



U.S. NAVAL ACADEMY SAILING PROGRAM



Offshore



Intercollegiate



CSNTS



P-100

To ensure safety at sea, the best that science can devise and that naval organization can provide must be regarded only as an aide and never as a substitute for good seamanship, self reliance, and a sense of ultimate responsibility which are the first requisites in a seaman and naval officer

Fleet Admiral Chester W. Nimitz
Letter to the Pacific Fleet
1945

Navigation Rules

LCDR Neil Covington

Training Officer, Naval Academy Sailing



Purpose and Scope of the International and Inland Rules

- Rules of the Road
 - Importance (prevent collision, prevent loss of life, etc..)
 - Difference between the COLREGS and Inland Rules as determined by boundaries described in *Navigation Rules*
 - General rules
 - Rules apply according to location - Inland vs Intl
 - Rules of the Road are mandatory, COLREGS contains no penalty for violations while the Inland Rules provide for a penalty for vessels navigated in violation of the rules.
 - Obedience must be timely
 - Rules apply to all vessels



Purpose and Scope of the International and Inland Rules

- Terms applicable to Rules of the Road.
 - Court interpretation and jurisdiction
 - The courts have provided legal meanings for certain phrases, such as “proper lookout” and “extremis”
 - Federal courts have jurisdiction over cases of collision between vessels on public navigable waters
 - State courts have jurisdictions over cases of collision between vessels on wholly contained lakes or rivers
 - Legal personality of a vessel
 - A vessel is assumed to be the wrongdoer when collision follows a violation of the Rules of the Road and is taken into custody.
 - Naval ships are not subject to lien. The US is sued.
 - Doctrine of responsibility
 - Liability for damages is to be allocated among parties proportionately to the comparative degree of their fault
 - If neither vessel is found at fault in a collision, each must bear its own loss



Purpose and Scope of the International and Inland Rules

- General definitions
 - Power-driven vessel
 - Sailing vessel
 - Vessel engaged in fishing
 - nets, lines, trawling (not trolling)
 - Vessel not under command
 - Vessel restricted in her ability to maneuver
 - laying, servicing, retrieving nav aid, cables, pipeline
 - dredging, surveying, underwater ops
 - unrep
 - air ops
 - mineclearance
 - towing which restricts ability to deviate from course
 - Vessel constrained by her draft (Intl only)



International and Inland Lights and Day Shapes

- Application (Rule 20)
 - Same for Intl and Inland
 - Lights apply from sunset to sunrise and periods of reduced visibility
- Definitions (Rule 21)
 - Masthead light : 225, white
 - Sidelights : 112.5, green/red
 - Stern light : 135, white
 - Towing light : 135, yellow
 - All-around light : 360
 - Flashing light : 120/min
 - **Special flashing light** : 50-70/min, yellow, forward on the tow, 180-225



International and Inland Lights and Day Shapes

- Visibility of Lights (Rule 22)
 - > 50 m
 - masthead : 6 nm
 - sidelights/sternlight/towing light/all-around : 3 nm
 - special flash (Inland) : 2 nm
 - 20-49 m
 - masthead : 5 nm
 - sidelights/sternlight/towing light/all-around : 2 nm
 - special flash (Inland) : 2 nm



International and Inland Lights and Day Shapes

- Lights required by the following vessels.
 - Power-Driven Vessels Underway (Rule 23)
 - masthead
 - » < 20 m Inland : single, fwd as prac
 - » 2 if > 50 m, 2nd higher
 - sidelights
 - sternlight
 - < 12 m : single all-around white & sidelight



International and Inland Lights and Day Shapes

- Towing and Pushing (Rule 24)
 - Astern
 - tow < 200 m : 2 masthead fwd
 - tow > 200 m : 3 masthead fwd
 - sidelights
 - sternlight
 - towing light above sternlight
 - diamond shape if tow > 200 m
 - Ahead or alongside
 - 2 masthead fwd
 - sidelights
 - sternlight (Intl)
 - 2 towing lights (Inland)



International and Inland Lights and Day Shapes

- Vessels or objects being towed
 - sidelights
 - sternlight
 - tow > 200m : diamond shape
- Vessel being pushed
 - sidelights fwd
 - special flashing yellow (Inland)
- Vessel being towed alongside
 - sidelights fwd
 - sternlight



International and Inland Lights and Day Shapes

– Sailing Vessels Underway (Rule 25)

- sidelights
- sternlight
- < 20m : use tricolor on top of mast
- red over green in lieu of tricolor
- sailboat using engine : display cone apex down fwd, optional for < 12m



International and Inland Lights and Day Shapes

- Fishing & Trawling Vessels (Rule 26)
 - Trawling (dredge net)
 - green over white (all-around) fwd
 - > 50m : 2nd masthead aft
 - two cones, apexes together
 - making way : sidelights and sternlight
 - basket shape for <20m opt for Inland
 - Fishing other than trawling
 - red over white (all-around) fwd
 - two cones, apexes together
 - gear > 150m to side : all-around white & cone apex up to that side
 - making way : sidelights and sternlight
 - basket shape for <20m opt for Inland



International and Inland Lights and Day Shapes

- Vessels Not Under Command or Restricted in Ability to Maneuver (Rule 27)
 - Not under command
 - red over red all-around
 - two black balls vertical
 - making way : sidelights & sternlight
 - Restricted in Ability to Maneuver
 - red over white over red
 - ball diamond ball
 - making way : masthead light, sidelights, & sternlight
 - anchor : follow Rule 30 as well
 - towing : follow Rule 24 as well



International and Inland Lights and Day Shapes

- Vessels constrained by draft
 - power driven vessel lights
 - red over red over red
 - black cylinder



International and Inland Lights and Day Shapes

- Pilot vessels (Rule 29)
 - white over red, when on duty
 - making way : sidelights & sternlight
- Anchored (Rule 30)
 - < 50m : all-around white fwd
 - > 50m : 2nd all-around white lower aft
 - 1 black ball
 - > 100m : use lights to illuminate deck
- Aground (Rule 30)
 - red over red
 - three black balls
 - same as anchored for rest
- Submarines
 - power driven vessel lights
 - amber light : 1 flsh/sec for 3 sec, 3 sec off



Steering and Sailing Rules

- Rules which apply to all vessels
 - Rules apply in any condition of visibility (Rule 4)
 - Proper lookout (Rule 5)
 - Every vessel shall at all times maintain a proper look out by sight and hearing as well as by all available means appropriate
 - Safe speed (Rule 6)
 - Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision
 - Factors:
 - Visibility
 - Traffic Density
 - Maneuverability and draft
 - Background Lights
 - Wind, current, navigational hazards
 - Radar characteristics



Steering and Sailing Rules

– Risk of Collision (Rule 7)

- Every vessel shall use all available means to determine if risk of collision exists. If there is any doubt, such risk shall be determined to exist
- Proper use shall be made of radar equipment
- Assumptions shall not be made on the basis of scanty information

– Action to avoid collision (Rule 8)

- Any action taken to avoid collision shall be positive, made in ample time, and with due regard to the observance of good seamanship
- Any alteration of course/speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar. A succession of small alterations of course/speed should be avoided
- Action taken to avoid collision shall be such as to result in passing at a safe distance



Steering and Sailing Rules

- Navigation in narrow channels (Rules 9 & 34)
 - Keep as near the outer limit of the channel or fairway which lies to starboard
 - Vessels which can safely navigate only within a narrow channel, or fairway have the right of way over:
 - vessels of less than 20m
 - sailing vessels
 - fishing vessels
 - crossing vessels
 - Navigate with particular alertness and caution when nearing an area with obstructed view
 - Sound **—** when nearing bends and obstructed view areas
 - Vessels that hear **—** will respond with **—**



Steering and Sailing Rules

- Navigation in traffic separation schemes (Rule 10)
 - Vessels using a traffic separation scheme
 - Proceed in the appropriate traffic lane
 - Keep clear of separation line or separation zone
 - Join/leave at the termination of the lane, otherwise at a small angle
 - Do not cross, if obliged to, cross at right angles
 - Vessels which may use inshore traffic schemes
 - vessels of <20m
 - sailing vessels
 - vessels engaged in fishing
 - vessels proceeding to port, structures, pilot station, or any other location within the inshore traffic zone
 - to avoid immediate danger



Steering and Sailing Rules

- Vessels allowed in separation schemes
 - vessels crossing at right angles
 - vessels leaving/joining the separation scheme
 - to avoid immediate danger
- Avoid anchoring in a traffic separation scheme or near its termination
- Give the scheme wide margin as possible if not using
- Vessels <20m and sailboats shall not impede power-driven vessels in the traffic lanes
- Vessels exempt from this rule
 - vessel restricted in maneuverability while servicing nav aids
 - vessel restricted in maneuverability when engaged in laying, servicing, or picking up submarine cable



Steering and Sailing Rules

- Rules for navigating vessels in sight of one another
 - Sailing vessels (Rules 12)
 - Apply to vessels in sight of one another
 - Different tack : starboard tack has right of way
 - Same tack : leeward has right of way
 - If on port and can't determine other vessel's tack, assume it is starboard
 - Sound and Light Signals (Rule 32)
 - Short Blast : about 1 second, ■
 - Prolonged Blast : 4 to 6 seconds, ■■■■



Steering and Sailing Rules

- Equipment for Sound Signals (Rule 33)
 - < 12m : means of making an efficient sound signal
 - 12m or more : whistle and a bell
 - 100m or more : whistle, bell & gong
- Overtaking (Rules 13&34)
 - Vessel overtaking any other shall keep out of the way of the vessel being overtaken
 - Deemed to be overtaking if only within arc of stern light
 - When in doubt, assume that you are overtaking
 - Remains an overtaking situation until the overtaking vessel is past and clear
 - Inland sound signals
 - ■ : I intend to overtake you on your stbd side
 - ■ : I intend to overtake you on your port side
 - Answer : with same signal or ■ ■ ■ ■ ■



Steering and Sailing Rules

- Head-on situation (Rules 14 & 34)
 - Alter course so as to pass port to port
 - The situation shall be deemed to exist when the vessel has a narrow aspect and masthead lights are in or nearly in line or see both sidelights
 - If in doubt, assume the situation exists
 - Inland sound signals
 - ■ : I intend to leave you on my port
 - ■ ■ : I intend to leave you on my stbd
 - ■ ■ ■ : I am operating astern propulsion
 - Answer : same signal or ■ ■ ■ ■ ■
 - International sound signals
 - ■ : I am altering my course to stbd
 - ■ ■ : I am altering my course to port
 - ■ ■ ■ : I am operating astern propulsion
 - Similar light signals may be used as supplements to the sound signals



Steering and Sailing Rules

- Crossing Situation (Rules 15 & 34)
 - 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
 - Inland sound signals
 - : I intend to leave you on my port
 - ■ : I intend to leave you on my stbd
 - ■ ■ : I am operating astern propulsion
 - ■ ■ ■ : same signal or
 - International sound signals ■ ■ ■ ■ ■
 - : I am altering my course to stbd
 - ■ : I am altering my course to port
 - ■ ■ : I am operating astern propulsion Similar light signals may be used as supplements to the sound signals
■ ■ ■



Steering and Sailing Rules

- Action of give-way vessel (Rule 16)
 - Vessels directed to keep out of the way shall take early and substantial action
- Action of stand-on vessel (Rule 17)
 - Keep course and speed
 - Take action if other vessel is not taking appropriate action IAW these Rules
 - If taking action to avoid collision in a crossing situation, avoid altering course to port if the other vessel is to your port side
 - This rule does not relieve the give way vessel of her obligation to keep out of the way



Steering and Sailing Rules

- Responsibilities between vessels (Rule 18)
 - Vessel not under command
 - Vessel restricted in her ability to maneuver
 - Vessel constrained by draft
 - Fishing vessel
 - Sailing vessel
 - Power driven vessel
 - Seaplane



Steering and Sailing Rules

- Vessels in restricted visibility (Rules 19 & 35)
 - Definition of restricted visibility
 - recall Rule 3 : any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms, etc..
 - Conduct of vessels in restricted visibility
 - Applies to vessels not in sight of one another in or in restricted visibility
 - Every vessel shall proceed at a safe speed
 - Every vessel shall have due regard to the prevailing circumstances
 - A vessel which detects by radar alone the presence of another vessel shall determine if risk of collision exists and take avoiding action in ample time
 - Avoid : turning to port for a vessel forward of the beam and turning towards a vessel abeam or abaft the beam
 - Every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall if necessary take all her way off



Steering and Sailing Rules

– Sound Signals in Restricted Visibility (Rule 35)

- Power driven vessel making way shall sound at intervals of not more than 2 minutes **■**
- Power driven vessel underway but not making way shall sound at intervals of not more than 2 minutes **■ 2 sec ■**
- The following vessels shall sound at intervals of not more than 2 minutes : **■ ■ ■**
 - not under command
 - restricted in maneuverability (at anchor too)
 - constrained by draft
 - sailing
 - engaged in fishing (at anchor too)
 - engaged in towing or pushing



Steering and Sailing Rules

- A vessel towed, or the last vessel of the tow, if manned, shall at intervals of not more than 2 minutes sound **■ ■ ■ ■**, immediately following the tugs signal if practicable
- Vessels at anchor
 - A vessel at anchor shall at intervals of not more than one minute ring the bell rapidly for about 5 seconds
 - In a vessel of 100m or more in length, the bell shall be sounded in the forepart of the vessel and immediately after the ringing of the bell the gong shall be sounded rapidly for about 5 seconds in the after part of the vessel
 - A vessel at anchor may in addition sound **■ ■ ■**
- Vessels aground
 - In addition to anchored signals, give three separate and distinct strokes on the bell immediately before and after the rapid ringing of the bell
 - 100m or more : 3 taps, bell , 3 taps, gong
- Pilot vessel : when engaged in pilotage duty **■ ■ ■ ■**



Steering and Sailing Rules

- Other sound signals (Rule 34)
 - a vessel uncertain as to another vessel's intentions or is fearful that a collision will occur will sound ■ ■ ■ ■ ■
 - a power-driven vessel will sound ■ when leaving dock or berth



International and Inland Rules Differences

- Bridge-to-bridge radiotelephone and the log-keeping requirements as presented in the Bridge-to-Bridge Radiotelephone Act (pp. 208-212 of *Navigation Rules*)
 - Channel 13 : general comms (ex. tugs)
 - Channel 16 : USCG



International and Inland Rules Special Cases

- Special circumstances not specifically addressed by the rules
 - Situations where the vessels find themselves already “in extremis.” (“Extremis” is used in the text; however, it is no longer a recognized legal term. The court has determined that vessels should take due action to avoid situations deemed to be “in extremis”)
 - It is the duty of the stand-on vessel to take action when it becomes apparent that action by the give-way vessel alone will not prevent a collision
 - A vessel shall not use the fact that the approaching vessel is breaking the rules as an excuse for maintaining course and speed but shall take actions, even if not covered by the rules, to prevent collision



International and Inland Rules Special Cases

- Presence of more than two vessels approaching simultaneously
 - signal early
- Situations not covered by the rules
 - Vessels are to time their leaving dock such as to not impede vessels already proceeding by the pier
 - Vessels backing up
 - Vessels are liable for the wakes they create
 - Vessels should remain outside formations of ships



International and Inland Rules Special Cases

- Approach situations where the vessels have agreed to depart from the rules
 - agreement is not binding
 - must obey rules until both have agreed
 - neither has right-of-way but must proceed with caution



International and Inland Rules

Questions?