

RULES OF THE ROAD



RULES OF THE ROAD

INTRODUCTION

Know the #'s by title of the rules of the road.

You look more professional by knowing rules.

When accidents occur, difficult questions will follow.

Remember: bad things happen to good people, you're only one bad decision away.

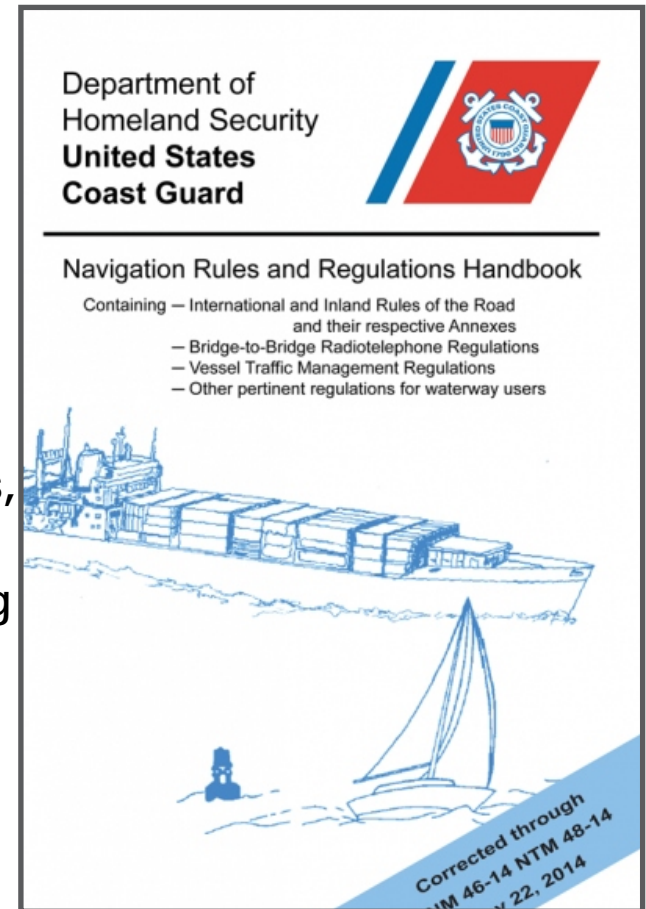
RULES OF THE ROAD

RULE 1 - APPLICATION

These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.

Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbors, 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.

Nothing in these Rules shall interfere with the operation of any special rules made by the Government



RULE 2 - RESPONSIBILITY

The “Good Seamanship Rule”

- 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.
- There are “no excuses” for any incident.

RULE 3 - DEFINITIONS

The word “**vessel**” includes every description of watercraft, including non-displacement craft, WIG craft, and seaplanes, used or capable of being used as a means of transportation on water.

“**Power-driven vessel**” means any vessel propelled by machinery.

“**Sailing vessel**” means any vessel under sail provided that propelling machinery, if fitted, is not being used. Using sail alone.

The term “**vessel engaged in fishing**” means any vessel fishing with nets, lines, trawls, or other fishing apparatus which restrict maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability. Does not apply to recreational angler.

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RULE 3 - DEFINITIONS

The term "**seaplane**" includes any aircraft designed to maneuver on the water.

The term "**vessel not under command**" means a vessel which through some **exceptional circumstance** is unable to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel. (Some type of breakdown)



RULE 3 - DEFINITIONS

The term “**vessel restricted in her ability to maneuver**” means a vessel which from the **nature of her work** is restricted in her ability to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel.

This includes but is not limited to:

- A vessel engaged in laying, servicing, or picking up a navigational mark, submarine cable or pipeline
- A vessel engaged in dredging, surveying or underwater operations
- A vessel engaged in replenishment or transferring persons, provisions or cargo while underway
- A vessel engaged in the launching or recovery of aircraft
- A vessel engaged in mine clearance operations
- A vessel engaged in a **towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from course.**
 - Not all towing is R.A.M.

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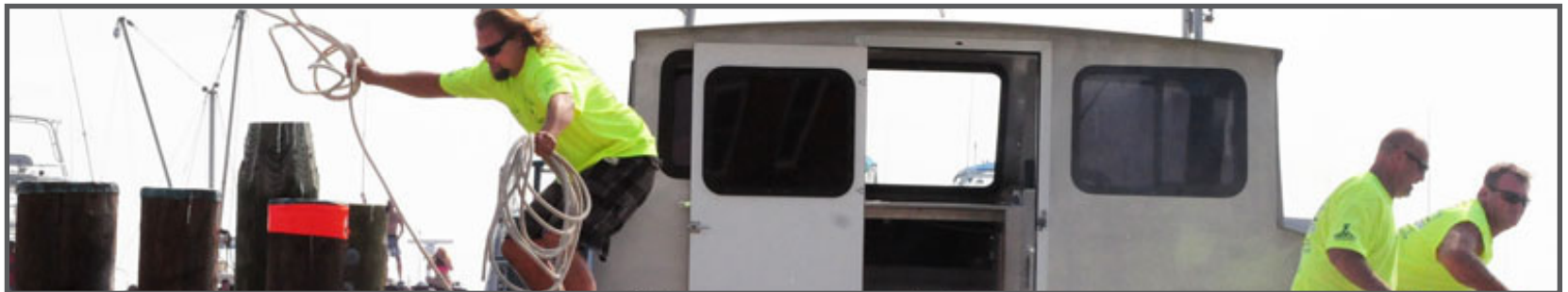
RULE 3 - DEFINITIONS

The word “**underway**” means that a vessel is **not at anchor, or made fast to the shore, or aground.** (Making way is different)

The words “**length**” and “**breadth**” of a vessel mean her length overall and greatest breadth.

International Only - The term “**vessel constrained by her draft**” means a **power-driven vessel** which because of her **draft 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.

-These ships do not come into Inland waters.



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RULE 3 - DEFINITIONS

Vessels shall be deemed to be **"in sight"** of one another only when one can be **observed visually** from the other.

The term **"restricted visibility"** means any condition in which visibility is restricted by **fog, mist, falling snow, heavy rainstorms, sand storms, or any other similar causes.** (Not night time).

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.



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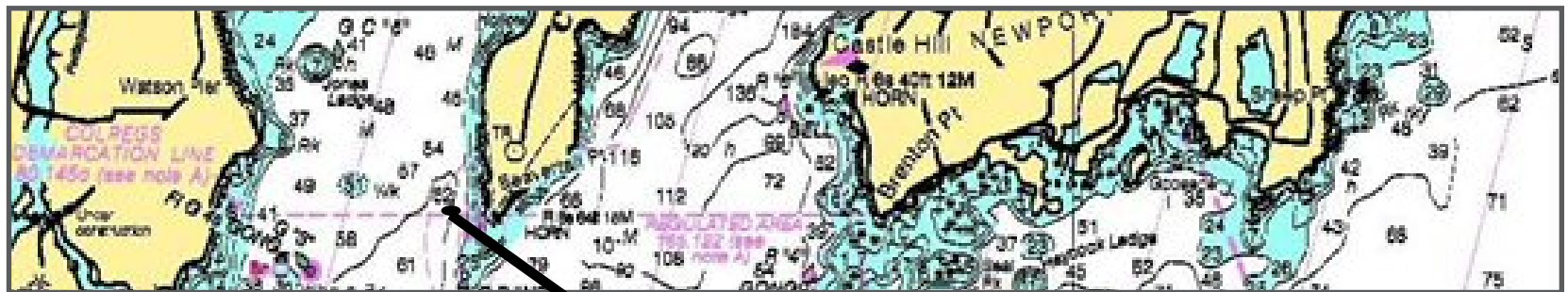
RULE 3 - DEFINITIONS

Inland Only Additional Definitions

"Western Rivers" means the Mississippi River and its tributaries

"Great Lakes " means the Great Lakes and their connecting tributary waters

"Inland Waters" means the navigable waters of the United States shoreward of the navigational demarcation lines dividing the high seas from harbors, rivers and other inland waters of the US



Demarcation Line

PART B: STEERING AND SAILING RULES

RULE 4 - APPLICATION

- Rules 4-10 apply to **any condition of visibility.**

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.

Includes: Radar, AIS, VHF which must monitor ch. 16



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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.

The following factors shall be taken into account by all vessels:

- The state of **visibility**
- The **traffic density** including concentrations of fishing vessels or any other vessels
- The **maneuverability** of the vessel with special reference to stopping distance and turning ability in the prevailing conditions
- At night, the presence of **background light** such as from shore lights or from back scatter from her own lights
- The state of **wind, sea and current**, and the proximity of navigational hazards - not weather.
- The **draft** in relation to the available depth of water.

RULE 6 - SAFE SPEED

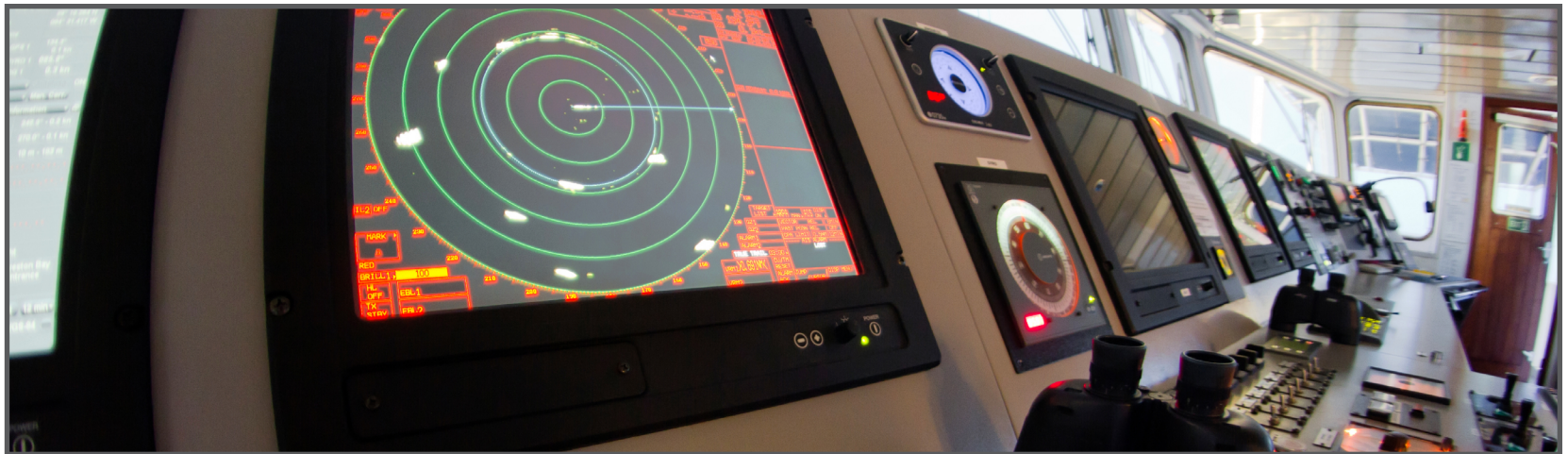
Additionally, by vessels with **operational radar**:

- The characteristics, efficiency and limitations of the radar equipment
- Any constraints imposed by the radar range scale in use
- The effect on radar detection of the sea state, weather and other sources of interference
- The possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range
- The number, location and movement of vessels detected by radar
- 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.

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RULE 7 - DETERMINING RISK OF COLLISION

- Every vessel shall use **all available means appropriate** to the prevailing circumstances and conditions to determine if risk of collision exists, including lookout (eyes and ears), radar and radio, to determine if a risk of collision exists. **If in doubt, risk exists.**
 - Steady bearing and decreasing range indicate a risk of collision - bearing vs. heading.
 - **Assumptions shall not be made** on the basis of scanty information, especially scanty radar information



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RULE 8 - ACTION TO AVOID COLLISION

- Positive action made in ample time, and with due regard to good seamanship.
- Action to avoid collision should be taken well in advance of any potential meeting
- Any course or speed change should be great enough to be obvious to any approaching vessel / by visual or radar



RULE 9 - NARROW CHANNELS

- “Narrow” relates to all traffic. Most areas are narrow channels with regard to large ships.
- A vessel proceeding along the course of a narrow channel shall keep as near to the outer limit of the channel which lies on her starboard side as is safe and practicable.

Four types shall not impede passage of vessels in a Narrow Channel:

- Fishing
- Sailing
- Crossing
- <20 meters

RULE 9 - NARROW CHANNELS

- A vessel **engaged in fishing** shall not impede the passage of any vessel navigating in a narrow channel.
- A vessel of **less than 20 meters** in length or **a sailing vessel** shall not impede the passage of a vessel that can safely navigate only within a narrow channel.
- A vessel shall not **cross** a narrow channel if it impedes the passage of a vessel which can safely navigate only within that channel.

Inland Only - A power-driven vessel operating in narrow channel on the Great Lakes or Western Rivers, and proceeding downbound shall have the right-of-way over an upbound vessel, and shall initiate maneuvering signals.

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RULE 9 - NARROW CHANNELS

- A vessel nearing a bend or an area of a narrow channel where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound one prolonged blast.
- Any vessel shall avoid anchoring in a narrow channel.



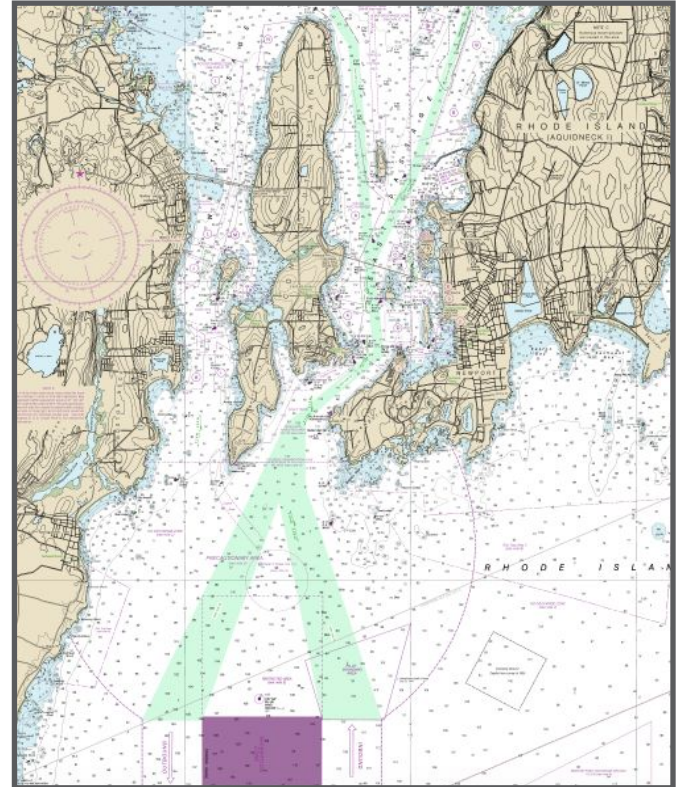
RULE 10 - TRAFFIC SEPARATION SCHEMES

- A vessel using a traffic separation scheme shall:
 - Proceed in the appropriate traffic lane in the general direction of traffic flow for that lane
 - So far as is practicable keep clear of a traffic separation line or separation zone
 - Normally join or leave a traffic lane at the termination of the lane
- A vessel, shall 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
- A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane

RULES OF THE ROAD

RULE 10 - TRAFFIC SEPARATION SCHEMES

- 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:
 - in cases of emergency to avoid immediate danger
 - to engage in fishing within a separation zone
- A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane



RULE 10 - TRAFFIC SEPARATION SCHEMES

- A vessel **restricted in her ability to maneuver** when **engaged in an operation for the maintenance of safety of navigation** in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.

- A vessel **restricted in her ability to maneuver** 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.

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RULE 11 - APPLICATION

- Rules 11-18 apply to vessels **in sight** of one another.

RULE 12 - SAILING VESSELS

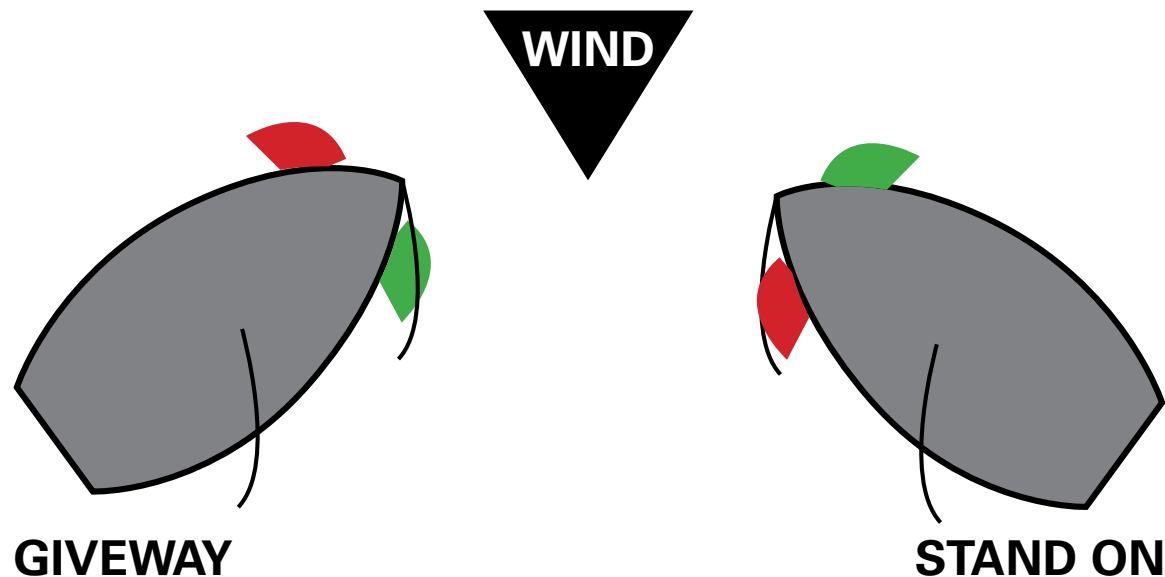
- When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:



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RULE 12 - SAILING VESSELS

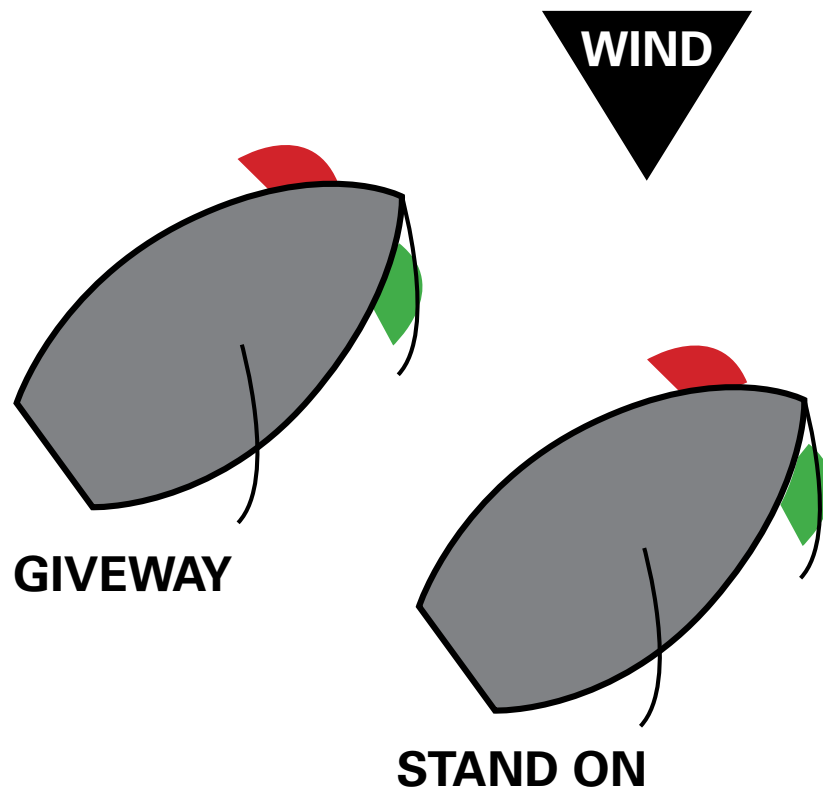
- When each has the wind on a different side, the vessel which has the wind on the **port side** shall keep out of the way of the other



RULES OF THE ROAD

RULE 12 - SAILING VESSELS

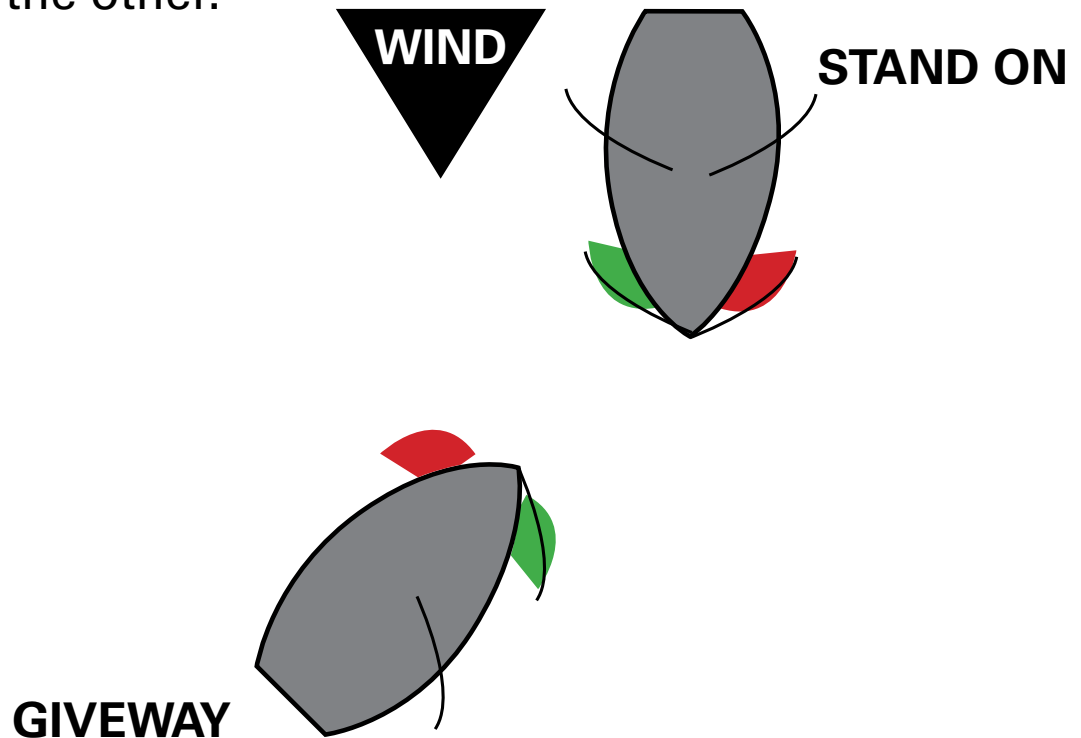
- When both have the wind on the **same side**, the vessel which is to **windward** shall keep out of the way of the vessel which is to leeward



RULES OF THE ROAD

RULE 12 - SAILING VESSELS

- If a vessel with the wind 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.

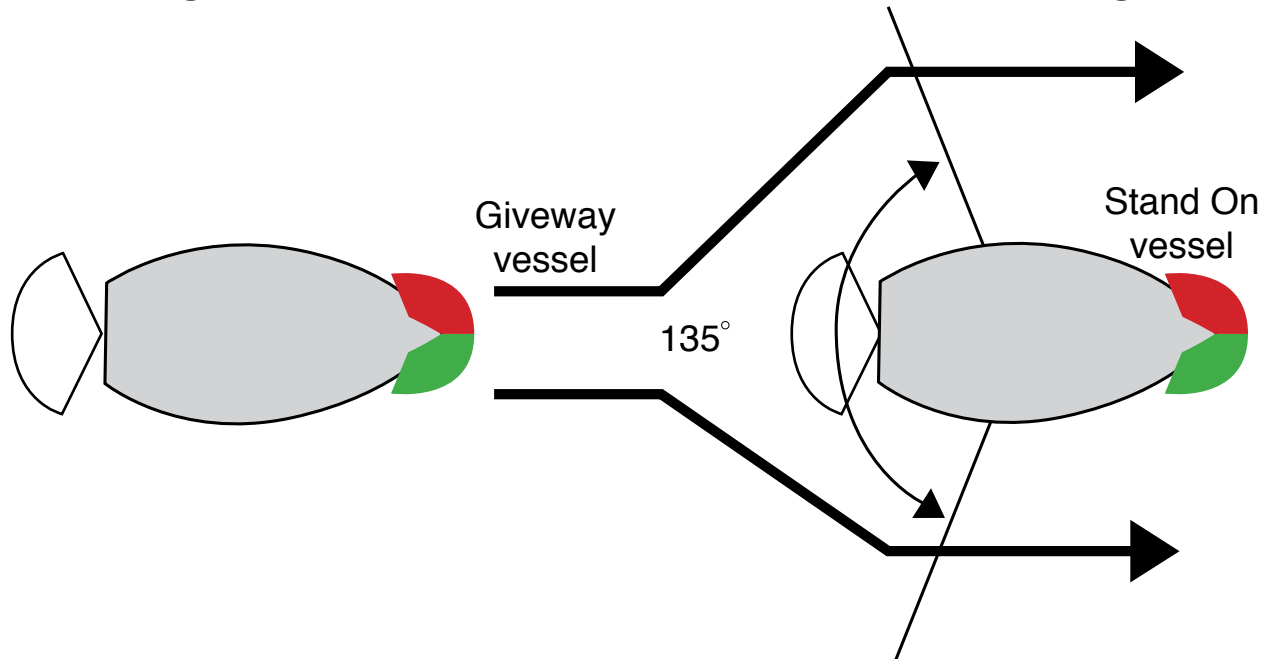


RULE 13 - OVERTAKING

- Any vessel overtaking any other shall keep out of the way of the vessel being overtaken
- 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
- Any alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel or relieve her of the duty of keeping clear of the overtaken vessel until she is **finally past and clear**

RULE 13 - OVERTAKING

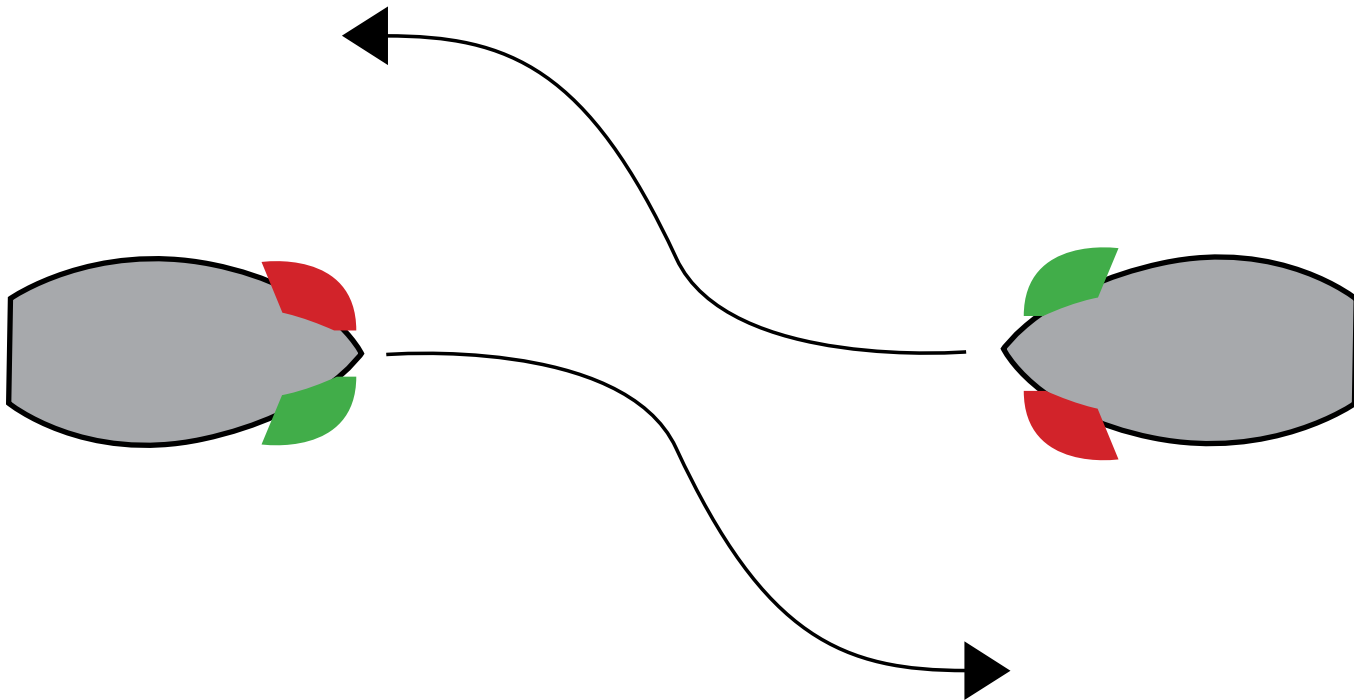
- A vessel shall be deemed to be overtaking when coming up with a another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.



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RULE 14 - HEAD ON SITUATION

- Unless otherwise agreed, 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.

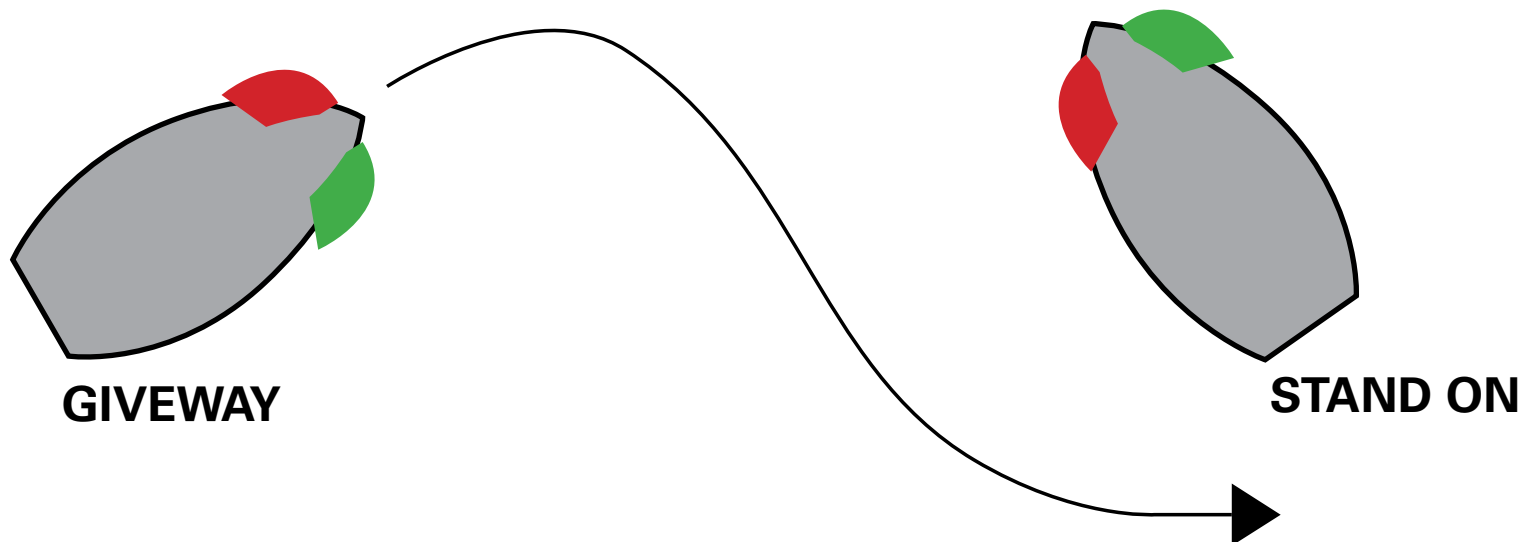


RULES OF THE ROAD

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.

"On the right, has the right"



RULE 16 - ACTION BY GIVE-WAY VESSEL

- Every vessel which is directed to keep out of the way of another vessel shall, take **early and substantial** action to keep well clear



RULE 17 - ACTION BY STAND-ON VESSEL

3 Step Process:

1. Where one of two vessels is to keep out of the way, the other shall keep her course and speed
 2. The stand-on 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
 3. 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.
- A power-driven vessel which takes action in a crossing situation to avoid collision with another power-driven vessel **shall not** alter course to port for a vessel on her own port side
 - This Rule does not relieve the give-way vessel of her obligation to keep out of the way

RULE 18 - RESPONSIBILITIES BETWEEN VESSELS

Vessel Not Under Command

Vessel Restricted in Ability to Maneuver

Vessel Constrained by Draft (*International Only*)

Vessel Engaged in Fishing

Sailing Vessel

Power Driven Vessel

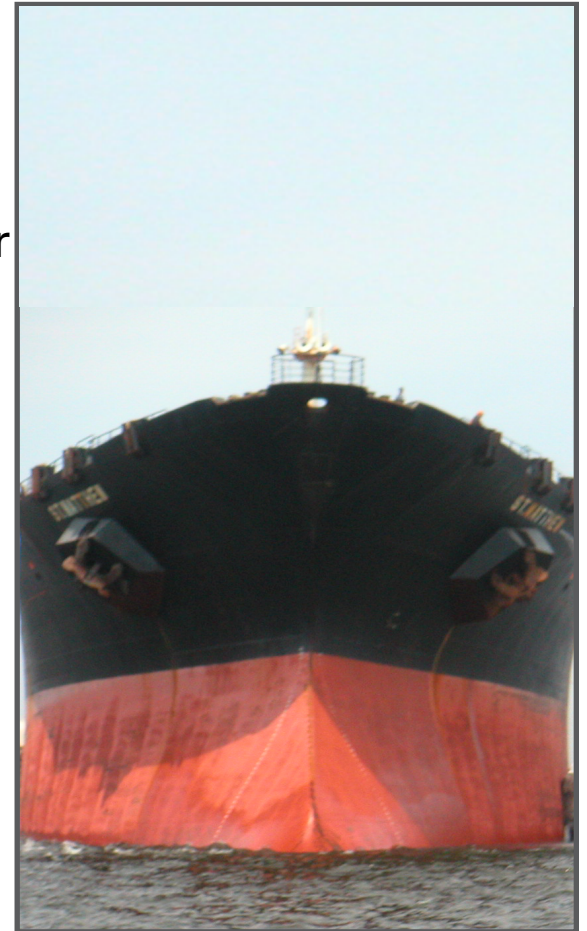
Seaplanes

WIG in take off, landing, and flights

RULE 18 - RESPONSIBILITIES BETWEEN VESSELS

The Pecking Order:

- New = Not Under Command
- Reels = Restricted Ability to Maneuver
- Catch = Constrained by Draft (Int.)
- Fish = Fishing
- So = Sailing
- Purchase = Power driven vessel
- Some = Seaplane / WIG



RULE 19 - CONDUCT OF VESSELS IN RESTRICTED VISIBILITY

- This Rule applies to vessels **not in sight of one another** when navigating in or near an area of restricted visibility
- 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
- Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility



RULE 19 - CONDUCT OF VESSELS IN RESTRICTED VISIBILITY

- 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

The following shall be avoided:

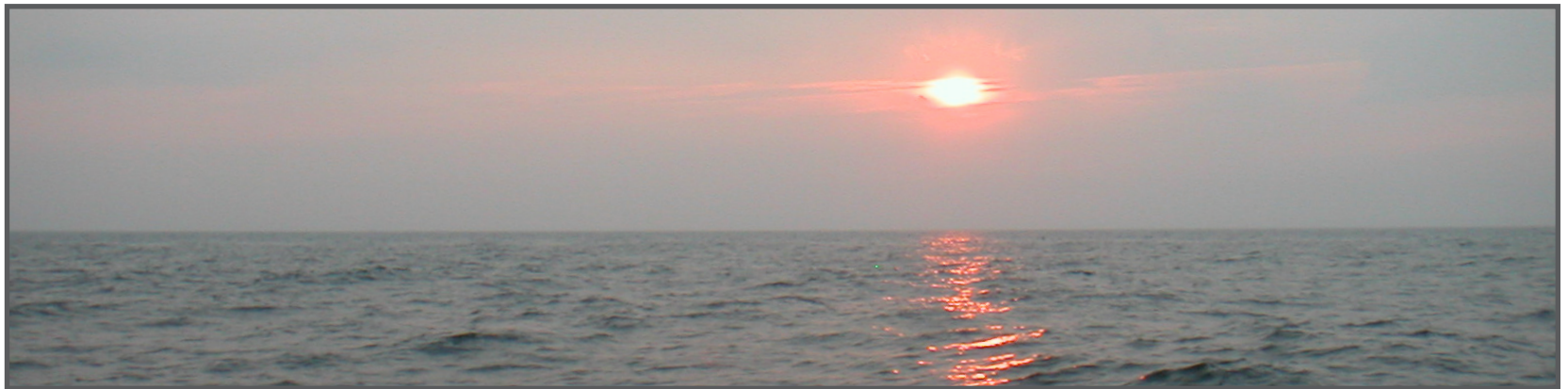
1. An alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken
2. An alteration of course toward a vessel abeam or abaft the beam
3. Every vessel which hears apparently **forward of her beam the fog signal of another vessel shall reduce her speed** to be 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

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RULE 20 - APPLICATION (LIGHTS AND SHAPES)

- Rules 20-31 shall be complied with in **all weathers**
- These rules shall be complied with from **sunset to sunrise**, and no other lights shall be exhibited, except lights which cannot be mistaken for lights specified in the Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out

The Rules concerning shapes shall be complied with by **sunrise to sunset**



RULES OF THE ROAD

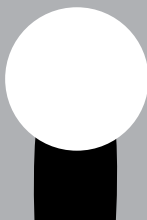
RULE 21 - DEFINITIONS



A masthead light faces forward and is visible from right ahead to two points (22.5°) abaft the beam; an arc of 225°.



A sternlight faces aft and is visible from the right aft to two points (22.5°) abaft the beam; an arc of 135°.



An all-round light is visible over an arc of 360°. It may be white, red, green, or yellow. Flashing lights are all-round lights.

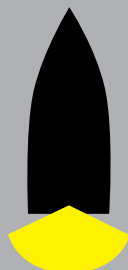


<20m

Sidelights also face forward. Each is visible over an arc of 112.5°. Vessels under 20m. long may carry a combined sidelight.



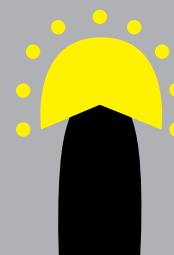
>20m



A towing light faces aft and, like a sternlight, is visible from right aft to two points (22.5°) abaft the beam; an arc of 135°.

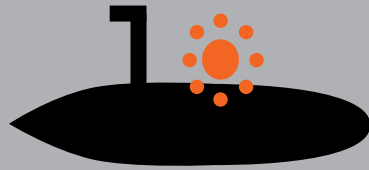
INT. - Flashing light means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.

INLAND - Special flashing light means a yellow light flashing at regular intervals at a frequency of 50 to 70 flashes per minute. Both: Arc no less than 180° and no more than 225°.



SUBMARINES

- Are lit with an amber flashing light



RULE 22 - VISIBILITY OF LIGHTS

- Larger the vessels the greater the range of visibility of the lights.
 - See Annex 1

RULES OF THE ROAD

DEFINITIONS:

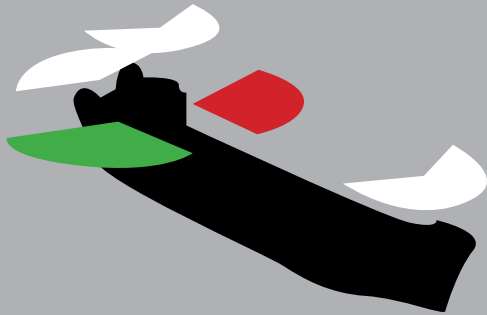
Underway: The word “underway” means that a vessel is not at anchor, or made fast to the shore, or aground.

“Underway” should be distinguished from the phrases “making way through the water” and “making no way through the water.” A vessel that is “underway” need not be moving through the water but may simply be not anchored, aground, or made fast to the shore. If a vessel is making no way through the water, it is stopped and drifting, unless it is not underway.



RULES OF THE ROAD

RULE 23 - POWER-DRIVEN VESSELS UNDERWAY



A power-driven vessel > 50m. long shows a masthead light forward, a second masthead light abaft and higher than the first, sidelights, and a stern light.



For a power-driven vessel < 50m. long, the second masthead light is optional.

RULES OF THE ROAD

RULE 23 - POWER-DRIVEN VESSELS UNDERWAY



A power-driven vessel <12m.
long may use an all-round light
instead of the masthead light
and sternlight

International Only
<7m. and <7 knots may use
an all around white light



RULES OF THE ROAD

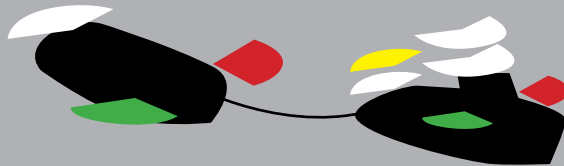
RULE 23 - POWER-DRIVEN VESSELS UNDERWAY



An air cushioned vessel shows lights as a power-driven vessel, plus an all-round flashing yellow light.

RULE 24 - TOWING AND PUSHING

International



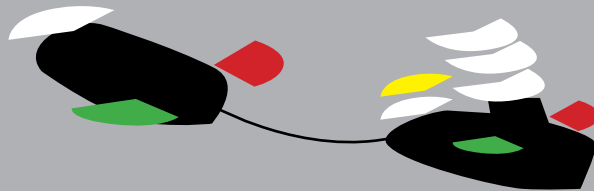
A towed vessel
shows sidelights
and a sternlight.

A towing vessel <50m.
shows a yellow towing
light and two masthead
lights.

RULES OF THE ROAD

RULE 24 - TOWING AND PUSHING

International



An additional
masthead light is
used for tows > 200m.

Towing vessel <50m.

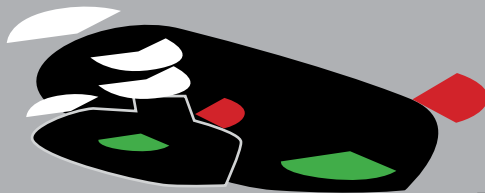


A diamond shape is
shown on both towed
and towing vessels if the
length of tow > 200m.

RULES OF THE ROAD

RULE 24 - TOWING AND PUSHING

International

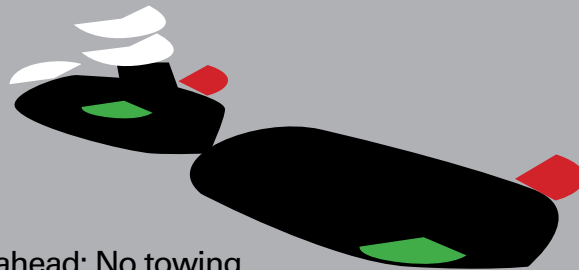


Towing alongside: No
towing light is shown.

RULES OF THE ROAD

RULE 24 - TOWING AND PUSHING

International

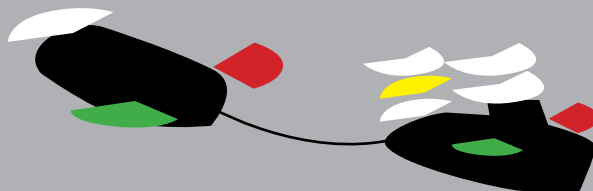


Pushing ahead: No towing light is shown, nor is a sternlight on the vessel being pushed.

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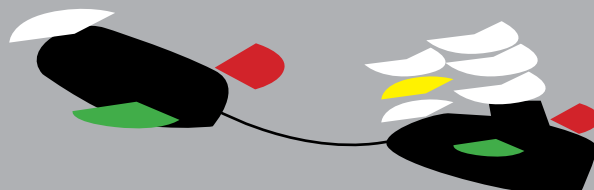
RULE 24 - TOWING AND PUSHING

International



An additional aft masthead light is used for towing vessels > 50m.

Towing vessel >50m.



An additional masthead light is used for tows > 200m.
AND
An additional aft masthead light is used for towing vessels > 50m.

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RULE 24 - TOWING AND PUSHING

Inland & Western Rivers

In US Inland waters, a vessel pushing ahead or towing alongside shows two towing lights in a vertical line.

The vessel being pushed ahead or towed alongside also shows a special flashing light.

On the Western Rivers above the Huey P. Long Bridge on the Mississippi at New Orleans, a vessel pushing ahead or towing alongside shows side-lights, two towing lights in a vertical line, but not masthead lights.

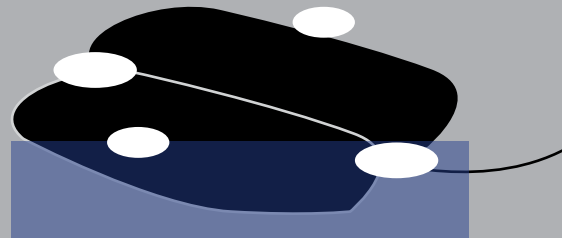
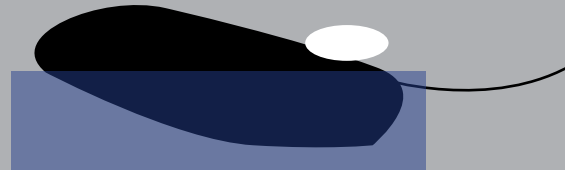


RULE 24 - TOWING AND PUSHING

International

An inconspicuous, partly submerged vessel or object being towed, shall exhibit:

- Less than 25 meters in breadth, one all-round white light at or near the forward end (except dracones) and one at or near the after end.
- 25 meters or more in breadth, two additional all-round white lights at or near the extremities of its breadth.
- More than 100 meters in length, additional all-round white lights between the lights described above, so that the distance between the lights shall not exceed 100 meters.
- A diamond shape at or near the aftermost extremity of the last vessel or object. If the length of the tow exceeds 200 meters, an additional diamond shape located far forward.



RULE 24 - TOWING AND PUSHING

Inland

An inconspicuous, partly submerged vessel or object being towed, shall exhibit:

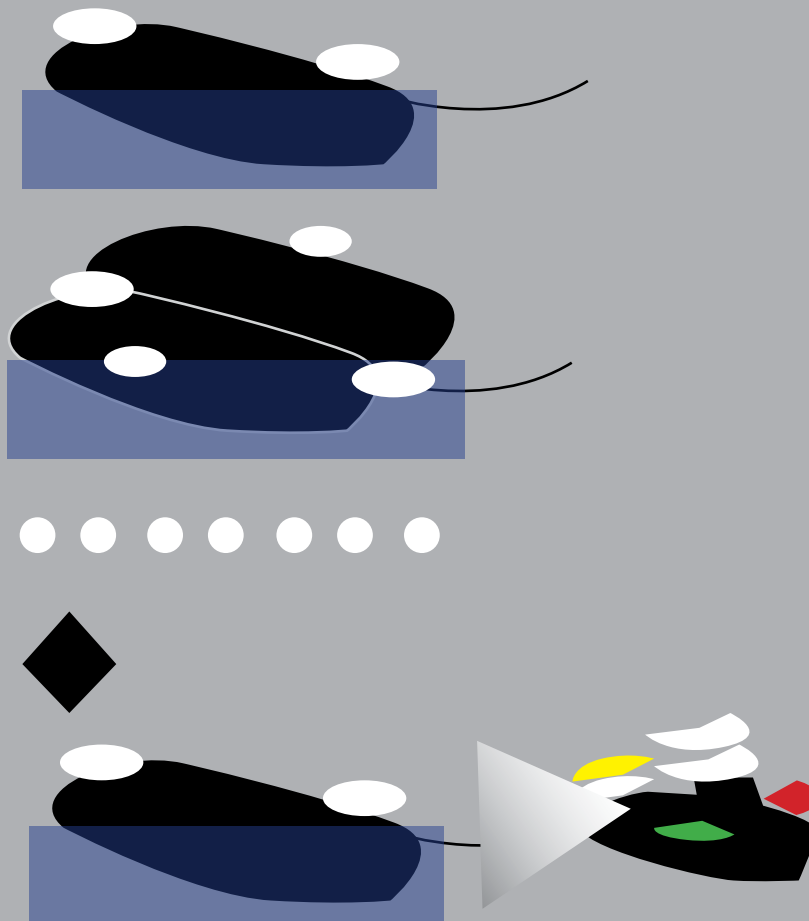
- Less than 25 meters in breadth, one all-round white light at or near each end.

- 25 meters or more in breadth, four all-round white lights to mark its length and breadth.

- More than 100 meters in length, additional all-round white lights between the lights described above, so that the distance between the lights shall not exceed 100 meters. (vessels being towed alongside will lighted as one vessel).

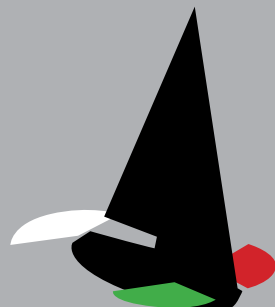
- A diamond shape at or near the aftermost extremity of the last vessel or object.

- The towing vessel may direct a searchlight in the direction of the tow to indicate its presence to an approaching vessel.



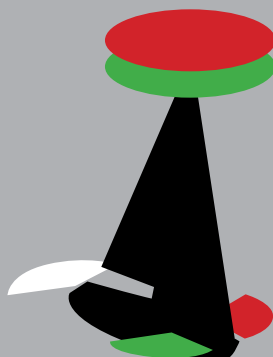
RULES OF THE ROAD

RULE 25 - SAILING VESSELS UNDERWAY & VESSELS UNDER OARS

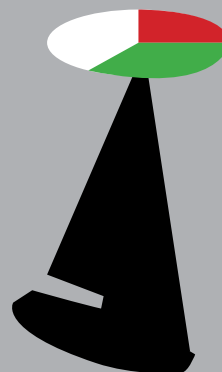


A sailing vessel shows sidelights and a sternlight.

A sailing vessel may show all-round red over green lights at the masthead, in addition to sidelights and a sternlight.



A sailing vessel <7m. in length can use a torch or lantern (flashlight)



A sailing vessel < 20m. long may show combined sidelights and sternlight (tricolor) at the masthead. The tricolor may not be shown with any other lights.



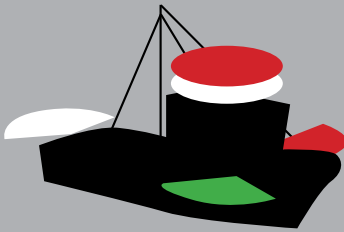
A vessel using both sails and engine is a power-driven vessel! By day she must show a conical shape. At night she shows lights as a power-driven vessel.



A vessel under oars may show the lights for a sailing vessel. If not, a torch or white lantern must be shown in sufficient time to prevent a collision.

RULES OF THE ROAD

RULE 26 - FISHING VESSELS

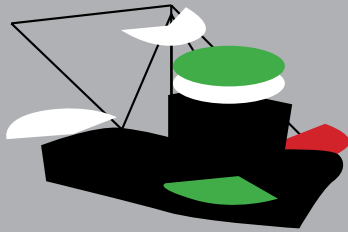


A vessel engaged in fishing other than trawling shows a red all-round above a white, plus sidelights and a sternlight when making way.

Both International and Inland when anchored at night, a fishing vessel is not required to show anchor lights.

RULES OF THE ROAD

RULE 26 - FISHING VESSELS



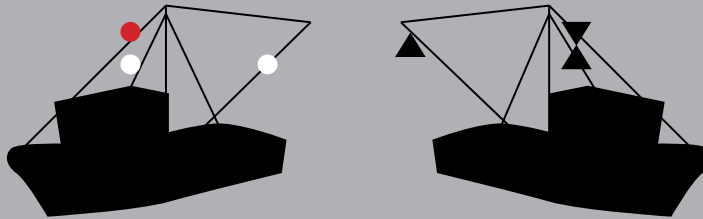
A vessel engaged in trawling shows a green all-round above a white, a masthead light (optional for vessel <50m.), plus sidelights and a sternlight when making way.



By day, vessels engaged in fishing, including trawling, show two cone shapes with apexes together.

RULES OF THE ROAD

RULE 26 - FISHING VESSELS



Outlying gear > 150m. is indicated by an additional cone shape or all-round light, set in the direction of the gear.

Annex II - Additional signals for fishing vessels in close proximity



"I'm shooting nets!"



"I'm hauling nets!"



"My nets are stuck on an obstruction!"



Trawlers working in pairs use a searchlight to show the other boat.



Purse Seiners may show these flashing yellow lights.

RULES OF THE ROAD

RULE 27 - VESSELS NOT UNDER COMMAND OR RESTRICTED IN THEIR ABILITY TO MANEUVER



A vessel restricted in her ability to manoeuvre shows red-white-red all-round lights, plus sidelights, masthead light(s), and a sternlight when making way.

By day, she shows a ball-diamond-ball shape.

RULES OF THE ROAD

RULE 27 - VESSELS NOT UNDER COMMAND OR RESTRICTED IN THEIR ABILITY TO MANEUVER



A vessel not under command shows two all-round red lights or two ball shapes in a vertical line, plus sidelights and a sternlight when making way.

RULES OF THE ROAD

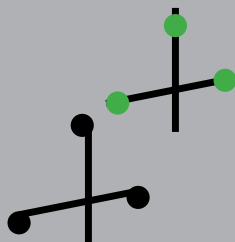
RULE 27 - VESSELS NOT UNDER COMMAND OR RESTRICTED IN THEIR ABILITY TO MANEUVER



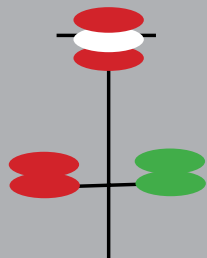
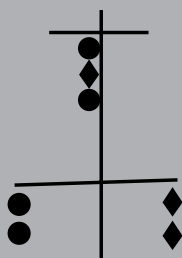
Towing vessels sometimes show these lights and shapes, as well as those in Rule 24: Towing & pushing.

RULES OF THE ROAD

RULE 27 - VESSELS NOT UNDER COMMAND OR RESTRICTED IN THEIR ABILITY TO MANEUVER



A vessel engaged in mine clearance shows three green lights, or three ball shapes at the foremast, plus the lights for a power-driven vessel.

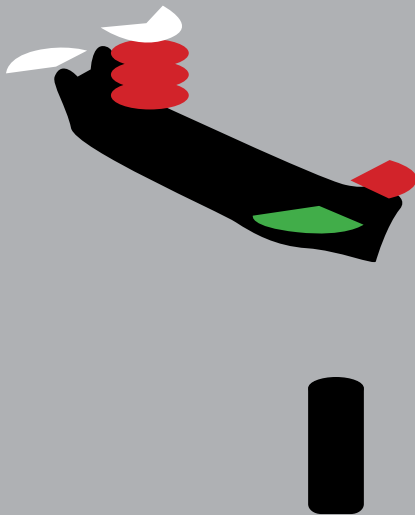


A vessel conducting dredging or underwater operations which restrict her ability to maneuver also shows two all-round red lights or two ball shapes to indicate the obstructed side, plus two all-round green lights/two diamond shapes on the clear to pass side. Small vessels (Diving Vessels) may instead show red-white-red all-round lights and Flag 'Alpha'.



RULES OF THE ROAD

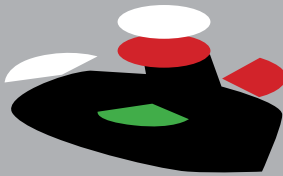
RULE 28 - VESSELS CONSTRAINED BY THEIR DRAUGHT



A vessel constrained by her draught shows the lights for a power-driven vessel, plus three all-round red lights in a vertical line, and a cylinder shape by day.

RULES OF THE ROAD

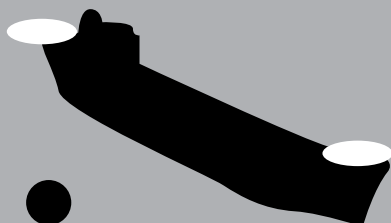
RULE 29 - PILOT VESSELS



A Pilot vessel shows white over red all-round lights, plus sidelights and a sternlight when underway. At anchor, she will have lights for a vessel at anchor. When not engaged on pilotage duty shall have the lights or shapes for a vessel of her length.

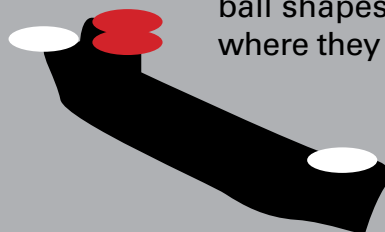
RULES OF THE ROAD

RULE 30 - ANCHORED VESSELS & VESSELS AGROUND



A vessel at anchor shows two all-round white lights, one forward, and the other at the stern. A ball shape set forward is shown by day. Vessels less than 50m. may show only one all-round light.

100m. vessel shall also illuminate her decks with working lights



A vessel aground shows anchor light, plus two all-round red lights or three ball shapes in a vertical line where they can best be seen.

Rules of the Road

RULE 31 - SEAPLANES

Where it is impracticable for a seaplane 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.

For obvious reasons, airplanes may have difficulty complying with navigation light requirements that were written for ships.

Airplanes of all sorts (not just seaplanes) display a green "sidelight" on the right wingtip, a red "sidelight" on the left, and a white "sternlight" aft. Most aircraft also have provisions to make these lights blink when they are on the ground. This blinking mode, if available on a seaplane, should not be used on the water.

Seaplane manufacturers often provide an all-round white light on a portable mast primarily intended for use when the seaplane is anchored. The mast usually has provisions for displaying a shape. This mast is often difficult to mount and dismount, and requires the seaplane to be stopped before mounting. In short, seaplanes in sea-air transition should not be expected to conform to the light and shape requirements as closely as when they are anchored.



RULES OF THE ROAD

RULE 30 - ANCHORED VESSELS & VESSELS AGROUND

INTERNATIONAL

- A vessel of less than 7 meters 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 shapes prescribed in the previous slide.

- A vessel of less than 12 meters in length, when aground, shall not be required to exhibit the lights or shapes prescribed.

INLAND

- A vessel of less than 7 meters 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 shapes prescribed in the previous slide.

- A vessel of less than 12 meters in length, when aground, shall not be required to exhibit the lights or shapes prescribed.

- A vessel of less than 20 meters in length, when at anchor in a special anchorage area designated by the Secretary, shall not be required to exhibit the anchor light and shapes required by this Rule.



RULES OF THE ROAD

RULE 32 - DEFINITIONS

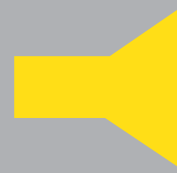
RULE 33 - EQUIPMENT FOR SOUND SIGNALS

Requirements for whistles, bells, and gongs.

- Vessels of length 20m. (65.6 ft.) or more are required to carry a bell and a whistle.
- Vessels less than 20m. (65.6 ft.) may carry just a whistle.
- Specifications for these devices are set out in the Annex III.
- Vessels of length 100m. (328 ft.) or more must also have a gong.
- Vessels less than 12m. long are required to carry an 'efficient sound signaling device'.

Whistle blasts are defined as:

- A short blast: about one second's duration.
- A prolonged blast: four to six second's duration.



whistle



bell



gong

less than
20 metres.

20 metres or more

100 metres or more

Vessels less than 12 metres must carry some 'efficient' sound device.

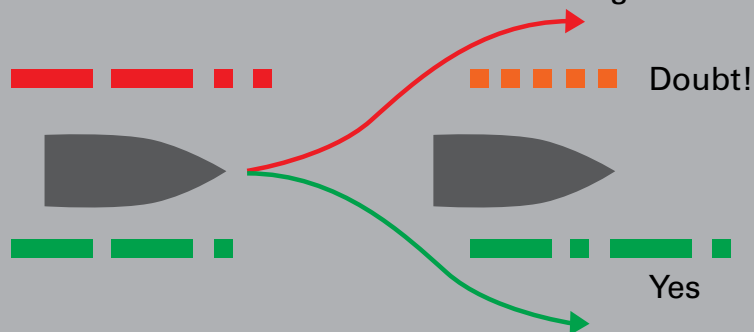
RULE 34 - MANEUVERING & WARNING SIGNALS

Narrow Channels or Fairways

International

An overtaking vessel sounds two prolonged plus...

- One short if passing on the other vessel's starboard
- Two short if passing on the other vessel's port side
- and then waits until the other vessel agrees



The vessel being overtaken signals

- To agree: prolonged, short, prolonged, short and allows safe passing
- If it might not be safe, she sounds 5 or more short rapid blasts (danger signal)

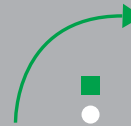
RULES OF THE ROAD

RULE 34 - MANEUVERING & WARNING SIGNALS

International

Maneuvering

Two short
blasts, two
optional flashes



One short
blast, one
optional
flash



Three short
blasts, three
optional flashes

RULE 34 - MANEUVERING & WARNING SIGNALS

International

When approaching a bend where other vessels might be obscured from view, sound one prolonged blast.
Approaching vessels answer with one prolonged blast.



Sound at least 5 short rapid blasts if in doubt about the other vessel's intentions, or to indicate doubt about a vessel's intentions to overtake.



RULES OF THE ROAD

RULE 34 - MANEUVERING & WARNING SIGNALS

Inland: Power-driven vessels in sight, when meeting or crossing within half a mile

Signal your intention to leave the other vessel on your...



- port side with ONE short blast



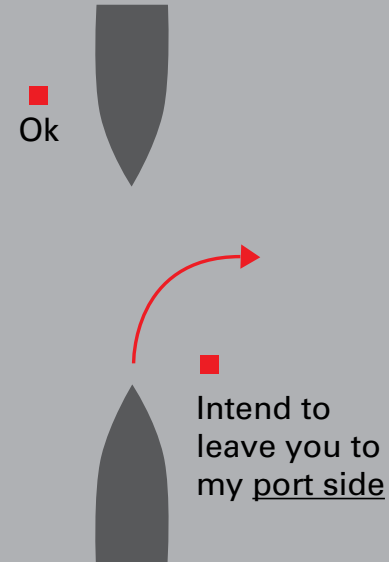
- starboard side with TWO short blasts

The other vessel must acknowledge with the same signal, or if in doubt, sound the danger signal

Alternatively, make agreement by radiotelephone



If operating engines astern, sound three short blasts



RULE 34 - MANEUVERING & WARNING SIGNALS

Inland Only

Sound one prolonged blast when approaching a bend where other vessels might be obscured from view.

Approaching vessels answer with one prolonged blast.

Sound one prolonged blast when your power-driven vessel is leaving a dock or berth.



Sound at least 5 short rapid blasts if in doubt about the other vessel's intentions, or to indicate doubt about a vessel's intentions to overtake.

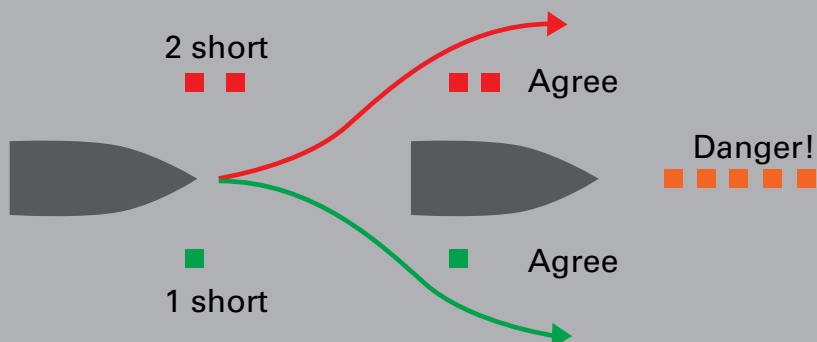


RULE 34 - MANEUVERING & WARNING SIGNALS

Inland: Power-driven vessels in sight,
when overtaking

An overtaking vessel sounds the intention...

- ONE short "I want to pass on your starboard side"
- TWO short "I want to pass on your port side"
- And then wait until the other vessel agrees



The vessel being overtaken signals...

- To agree: a similar signal
- If it might not be safe: the danger signal

Alternatively, make agreement by radiotelephone.

You may see all-round white or yellow light signals synchronized with the whistle.

RULES OF THE ROAD

RULE 35: SOUND SIGNALS IN RESTRICTED VISIBILITY

Vessel at anchor



(rapid ringing 5 secs)

Vessel $\geq 100\text{m.}$ at
anchor



Optional anchor
whistle signal



A vessel aground



200m Vessel aground, whistle signal is optional

Vessels $<12\text{m.}$ only have to make an efficient signal at
least every 2 minutes.

RULES OF THE ROAD

RULE 35: SOUND SIGNALS IN RESTRICTED VISIBILITY

Power-driven
making way



Power-driven not
making way



The Lame Ducks:
NUC, RAM, CBD,
Sail, Fishing, Towing



Towed vessel
(manned)



Additional signal for
a Pilot vessel



RULE 36 - SIGNALS TO ATTRACT ATTENTION

- 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 the Rules, or may direct the beam of her searchlight in the direction of the danger

RULE 37 - DISTRESS SIGNALS

International












- When a vessel is in distress and requires assistance she shall use:

- a gun at intervals of about a minute
- a continuous sounding with any fog-signaling apparatus
- rockets or shells
- (SOS) in the Morse Code
- "Mayday"
- the International Code Signal of distress indicated by N.C.
- a square flag and a ball
- flames on the vessel (as from a burning tar barrel, oil barrel, etc.)
- a rocket parachute flare or a hand flare showing a red light
- an orange smoke signal
- slowly and repeatedly raising and lowering arms
- a radio distress signal
- a ship-to-shore distress alert transmitted by the ship's Inmarsat or other mobile satellite service provider ship earth station
- EPIRB
- radiocommunication

Inland

- Quick flashing all-round white light

RULE 37 - DISTRESS SIGNALS

			
RED STAR SHELLS	FOG HORN CONTINUOUS SOUNDING	FLAMES ON A VESSEL	GUN FIRED AT INTERVALS OF 1 MIN.
	SOS 		
ORANGE BACKGROUND BLACK BALL AND SQUARE	SOS	"MAYDAY" BY RADIO	PARACHUTE RED FLARE
			
DYE MARKER (ANY COLOR)	CODE FLAGS NOVEMBER CHARLIE	SQUARE FLAG AND BALL	WAVE ARMS
			
INMARSAT	DIGITAL SELECTIVE CALLING	POSITION INDICATING RADIO BEACON	SMOKE

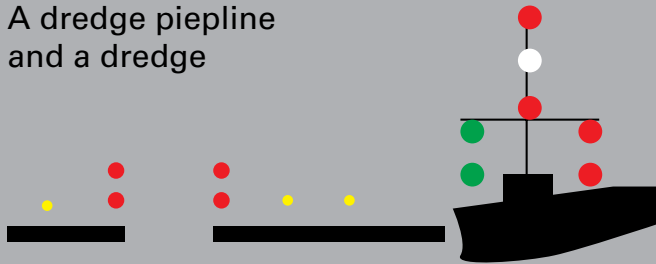
RULES OF THE ROAD

US Inland Annex V: CFR 88.15 Lights on dredge pipelines

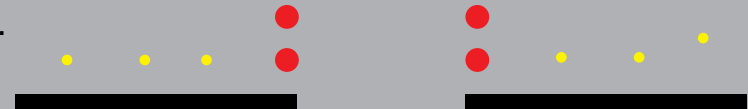
Dredge pipelines are identified by:

- Yellow lights spaced <10m. apart, flashing at 50-70 times/min
- Two all-round red lights in a vertical line marking the ends of the pipe line, including marking the opening where vessels may pass

A dredge pipeline and a dredge



The two red all-round lights on the dredge indicate that it is unsafe to pass on the right. The two green all-round lights indicate it is safe to pass to the left of the dredge. The lights on the pipeline identify the gap in the pipeline.



A dredge pipeline showing all-round flashing yellow lights plus two red lights in a vertical line identifying where the pipeline is separated to allow vessels to pass.

RULES OF THE ROAD

US Inland Annex V: CFR 88.05 & 88.07

- Law enforcement vessels may display a flashing blue light when engaged in direct law enforcement or public safety activities.



- Vessels engaged in government sanctioned public safety activities, commercial vessels performing similar functions, may display an alternately flashing red and yellow light signal.



- Vessels using the identification light signal during public safety activities must abide by the Inland Navigation Rules, and must not interfere with existing navigation lights.