

# Fishing Vessel Rules of the Road

*Based on the Revised International Rules  
Effective 1 September 1965*

PASGAP 10, November 1976

A reprint of the U.S. Coast Guard Publication of 1 May 1965  
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Published for  
Pacific Sea Grant Advisory Program  
by Oregon State University Extension Service  
Sea Grant Marine Advisory Program  
Corvallis 97331

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PASGAP is funded by the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, through the National Sea Grant Program, under Grant Number 04-6-158-44051. Current members include representatives from:

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Printed in the U.S.A.

11-76/8500

1 May 1965

FOREWORD

FISHING VESSEL RULES OF THE ROAD

Rules of the Road are basic laws to prevent collisions between vessels. The International Rules of the Road, accepted by nearly all the maritime nations of the world, govern the high seas outside the United States. This pamphlet presents a simplified version of those selected International Rules which are most important to fishermen. A word of caution - this is only a partial coverage of the Rules of the Road. The U. S. Coast Guard-issued publication CG-169 (INTERNATIONAL-INLAND RULES OF THE ROAD), available from U. S. Coast Guard Marine Inspection Offices located in most of the larger ports around the country, contains the complete International Rules. It also contains the Inland Rules of the Road which apply to most U. S. coastal waters inside those governed by the International Rules. The exact location of the line separating the International Rules from the Inland Rules is printed in CG-169. See the sketch on the next page.

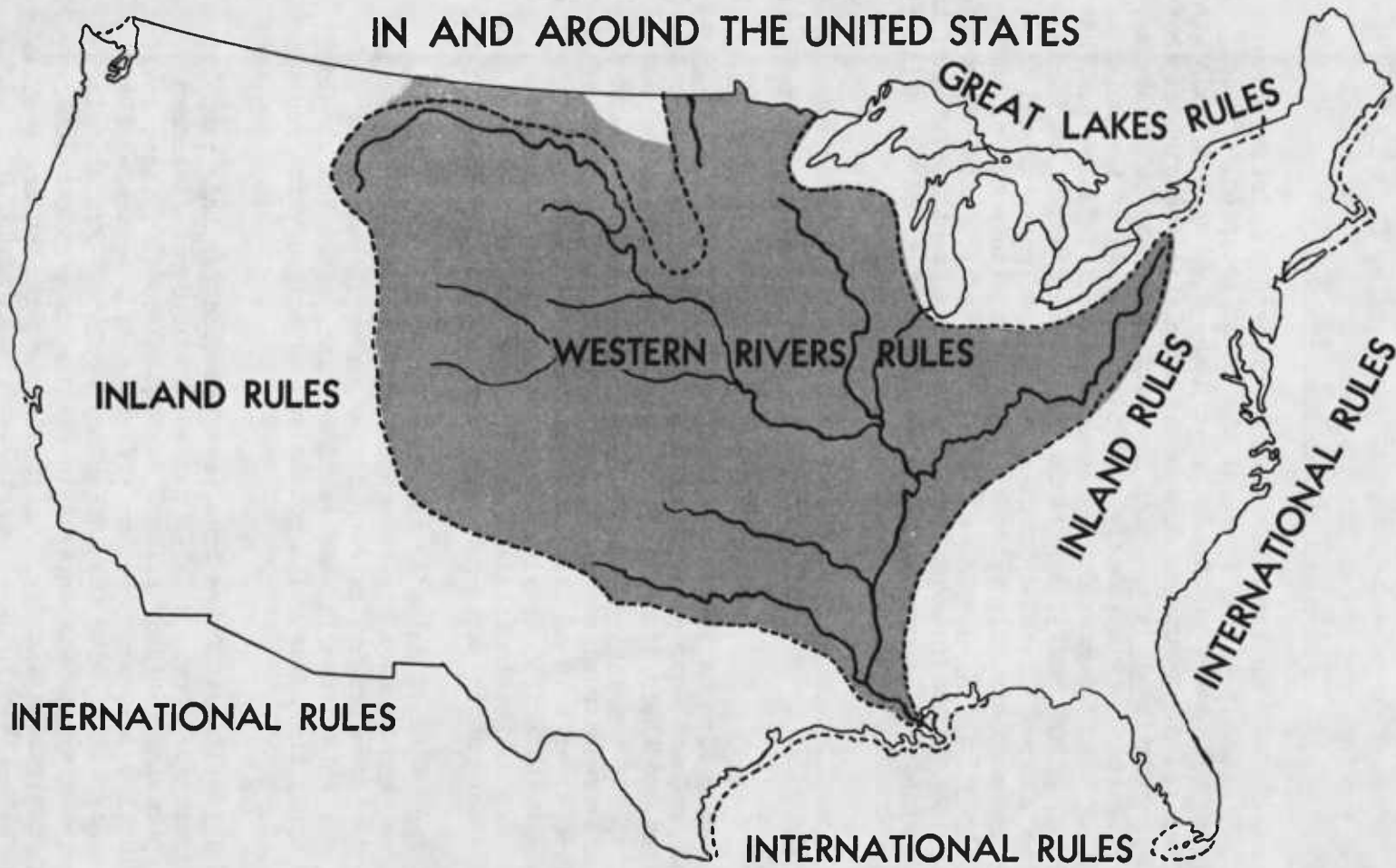
This pamphlet is a simplified version of the International Rules of the Road which become effective on 1 September 1965, replacing those presently in effect.

It should also be noted that the Great Lakes Rules of the Road (as found in Coast Guard-issued publication CG-172) apply upon the Great Lakes and their connecting and tributary waters as far east as Montreal and the Western Rivers Rules of the Road (as found in Coast Guard-issued publication CG-184) apply upon the waters of the Mississippi River between its source and the Huey P. Long Bridge and all of the tributaries emptying thereinto and their tributaries, and that part of the Atchafalaya River above its junction with the Plaquemine-Morgan City alternate waterway, and the Red River of the North.

The four sets of Rules of the Road (International, Inland, Great Lakes, and Western Rivers) which apply to various waters in and around the United States each differ in requirements for navigation lights, steering and sailing rules, etc. You should know and apply the Rules which govern the waters on which you operate.

The International Rules have been selected for this pamphlet for two reasons. First, a large percentage of U. S. fishermen will be operating on International waters. Secondly, these revised International Rules, which become effective on 1 September 1965, differ substantially with the Rules they replace. For example, they require many vessels engaged in fishing to show completely different navigation lights. Copies of this pamphlet are available from Commandant(MMI-4), U. S. Coast Guard, Washington, D. C. 20226, until the existing supply is exhausted.

# RULES OF THE ROAD IN AND AROUND THE UNITED STATES



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## LIGHTS AND SHAPES

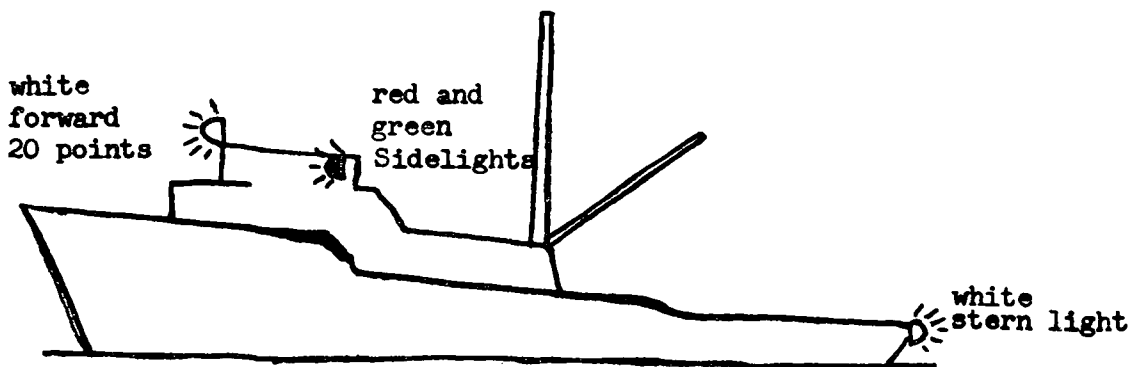
### Introduction

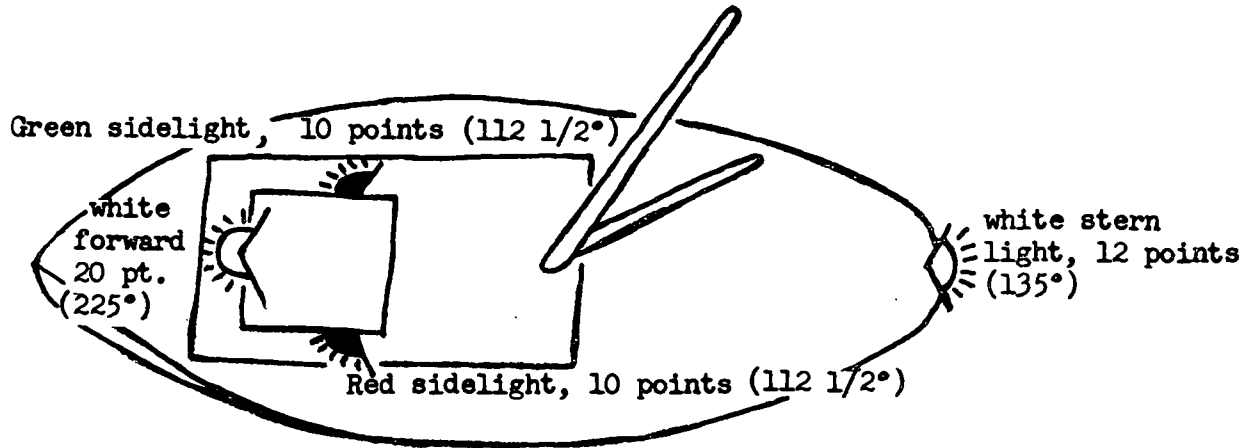
Rules 2 through 14 of the International Rules prescribe certain navigation lights and shapes to clearly identify the particulars of each vessel as to:

1. Propulsion (power-driven, under sail, being towed)
2. Special status affecting maneuverability (not under command laying or picking up a submarine cable or navigation mark, engaged in fishing, trawling, etc.)
3. Hazards extending out from a vessel (long tows astern, minesweeping gear, fishing gear far into the seaway)
4. Movement through the water (sidelights to show aspect, central range to show course changes, anchor/aground lights to show attachment to the bottom)

### Ia. Power-driven vessels underway (not engaged in fishing)

When not actually engaged in fishing with nets, lines or trawls, a fishing vessel shows the lights of a regular power-driven or sailing vessel. A vessel fishing with trolling lines is not considered under the Rules of the Road to be "engaged in fishing" and should only show regular navigation lights for a similar vessel of her length underway. International Rules 2, 7, and 10 require the following lights for a vessel being propelled by machinery between sunset and sunrise:





**BASIC POWER-DRIVEN VESSEL LIGHTS (UNDERWAY, NOT ENGAGED IN FISHING)**

Comments:

1. A seagoing power-driven vessel may show these lights on waters governed by either the Inland or International Rules of the Road.
2. When the sidelights cannot be fixed on account of bad weather or other sufficient cause, portable sidelights shall be exhibited in sufficient time to prevent collision, as provided by Rule 6, International Rules.
3. Vessels of less than 65 feet in length may show a combination lantern in lieu of the separate sidelights shown in the sketches. As seen from above a "combination lantern" would appear like this:

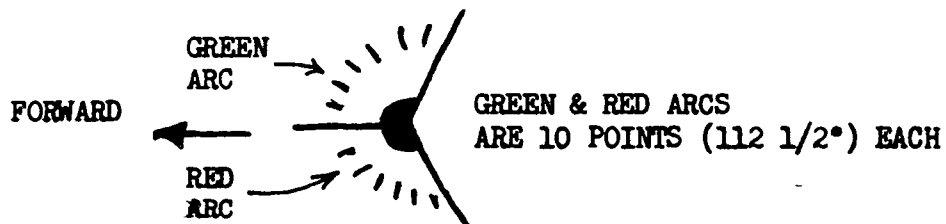
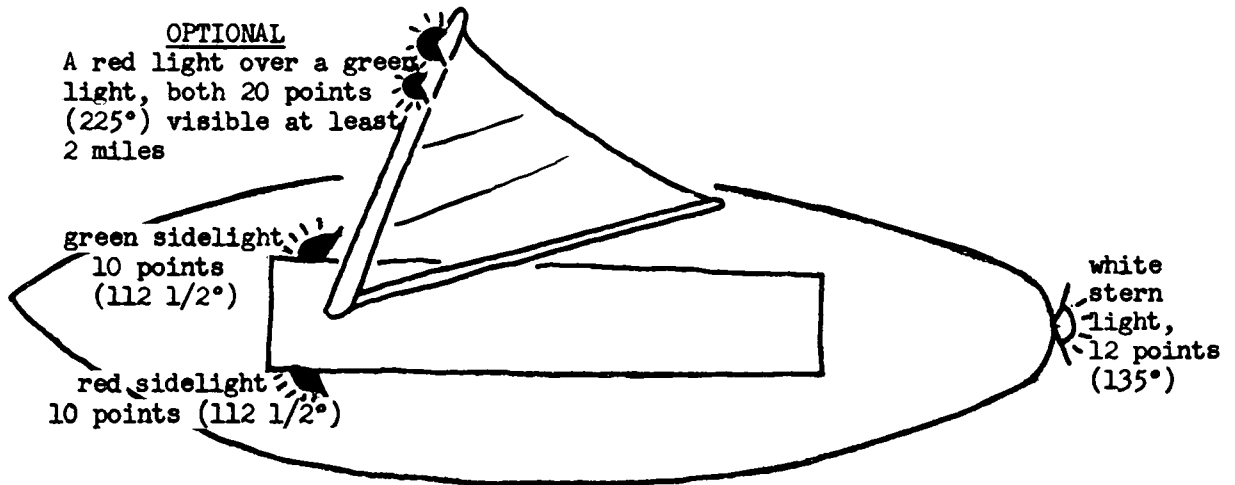
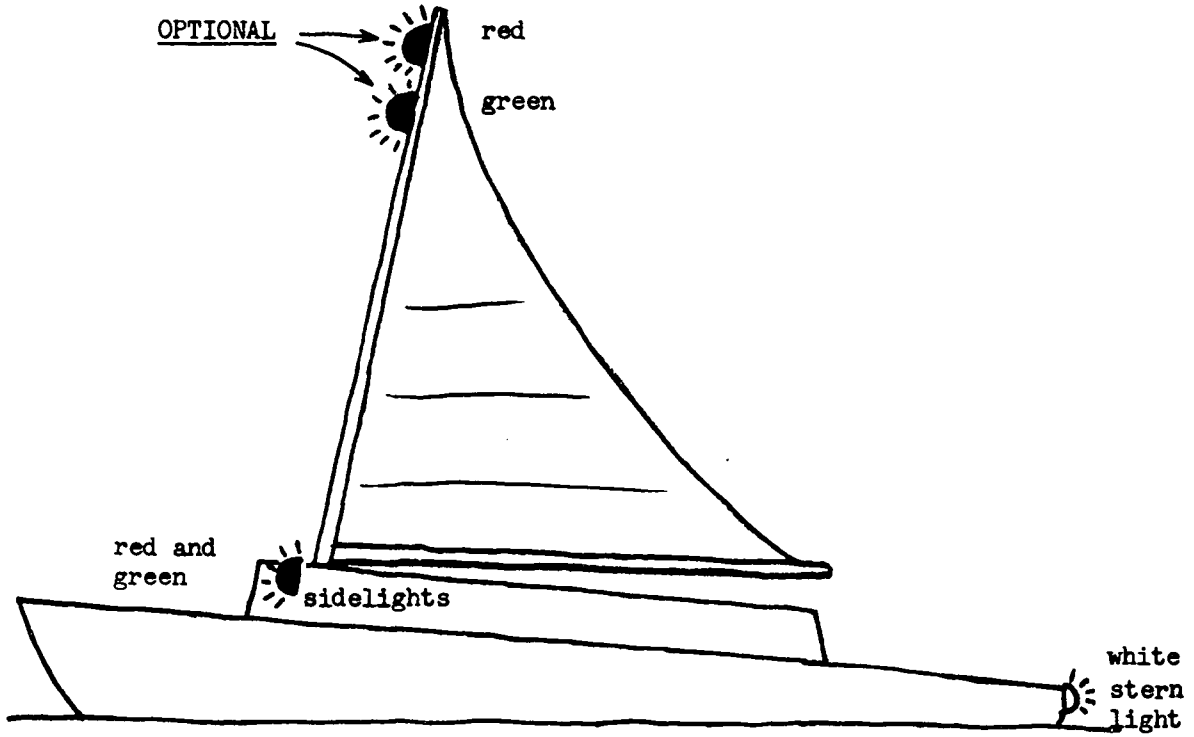


TABLE 1. BASIC POWER-DRIVEN VESSEL LIGHTS  
(UNDERWAY, NOT ENGAGED IN FISHING)

Vessel Length (feet)	White light forward, 20 points		sidelights 10 points each		white stern light, 12 points	white after ranges light, 20 points
	Minimum height	Min. distance of visibility (miles)	Requirement	Min. distance of visibility (miles)		
less than 40	3' above sidelights or combination lantern	3	separate sidelights	1	All lengths must show the stern light, visible at least 2 miles, except that Rule 10(b) provides: "In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern showing a white light shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision."	Not required on vessels of less than 150' in length. If shown must be positioned as indicated below.
40 - less than 65	9' above gunwale (at least 3' above combination lantern, if used in lieu of sidelights)		or combination lantern			
65 - less than 150	20' above hull (uppermost continuous deck) except if beam exceeds 20' than at least equal to beam but need not be more than 40' above hull	5	separate sidelights only and these must have inboard screens projecting 3' forward from each light	2		
150 feet and over						



Ib. Vessels underway, under sail (not engaged in fishing)



BASIC SAILING VESSEL LIGHTS (UNDERWAY, NOT ENGAGED IN FISHING)

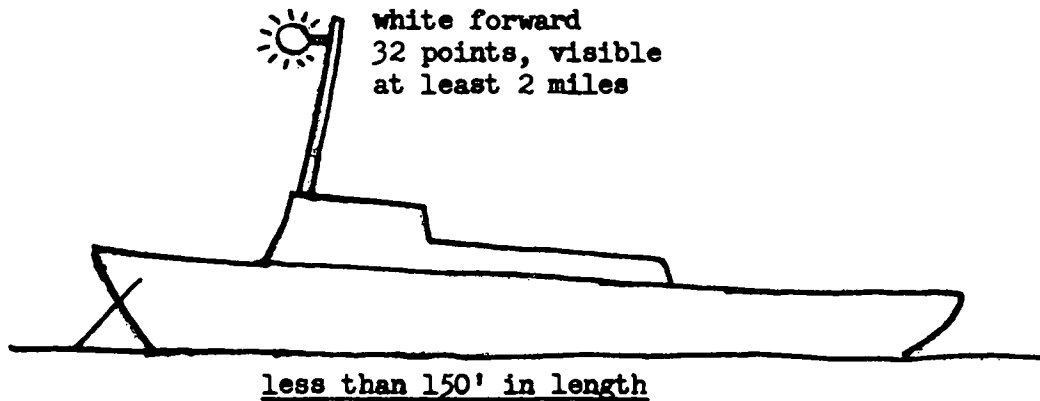
TABLE 2. BASIC SAILING VESSEL LIGHTS  
(UNDERWAY, NOT ENGAGED IN FISHING)

Vessel Length (feet)	sidelights 10 points each		white stern light, 12 points
	requirement	min. distance of visibility (miles)	
less than 40	separate side- lights or com- bination lantern	1	All lengths must show the stern light at the stern, visible at least 2 miles, except Rule 10(b) provides: "In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern showing a white light shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.
40 and over	separate sidelights only (with inboard screens pro- jecting 3' forward from each light)	2	

Comments:

1. A sailing vessel may show the illustrated pair of red over green lights as an additional means of identification when being propelled by sail alone.
2. A vessel being propelled by sail and machinery at the same time is considered under the Rules of the Road to be a power-driven vessel. So that approaching vessels can tell she is using her engines in addition to her sails, and therefore can maneuver easily, such a vessel must show the lights of a power-driven vessel by night and, by day, carry a black conical shape, point downward, at least 2 feet in diameter, in the forward part of the vessel.
3. A vessel of less than 40 feet in length, under oars or sail, may carry, in lieu of the sidelights or combination lantern shown in Table 2, a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.
4. When the sidelights cannot be fixed on account of bad weather or other sufficient cause, portable sidelights shall be exhibited in sufficient time to prevent collision as provided by Rule 6, International Rules.

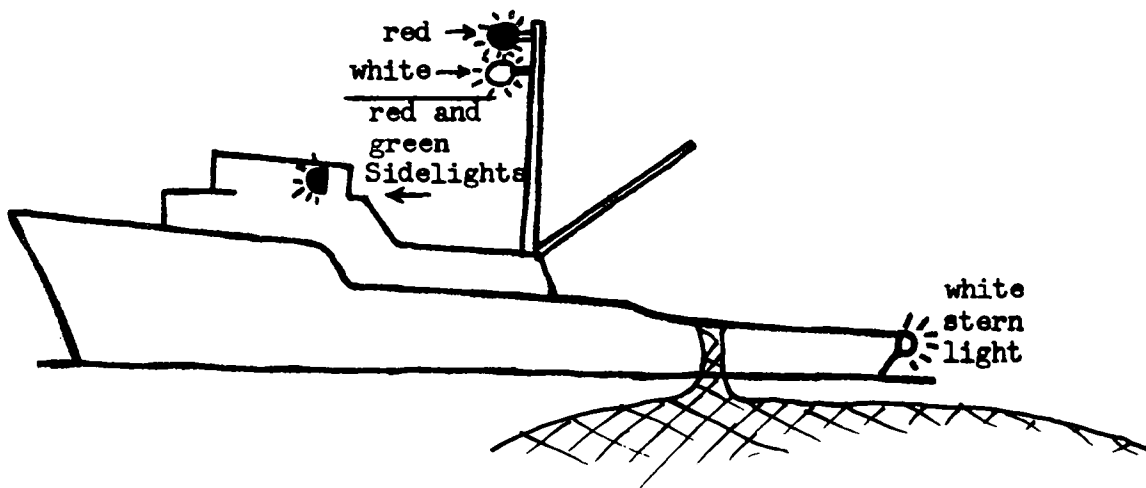
II. Fishing vessels at anchor (not engaged in fishing)



Comments:

1. By day, all vessels at anchor must show a black ball at least 2 feet in diameter in the forepart of the vessel.
2. Vessels of 150' or more in length must carry a forward 32 point white light near the stem, at least 20 feet above the hull, and a second all around (32 point) light aft, at or near the stern, at least 15' lower than the forward light. Both these lights must be visible at a distance of at least 3 miles.
3. Vessels engaged in fishing while at anchor show the special fishing lights of TABLE 3 or TABLE 4, as appropriate, but do not show the anchor lights as described above.

III. Vessels engaged in fishing with lines or nets, except trolling lines (underway or anchored - see comments)



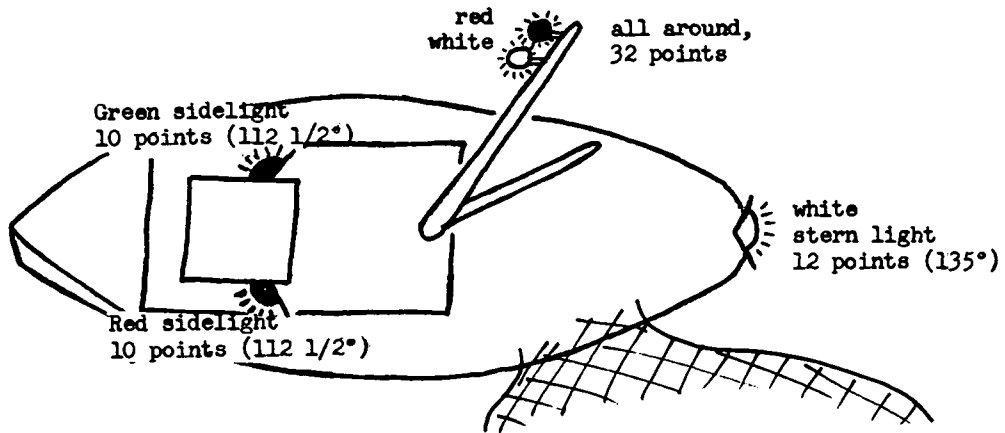
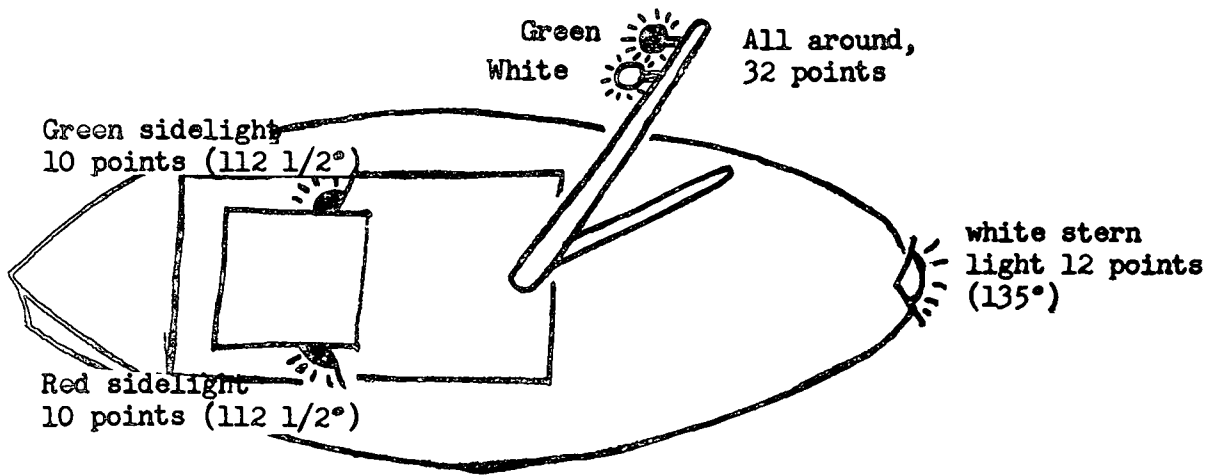
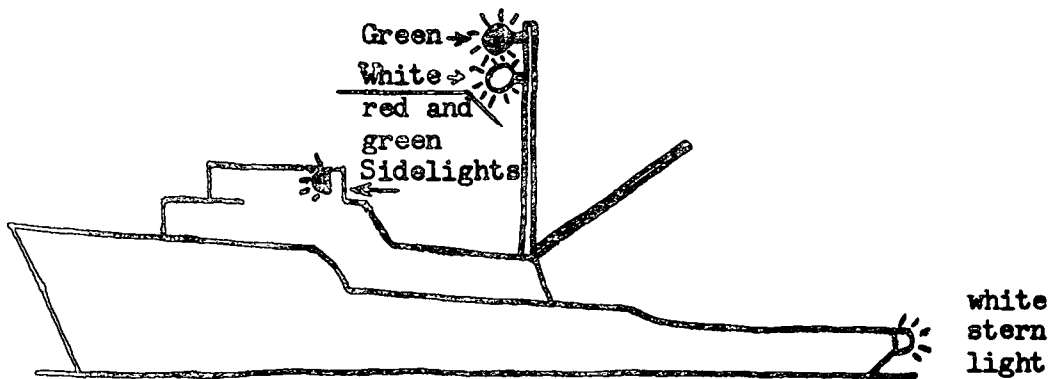


TABLE 3. LIGHTS FOR VESSELS ENGAGED IN FISHING WITH LINES OR NETS, EXCEPT TROLLING LINES (UNDERWAY OR ANCHORED - SEE COMMENTS)

Vessel length (feet)	Red light all around (32 points)	White light all around (32 points)	Sidelights (10 points each)	White stern light (12 points)
Less than 40	height at least 9' above the gunwale	at least 3' below the 32 point red light	Side lights and stern light must be shown when making way through the water, but are turned off when dead in the water. Sidelights and stern light are the same as shown in TABLE 1, if a power-driven vessel, or TABLE 2 if propelled by sail alone.	
40 and over	height not less than 4' nor more than 12' above 32 point white light	above sidelights by distance equal to at least twice the spacing between the 32 point red-over-white lights		

All lights and shapes shall be visible at a distance of at least 2 miles

IV. Vessels trawling (dragging of a dredge net or other apparatus through the water)



NOTE: Vessels trawling may also carry a white 20 point light lower than and abaft the all-around green-over-white pair of lights. This light is provided to permit trawlers fishing in groups, where sidelights might be obscured by ice, a means of indicating their heading to each other.

TABLE 4. LIGHTS FOR VESSELS ENGAGED IN FISHING BY TRAWLING (DRAGGING OF A DREDGE NET OR OTHER APPARATUS THROUGH THE WATER)(UNDERWAY OR ANCHORED -SEE COMMENTS

	Green light all around (32 points)	White light all around (32 points)	Optional 20 point white light	sidelights (10 points each)	white stern light (12 points)
All lengths	height not less than 4' nor more than 12' above 32 point white light	above side-lights by distance equal to at least twice the spacing between the 32 point green-over-white lights	a 20 point white light (from right ahead to 2 points abaft each beam) <u>may</u> be carried, abaft and lower than the green-over-white lights	Sidelights and stern light must be shown when making way through the water, but are turned off when dead in the water. Sidelights and stern light are the same as shown in TABLE 1, if a power-driven vessel, or TABLE 2, if propelled by sail alone.	

All lights and shapes shall be visible at a distance of at least 2 miles

Comments on lights/shapes for vessels engaged in fishing with lines or nets and vessels trawling:

1. Vessels trolling do not show these special lights but instead show regular navigation lights.
2. Vessels engaged in fishing while at anchor show the red over white or the green over white lights, as appropriate, but show neither the side lights nor stern light.

Comments on lights/shapes for vessels engaged in fishing with lines or nets and vessels trawling: (Cont'd)

3. Vessels fishing with lines or nets which extend over 500 feet horizontally into the seaway must show an additional all around (32 point) white light not less than 6 nor more than 20 feet away from the vertical lights in the direction of the outlying gear. This additional light must not be higher than the all around (32 point) white light of the red-over-white pair, and it must not be lower than the sidelights.

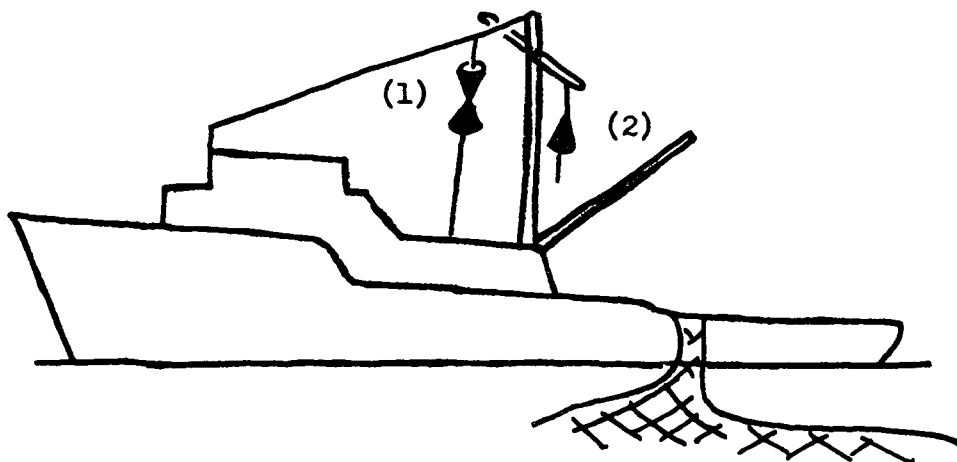
4. The International Rules of the Road only require lights for vessels engaged in fishing to be visible at a distance of 2 miles. This was done because of the inherent performance limitations of oil lanterns used by some vessels. However, this distance is a minimum and vessels barely meeting this minimum but which have gear extending out 2 or 3 miles risk damage to their nets and fouling the propellers of approaching vessels.

5. The lights for vessel engaged in fishing, as shown on the preceding pages, are required by the International Rules of the Road which are applicable to the high seas outside the United States. Inside these waters, the Inland Rules of the Road apply to coastal areas. These Inland Rules require vessels engaged in fishing to show lights and shapes differing widely from those of the International Rules. For example, the Inland Rules basically require that all vessels trawling, dredging, or fishing with any kind of drag nets or lines show a red light suitably spaced over a white light. The green "trawling" light of the International Rules is not allowed.

Fishermen operating on waters governed by the Inland Rules of the Road are cautioned to follow those Rules. Fishermen operating under both the Inland and International Rules should know both sets and make the required changes to lights, etc., after shifting from one area to the other.

6. See Rule 9, International Rules, for the complete Rule governing lights and shapes for vessels engaged in fishing on International waters and Article 9, Inland Rules, for the lights and shapes required for vessels fishing on Inland waters.

V. Day shapes for vessels engaged in fishing (Rule 9, International Rules)  
with lines, nets, or trawls.



Description of shapes -

(1) a black shape consisting of two cones each not less than 2 feet in diameter with their points together, one over the other (A vessel of less than 65 feet in length may substitute a basket for this shape)

(2) a black conical shape, point upwards, shall be displayed in the direction of outlying gear, if it extends more than 500 feet into the seaway.

location - placed where they can best be seen

Comments:

1. By day, vessels engaged in fishing show only the shapes illustrated above, whether underway or at anchor. An "anchor ball" is not shown when engaged in fishing while at anchor.



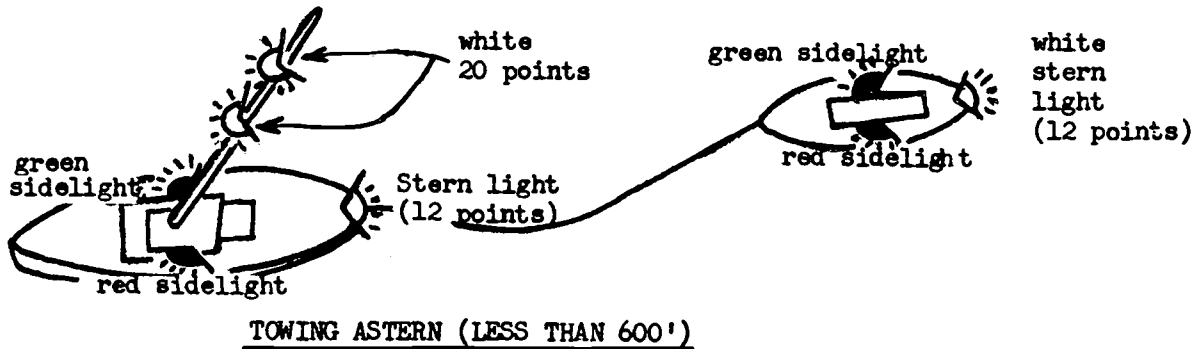
VI. Vessels towing and being towed

A power-driven vessel towing or pushing another vessel is required to show special lights so that her limited maneuverability will be evident to approaching vessels. International Rules 3, 7 and 10 establish "towing" lights for vessels operating on waters governed by the International Rules.

A vessel being towed is required to show the lights prescribed in Rule 5 or Rule 7, International Rules of the Road, dependent upon the length of the vessel. Generally these lights parallel those specified for a vessel under sail (TABLE 2) except that, in lieu of the white stern light (12 points) vessels being towed, may show a small white "steering" light. This light shows aft and should not be visible forward of the beam.

By day, if the length of the tow astern exceeds 600 feet, both the vessel towing and the one being towed are required to carry where it can best be seen a black diamond shape at least 2 feet in diameter.

An example of the lights for a vessel towing and one being towed (less than 600 feet astern) appears below:



VII. Additional Lights for vessels engaged in fishing

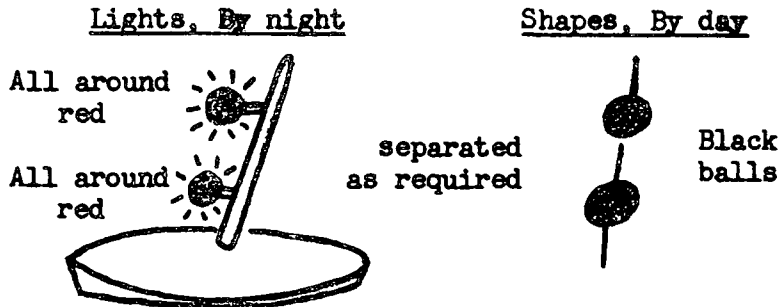
Rule 9(g) of the International Rules reads:

In addition to the lights which they are required by this Rule to carry, vessels engaged in fishing may, if necessary in order to attract the attention of an approaching vessel, use a flare-up light, or may direct the beam of their searchlight in the direction of a danger threatening the approaching vessel, in such a way as not to embarrass other vessels. They may also use working lights but fishermen shall take into account that specially bright or insufficiently screened working lights may impair the visibility and distinctive character of the lights prescribed in this Rule.

VIIIa. Vessels not under command

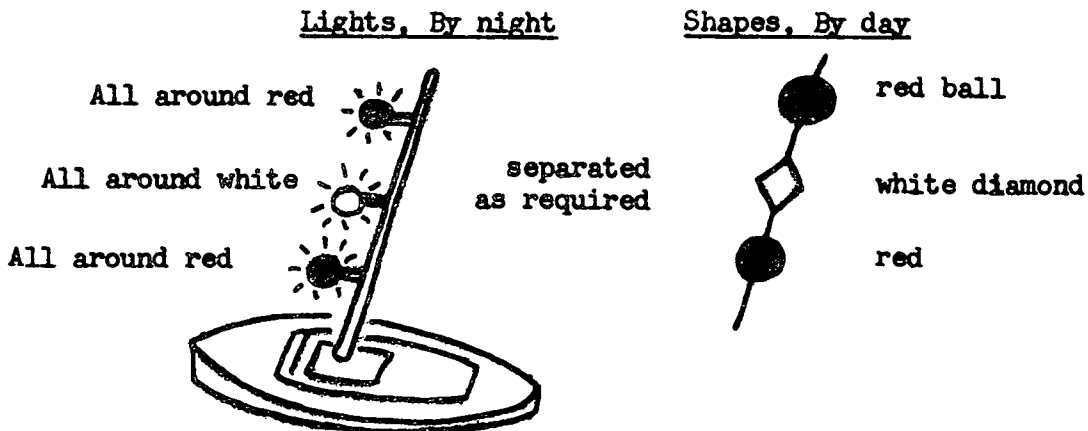
Vessels generally show "not under command" lights when they cannot get out of the way of an approaching vessel for such reason as an engine failure, steering casualty, etc.

An example of such lighting:



VIIIb. Vessels engaged in certain encumbering operations which restrict their maneuvering capabilities so they cannot get out of the way of approaching vessels.

A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, or a vessel engaged in replenishment at sea, or in the launching or recovery of aircraft when from the nature of her work she is unable to get out of the way of approaching vessels, shall show lights and shapes as depicted below:



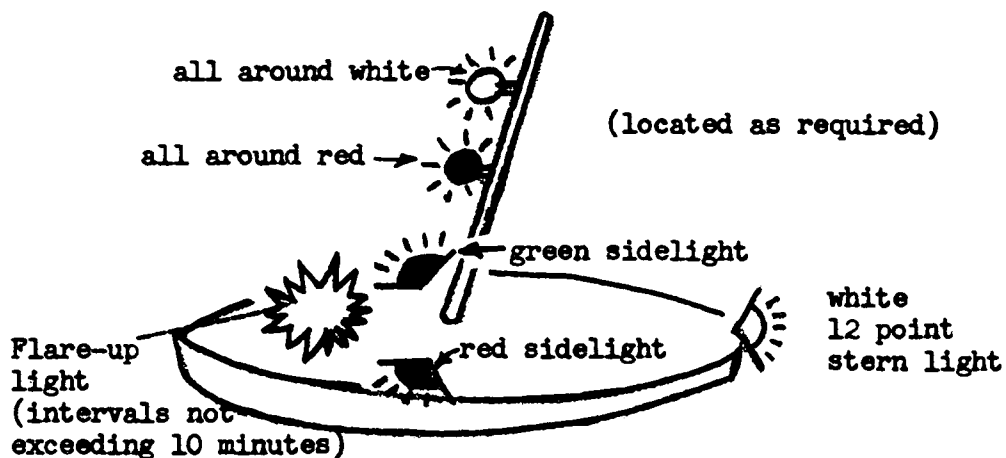
(Sidelights and stern light would also be shown when underway and making way through the water.)

Comments:

1. Rule 4, International Rules, also requires special lights and shapes for vessels engaged in minesweeping operations.
2. By night, vessels described above also show sidelights and stern light when making way but do not show them when dead in the water.
3. Vessels showing the lights above are to be considered as not under command and cannot therefore get out of the way of other vessels.
4. Rule 26, International Rules specifically excludes vessels to whom the provisions of Rule 4 apply from the requirement to keep out of the way of vessels engaged in fishing.

IX. Vessels on pilotage duty (Rule 8, International Rules)

Vessels engaged on pilotage duty are required to show the lights of Rule 8. As an example, a power-driven pilot vessel engaged on pilotage duty and underway would show the following lights:



## FOG SIGNALS

Rule 15 of the International Rules prescribes the sound signalling equipment to be carried as well as the fog signals to be sounded by all vessels during restricted visibility.

Rule 15(a) reads:

A power-driven vessel of 40 feet or more in length shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 40 feet or more in length shall be provided with a similar fog horn and bell.

Summary of Fog Signals

Vessel Category	Fog Signal	Interval. The signal must be sounded at least this often.
<p>Power-driven, underway (on the whistle)</p> <p>--- making way</p> <p>--- dead in water</p>	<p align="center">4 - 6 Sec.</p> <p>4 - 6 SEC      4 - 6 SEC</p>	<p>2 minutes</p> <p>"</p>
<p>Sailing, underway (on the fog horn)</p> <p>--- starboard tack</p> <p>--- port tack</p> <p>--- wind abaft beam</p>	<p>(NOTE: a "blast" is a fog signal of short but undefined duration)</p> <p>Blast      Blast</p> <p>Blast      Blast      Blast</p>	<p>1 minute</p> <p>"</p> <p>"</p>
<p>Engaged in fishing (underway or anchored)</p>	<p>4 - 6 Sec      1Sec      1Sec</p>	<p>1 minute</p>
<p>Anchored (not engaged in fishing)</p> <p>--- if over 350' in length</p>	<p>XXXXXXXXXXXXXXXXXX</p> <p>(5 Sec. rapid ringing of bell)</p> <p>OOOOOOOOOOOOOOOO</p> <p>(5 Sec sounding of gong)      in addition to 5 Sec. rapid ringing of bell</p>	<p>1 minute</p> <p>"</p>

Comments:

1. A vessel towing, engaged in laying or picking up a submarine cable or navigation mark, and a vessel not under command sound the same fog signal as a vessel engaged in fishing.

2. Every vessel at anchor may sound a 1 Sec ~~4-6 Sec.~~ 1 Sec signal to give warning of her position and of the possibility of collision to an approaching vessel.

3. Rule 15(c) also makes provision for the fog signal of a vessel or vessels being towed and for a vessel aground.

4. Rule 15(c)(ix) provides that:

A vessel of less than 40 feet in length, a rowing boat, or a seaplane on the water, shall not be obliged to give the above-mentioned signals but if she does not, she shall make some other efficient sound signal at intervals of not more than 1 minute.

CONDUCT IN FOG

Rule 16, International Rules reads:

(a) Every vessel, or seaplane when taxi-ing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

(c) A power-driven vessel which detects the presence of another vessel forward of her beam before hearing her fog signal or sighting her visually may take early and substantial action to avoid a close quarters situation but, if this cannot be avoided, she shall, so far as the circumstances of the case admit, stop her engines in proper time to avoid collision and then navigate with caution until danger of collision is over.

## STEERING AND SAILING RULES

Rules 17 through 27 of the International Rules establish the actual vessel traffic laws to prevent collisions between vessels. A knowledge and understanding of these Rules is necessary for safe operations.

Basically these Rules divide vessels meeting each other so as to involve risk of collision into three situations:

1. Power-driven vessels meeting end on or nearly end on (head-to-head).
2. Power-driven vessels crossing
3. Vessels overtaking/being overtaken

Examples of each of these three basic situations are shown on the following pages. These are shown only to illustrate how the International Rules of the Road work and are no substitute for a full knowledge and understanding of the complete Rules of the Road applicable to the waters on which a vessel is being operated.

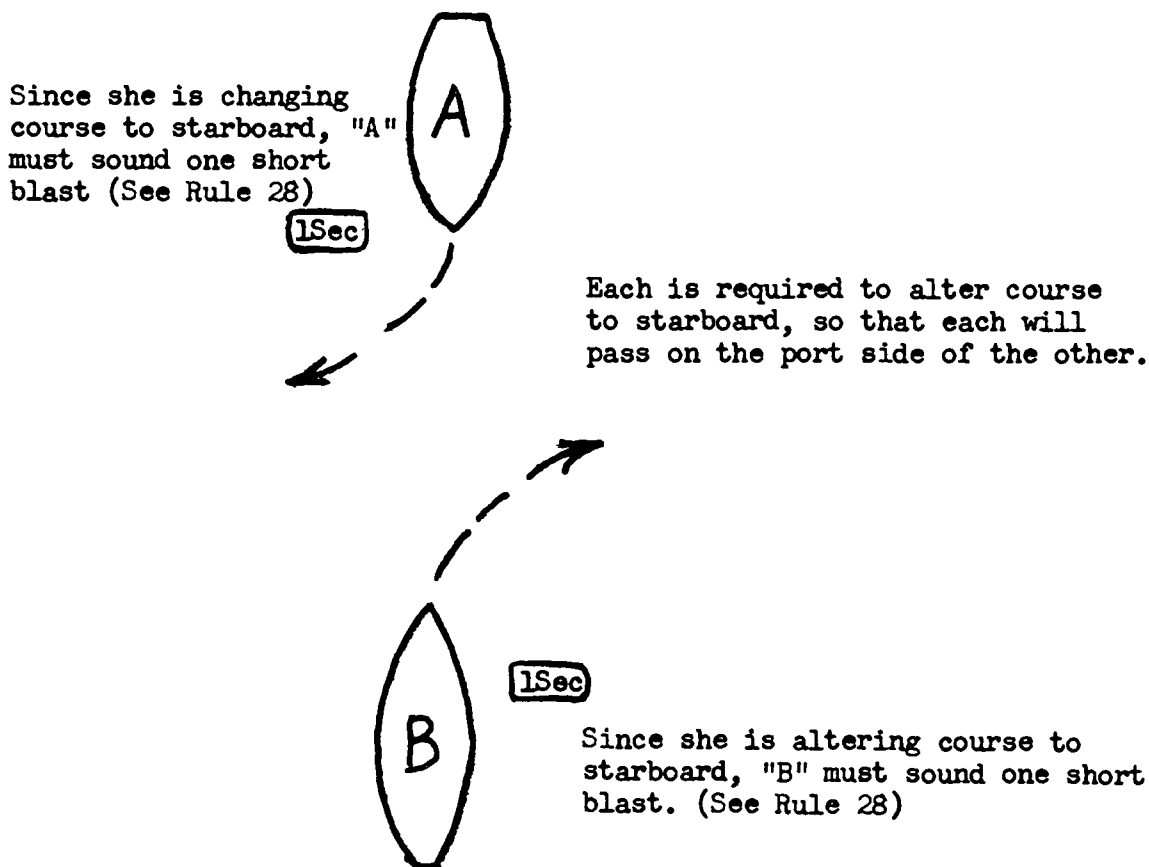
These "Steering and Sailing Rules" apply only when vessels are in sight of one another.

If the compass bearing of an approaching vessel does not appreciably change, risk of collision can be deemed to exist.

I. Power-driven vessels meeting end on or nearly end on (head-to-head)

This Rule only applies when two vessels are meeting end on, or nearly end on, in such a manner as to involve collision, and does not apply to two vessels which must, if both keep their respective course, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. (See Rule 18)

In this situation, the two vessels close at a rate equal to the sum of the speed of each. Time is short and preventative action must be taken early to avoid disaster.

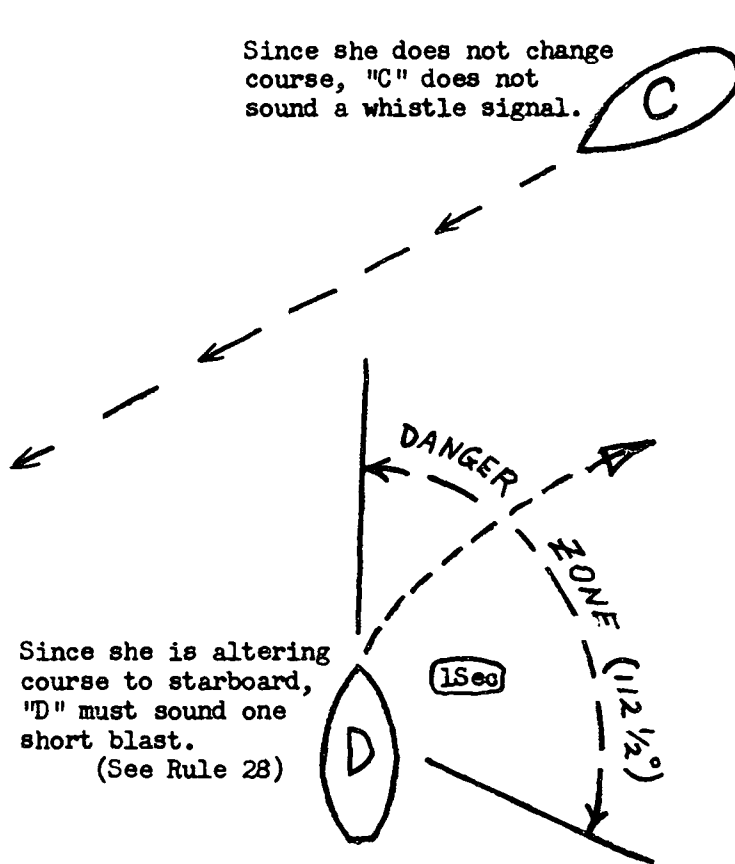


NOTE: In open waters, meeting vessels are required to pass port to port unless they are already so far to starboard of each other that they will clear on that side a safe distance without changing course.



II. Power-driven vessels crossing

An example of the crossing situation:



Since she does not change course, "C" does not sound a whistle signal.

Vessel "C" is required to keep her course and speed until the two vessels are so close that there is nothing vessel "D" could do to avoid collision. (See Rule 21)

"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 of the other."

(Rule 19)

Vessel "D" shall, so far as possible, take positive early action to keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of Vessel "C".

(See Rule 20)

Vessel "D" shall, if necessary slow down, stop, or back her engines.

(See Rule 23)

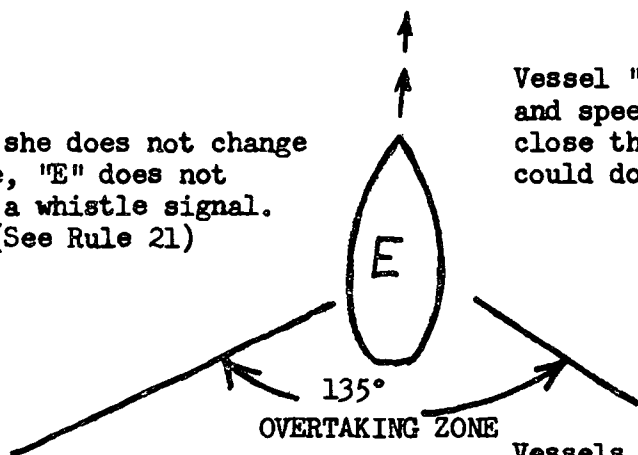
Since she is altering course to starboard, "D" must sound one short blast. (See Rule 28)

**NOTE:** The "DANGER ZONE" shown above is so named because vessel "D" should keep out of the way of vessels approaching from within this arc.

III. Vessels overtaking/being overtaken

An example of the overtaking/overtaken situation:

Since she does not change course, "E" does not sound a whistle signal.  
(See Rule 21)

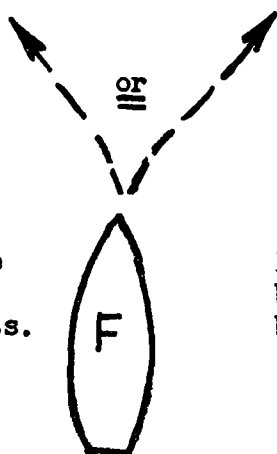


Vessel "E" is required to keep her course and speed until the two vessels are so close that there is nothing vessel "F" could do to avoid collision.  
(See Rule 21)

Vessels approaching from aft, within this arc (in other words, unable to see the sidelights of vessel "E"), are deemed to be overtaking vessels with the duty of keeping clear of the overtaken vessel.

(See Rule 24)

**1 SEC** **1 SEC**  
If "F" changes course to port, she must sound two short blasts.  
(See Rule 28)



**1 SEC**  
If "F" changes course to starboard, she must sound one short blast.  
(See Rule 28)

IV. Rule 26, International Rules, reads:

All vessels not engaged in fishing, except vessels to which the provisions of Rule 4 apply, shall, when under way, keep out of the way of vessels engaged in fishing. This Rule shall not give to any vessel engaged in fishing the right of obstructing a fair-way used by vessels other than fishing vessels.

V. Special Circumstance Rule

Rule 27, International Rules, reads:

In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from the above Rules necessary in order to avoid immediate danger.

VI. General Prudential Rule

Rule 29, International Rules, reads:

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, 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.

## WHISTLE SIGNALS (Rule 28)

### Meaning of maneuvering signals:

Rule 28(a), International Rules requires that a power-driven vessel sound the following signals when maneuvering in sight of another vessel:

**1 SEC** One short blast to mean "I am altering my course to starboard."

**1 SEC 1 SEC** Two short blasts to mean "I am altering my course to port."

**1 SEC 1 SEC 1 SEC** Three short blasts to mean "My engines are going astern."

### Danger Signal

The privileged vessel in the crossing or overtaking situation may sound the danger signal of at least 5 or more short and rapid blasts on the whistle

**1Sec 1Sec 1Sec 1Sec 1Sec** etc.

when she doubts the burdened vessel is taking sufficient action to avert collision.

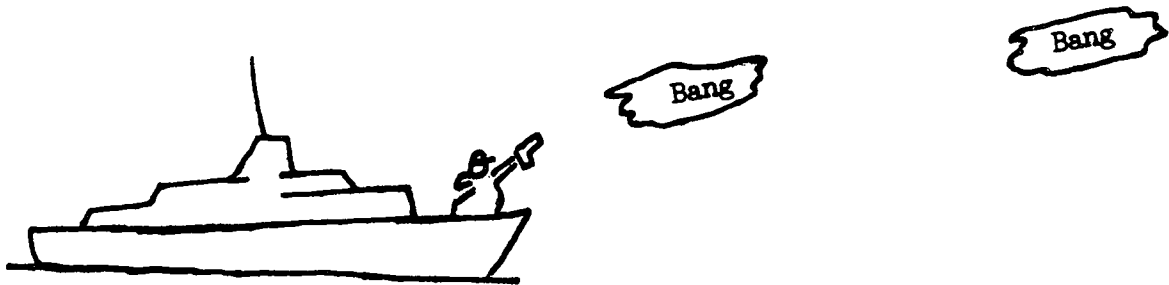
### Whistle light (optional)

Any of the above whistle signals may be further indicated by a white "whistle light" which is synchronized to light up during each blast of the whistle.

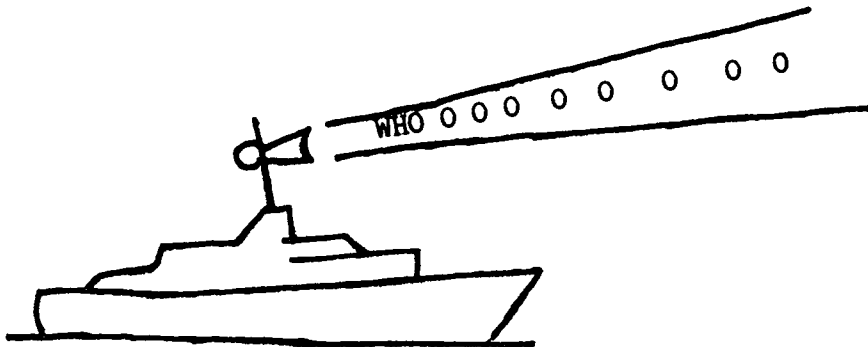
DISTRESS SIGNALS (RULE 31)

The following signals indicate a vessel in distress and requiring assistance:

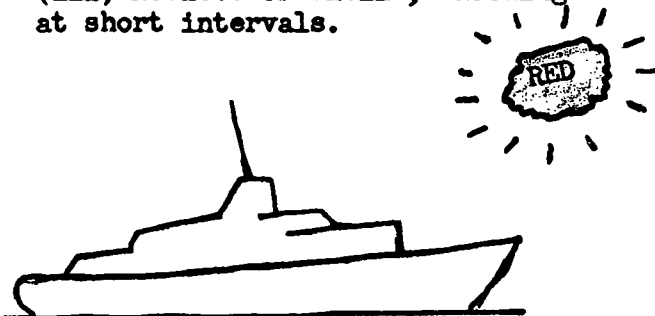
(i) A gun or other explosive signal fired at intervals of about a minute.



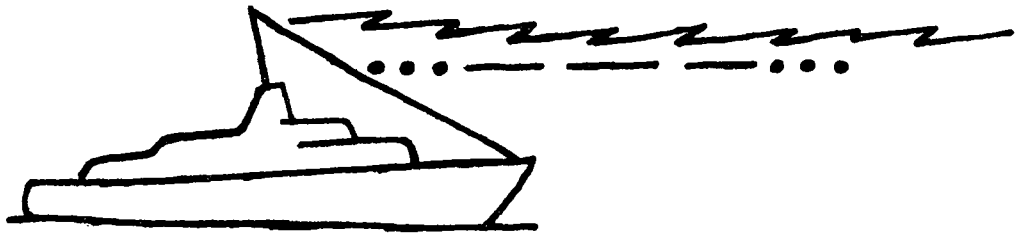
(ii) A continuous sounding with any fog-signalling apparatus.



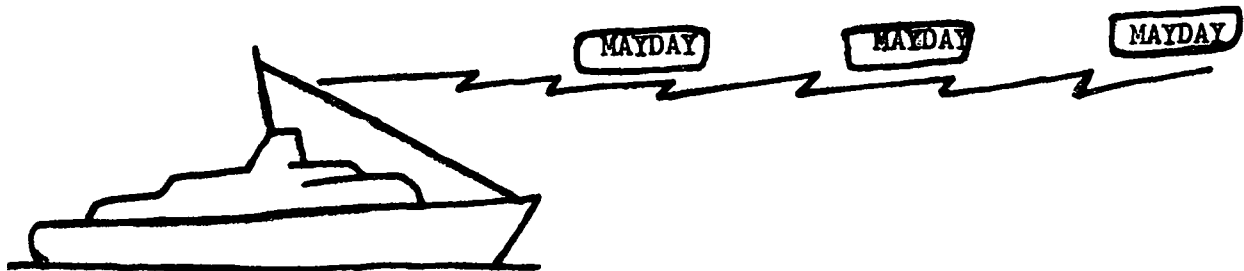
(iii) Rockets or shells, throwing red stars fired one at a time at short intervals.



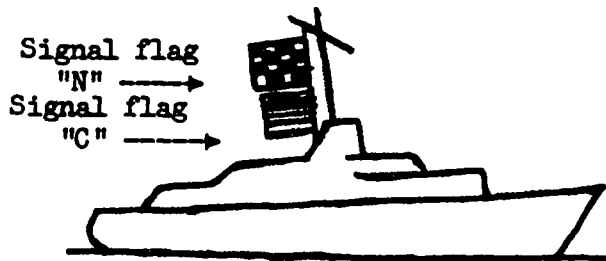
(iv) A signal made by radiotelegraphy or by any other signalling method consisting of the group . . . - - - . . .



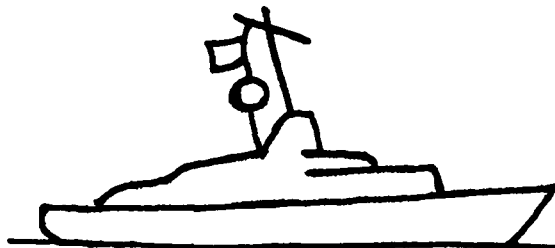
(v) A signal sent by radiotelephony consisting of the spoken word "Mayday."



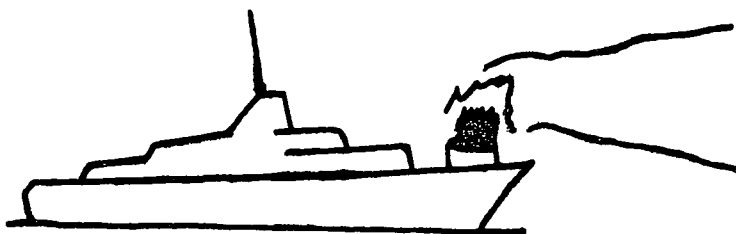
(vi) The International Code Signal of distress indicated by N. C.



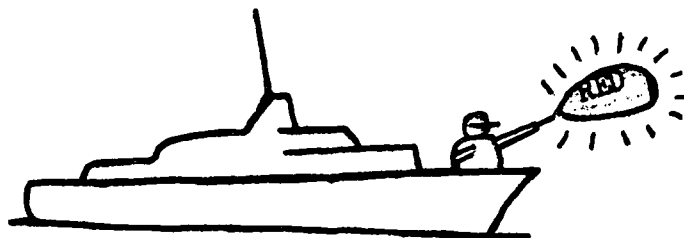
(vii) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.



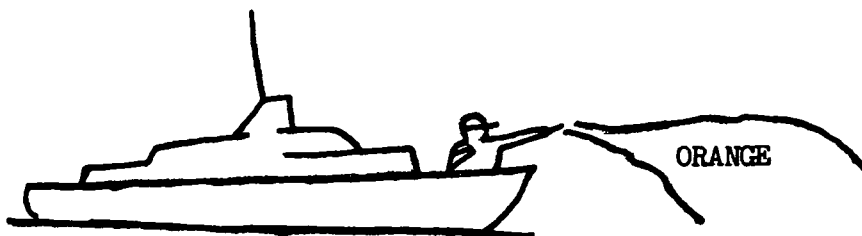
(viii) Flames on the vessel (as from a burning tar barrel, oil barrel, &c.).



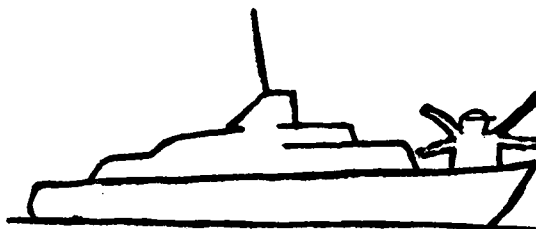
(ix) A rocket parachute flare or a hand flare showing a red light.



(x) A smoke signal giving off a volume of orange-coloured smoke.



(xi) Slowly and repeatedly raising and lowering arms outstretched to each side.



RADAR ANNEX - Recommendations on the use of radar information as an aid to avoiding collisions at sea.

(1) Assumptions made on scanty information may be dangerous and should be avoided.

(2) A vessel navigating with the aid of radar in restricted visibility must, in compliance with Rule 16(a), go at a moderate speed. Information obtained from the use of radar is one of the circumstances to be taken into account when determining moderate speed. In this regard it must be recognised that small vessels, small icebergs and similar floating objects may not be detected by radar. Radar indications of one or more vessels in the vicinity may mean that "moderate speed" should be slower than a mariner without radar might consider moderate in the circumstances.

(3) When navigating in restricted visibility the radar range and bearing alone do not constitute ascertainment of the position of the other vessel under Rule 16(b) sufficiently to relieve a vessel of the duty to stop her engines and navigate with caution when a fog signal is heard forward of the beam.

(4) When action has been taken under Rule 16(c) to avoid a close quarters situation, it is essential to make sure that such action is having the desired effect. Alterations of course or speed or both are matters as to which the mariner must be guided by the circumstances of the case.

(5) Alteration of course alone may be the most effective action to avoid close quarters provided that:--

(a) There is sufficient sea room.

(b) It is made in good time.

(c) It is substantial. A succession of small alterations of course should be avoided.

(d) It does not result in a close quarters situation with other vessels.

(6) The direction of an alteration of course is a matter in which the mariner must be guided by the circumstances of the case. An alteration to starboard, particularly when vessels are approaching apparently on opposite or nearly opposite courses, is generally preferable to an alteration to port.

(7) An alteration of speed, either alone or in conjunction with an alteration of course, should be substantial. A number of small alterations of speed should be avoided.

(8) If a close quarters situation is imminent, the most prudent action may be to take all way off the vessel.



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