

Deck lights

Background

A recommendation has been made to the Norwegian Maritime Authority (NMA) in [the report from the Accident Investigation Board Norway \(AIBN\) on the collision between the HNoMS Helge Ingstad and the Sola TS](#). The recommendation concerns deck lights and the negative effect such lights may have on the visibility of lanterns and navigation lights for other vessels.

The purpose of deck lights is to ensure that the crew on deck can perform their tasks in a safe manner. The deck lights must be used in a way that is sufficient and appropriate for the work being performed. However, the lights must not reduce the visibility of lanterns or navigation lights for other vessels.

Measures

The bridge crew and other crew members must consider if the use and need for deck lights could lead to impaired visibility or be mistaken for other lights, as referred to in Rule 20 of the Rules of the Road at Sea.

When a vessel is underway, the deck lights must be reduced to a minimum to ensure night vision for safe navigation and to prevent any dangerous situations from happening to other ship traffic. In the event of any uncertainty, it is important to use caution and assess whether other traffic is aware of the situation and, if necessary, take measures to ensure safe navigation.



Risk assessment requirements

Requirements for risk assessment of hazards on board are established. The assessments should also include issues and risks that may arise outside of the respective vessel and

other vessels in the vicinity. Hazards related to the tasks and the use of deck lights must be assessed.

References to relevant regulations:

[Rules of the Road at Sea](#)

Part C – Lights and shapes

Rule 20 Application

- (a) Rules in this Part shall be complied with in all weathers.
- (b) The Rules concerning lights shall be complied with from sunset to sunrise. During such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules and do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

[Regulations on the working environment, health and safety of persons working on board ship](#)

Section 2-2 Risk assessment

Section 2-3 Arrangement and organisation of work

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