

Col Reg Rule 23

Power driven Vessels Underway (Lights and Shapes)

(a) A power-driven vessel underway shall exhibit:

- (i) a masthead light forward;
- (iii) sidelights; and
- (iv) a sternlight.

(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.

Coaching – equipment**Lighting coaching launches**

At times of reduced visibility launches must display a stable masthead white light, visible through 360° at least 300mm above the head of the driver, plus port and starboard side lights. You should always carry a back-up torch aboard the launch.

If you (and your crews) do not have the correct lights, you do not go afloat. You are breaking the law.

**Coaching – equipment****Communications**

Coaches should always carry a mobile phone (in a waterproof case) or VHF radio to summon assistance from the Coastguard/RNLI in case of an emergency.

Life Jackets

Coaches MUST wear a Life Jacket – correctly fitted, well maintained and regularly serviced (see Appendix A page 113).

**Kill Cords**

Coaches in a launch MUST always use a kill cord attached to the engine. Failure to wear a kill cord puts the coach and others at risk and is a serious breach of safety.

The kill cord serves only one purpose, to stop the engine when the driver moves away from the controls. **Failure to use a kill cord is considered a serious contravention.**



It is essential that all coaching launches are fitted with an operational kill cord (and carry a spare). Following incidents elsewhere, the MAIB and RYA issued the following safety advice, which the PLA strongly recommends to all owners and operators:

- Test them regularly to ensure that the engine stops when the kill cord mechanism is operated.
- Make sure that the cord is in good condition.
- Always attach the cord securely to the Master, ideally before the engine is started, but certainly before the vessel is put into gear.
- Stop the engine before transferring the kill cord to another driver of the vessel.

Further information regarding the use of kill cords can be found on the RYA website.