 of these Rules, it is allowed to exhibit a white circular light in the most visible place.

83. On a vessel at anchor, it is allowed and on a vessel longer than 100 meters to use existing working lights or other equivalent lights to illuminate their decks.

84. A vessel standing aground, in addition to the lights referred to in paragraphs 81 or 82 of these Rules, in the most prominent place shall exhibit:

1) two red circular lights located in a vertical line;

2) three balls arranged in a vertical line.

85. A vessel less than 7 meters in length, anchored or shallow, when it is not in a narrow passage, on the fairway, at or near the anchor point, and in areas where other vessels usually

sail, is allowed not to put out lights or marks specified in paragraphs 81, 82 or 84 of these Rules.

86. A vessel shorter than 12 meters in length shall be allowed not to exhibit the lights and signs referred to in paragraph 84 of these Rules.

87. In the event that a seaplane or screen plane cannot display the lights or signs specified in this paragraph of these Rules, it shall display lights and signs that are most appropriate for them in terms of their characteristics and location.

Paragraph 5. The procedure of sound and light signals during navigation in the territorial waters of the Republic of Kazakhstan

88. During navigation in the territorial waters of the Republic of Kazakhstan, vessels shall use a whistle, a bell and a gong in accordance with Annex III of the IPPSS to sound the signals.

89. The vessel shall use:

- 1) with a length of 12 meters or more, a whistle;
- 2) with a length of 20 meters or more, in addition to the whistle, the bell;
- 3) with a length of 100 meters or more, in addition to the whistle and bell, a gong with a tone and sound different from the bell sound.

90. A vessel of less than 12 meters in length is allowed to replace the sound signaling devices referred to in paragraph 89 of these Rules with other means of supplying a sound signal.

91. In the case when the vessels are in front of each other and the vessel with a mechanical engine on the move makes a maneuver in accordance with these Rules, it shall be accompanied by sound signals of the whistle as follows:

- 1) one short sound - "I am changing my course to the right";
- 2) two short sounds - "I am changing my course to the left";
- 3) three short sounds - "My movers are working in reverse".

92. The vessel is allowed to accompany the sound signals specified in paragraph 91 of these Rules with the following light signals repeated throughout the maneuver:

- 1) one flash - "I am changing my course to the right";
- 2) two flashes - "I am changing my course to the left";
- 3) three flashes - "My movers are working in reverse."

The duration of each flash and the interval between flashes shall be about one second, the interval between consecutive signals shall be at least ten seconds;

A white circular light is used for the light signal, which shall be visible at a distance of at least five miles and comply with the requirements of Annex I to the IRPCS.

93. In the case of overtaking, when the vessels are in full view of each other in a narrow passage or on the fairway:

1) the overtaking vessel in accordance with paragraph 22 of these Rules shall show its intention with the following signals given by the whistle:

two long sounds and followed by one short sound - "I intend to overtake you on the starboard side";

two long sounds after them two short sounds - "I intend to overtake you on the port side."

2) the vessel being overtaken in accordance with paragraph 22 of these Rules shall confirm its consent by the following signal, given by the whistle in the indicated sequence: one long, one short, one long and one short sounds.

94. When the vessels, which are in front of each other, approach each other and one of them cannot understand the intentions or actions of the other vessel or doubts whether the other vessel is taking measures to prevent a collision, it shall immediately report this with five short and frequent sounds whistle. The sound signal may be accompanied by a light signal consisting of five short and frequent flashes.

95. A vessel approaching a bend or a section of a passage or fairway where other vessels may not be visible due to obstacles shall sound one continuous sound. Any approaching vessel that is within earshot behind a bend or obstacle responds to such a signal with one continuous sound signal.

96. If the whistles on the vessel are installed at a distance of more than 100 meters from each other, then only one whistle shall be used to give maneuvering and warning signals.

97. In areas of limited visibility or near such areas, day or night, sound signals shall be emitted by vessels as follows:

1) a vessel with a mechanical engine, having a course relative to the water, every two minutes gives one continuous sound signal;

2) a vessel with a mechanical engine on the move, but stopped and not moving relative to the water, every two minutes gives two continuous sound signals with an interval between them of two seconds;

3) a vessel deprived of the ability to steer or limited in ability to maneuver, a vessel constrained by its draft, a navigating vessel, a vessel engaged in fishing, and a vessel towing or pushing another vessel, instead of the sound signals specified in subparagraphs 1) or 2) of this point, gives every two minutes three consecutive sound signals - one long and after it two short sounds;

4) a vessel engaged in fishing at anchor, a vessel, limited in the ability to maneuver and performing its work at anchor, shall sound an audible signal specified in subparagraph 3) of this paragraph;

5) the towed vessel or the last of the group of towed vessels, if the crew is on it, every four minutes gives four consecutive sound signals - one long and three short sounds after it. The signal is given immediately after the signal of the towing vessel;

6) if the pushing vessel and the vessel pushed forward are connected in a single composition, they are considered as one vessel with a mechanical engine and give the signals specified in subparagraphs 1) or 2) of this paragraph;

7) the vessel, anchored every minute, you shall frequently ring the bell within five seconds. On a vessel 100 meters or more in length, an acoustic signal on the bow is given by a bell and immediately after it on the stern is an increased signal by a gong for five seconds. An anchored vessel is allowed to warn approaching vessels of their whereabouts and of the possibility of a collision in addition to make three consecutive sounds with a whistle - one short, one long and one short;

8) a vessel stranded in accordance with subparagraph 7) of this paragraph shall send a sound signal to the bell and, if necessary, a gong and additionally sends a signal with three separate strokes to the bell immediately before and after each frequent ringing of the bell. A vessel stranded is additionally allowed to whistle;

9) on a vessel with a length of 12 to 20 meters, it is allowed not to sound the bells indicated in subparagraph 7) and 8) of this paragraph. In this case, the vessel shall give another effective sound signal every two minutes;

10) on a vessel less than 12 meters long it is allowed not to give the signals specified in this clause. In this case, the vessel shall give another effective sound signal every two minutes ;

11) on a pilot vessel carrying out pilotage, in addition to the signals specified in subparagraphs 1), 2) or 7) of this paragraph, it is allowed to give an identification signal consisting of four short sounds.

98. A vessel, in order to attract the attention of another vessel, shall give such light or sound signals that cannot be mistaken for other signals specified in this paragraph of these Rules, or directs a searchlight beam in the direction of danger, without interfering with other vessels.

99. To attract the attention of another vessel, any light shall be used that cannot be mistaken for any means of navigation equipment. It shall be avoided to use of flash lights, interrupted or rotating lights with high luminous intensity.

100. A vessel in distress in the territorial waters of the Republic of Kazakhstan and requiring assistance shall display or use signals in accordance with Annex IV to the IRPCS.