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THE MARITIME LAW ASSOCIATION
OF THE UNITED STATES

**COMMITTEE ON REGULATIONS FOR PREVENTING
COLLISIONS AND MATTERS CONCERNING COAST
GUARD REGULATIONS**

Pursuant to the discussion reported at pages 5305-5306 of Document 496 of the Association, there follows the text of the February, 1966 preliminary Coast Guard proposal to unify the Inland, Great Lakes and Western Rivers Rules of the Road based upon the 1960 International Rules. It should be stressed that at present this is simply a proposal resulting from recommendations of the Rules of the Road coordinating panel of which Nicholas J. Healy, III, President of this Association, is Chairman, after consultation with representatives of the maritime industry. It is hoped that appropriate legislation based on these proposals will be prepared shortly.

JAMES J. HIGGINS,

Secretary.

**A PRELIMINARY COAST GUARD PROPOSAL TO UNIFY THE
INLAND, GREAT LAKES, AND WESTERN RIVERS RULES OF
THE ROAD BASED UPON THE 1960 INTERNATIONAL RULES
FEBRUARY 1966**

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NOTE APPLICABLE TO NAVY AND COAST GUARD VESSELS

Any requirement of the Inland Rules of the Road in respect of the number, position, range of visibility, or arc of visibility of the lights or shapes required to be displayed by vessels shall not apply to any vessel of the Navy or of the Coast Guard whenever the Secretary of the Navy or the Secretary of the Treasury, in the case of Coast Guard vessels operating under the Treasury Department, or such official as either may designate, shall find or certify that, by reason of special construction, it is not possible for such vessel or class of vessels to comply with such regulations. The lights of any such exempted vessel or class of vessels, however, shall conform as closely to the requirements of the applicable regulations as the Secretary or such official shall find or certify to be feasible. Notice of such findings or certification and of the character and position of the lights prescribed to be displayed on such exempted vessel or class of vessels shall be published in the Federal Register and in the Notice to Mariners and, after the effective date specified in such notice, shall have effect as part of such regulations.

- * Every paragraph (complete Rule, section, or subsection) that follows the 1960 International Rules verbatim is marked with an asterisk. In the absence of another change, the addition of the words "Except on the Great Lakes" does not prevent any paragraph of the proposed Inland Rules from following the 1960 International Rules verbatim.

**A PRELIMINARY COAST GUARD PROPOSAL TO UNIFY THE
INLAND, GREAT LAKES, AND WESTERN RIVERS
RULES OF THE ROAD BASED UPON THE
1960 INTERNATIONAL RULES**

PART A.—PRELIMINARY AND DEFINITIONS

Rule 1

(a) These Rules shall be followed by all vessels and seaplanes upon all United States territorial waters inside the line dividing the high seas from inland waters, including all such territorial waters within the Great Lakes. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

- * (b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or do not impair their visibility or distinctive character, or interfere with the keeping of a proper lookout. The lights prescribed by these Rules may also be exhibited from sunrise to sunset in restricted visibility and in all other circumstances when it is deemed necessary.
- * (c) In the following Rules, except where the context otherwise requires:—
 - * (i) the word “vessel” includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on waters;
 - * (ii) the word “seaplane” includes a flying boat and any other aircraft designed to maneuver on the water;
 - * (iii) the term “power-driven vessel” means any vessel propelled by machinery;
 - * (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;
 - * (v) a vessel or seaplane on the water is “under way” when she is not at anchor, or made fast to the shore, or aground;
 - * (vi) the term “height above the hull” means height above the uppermost continuous deck;

- * (vii) the length and breadth of a vessel shall be her length overall and largest breadth;
 - * (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;
 - * (ix) vessels shall be deemed to be in sight of one another only when one can be observed visually from the other;
 - * (x) the word "visible", when applied to lights, means visible on a dark night with a clear atmosphere;
 - * (xi) the term "short blast" means a blast of about one second's duration;
 - * (xii) the term "prolonged blast" means a blast of from four to six seconds' duration;
 - * (xiii) the word "whistle" means any appliance capable of producing the prescribed short and prolonged blasts;
 - * (xiv) the term "engaged in fishing" means fishing with nets, lines or trawls but does not include fishing with trolling lines.
- (xv) the word "barge" means barge, scow, and any other similar nonself-propelled vessel not otherwise provided for.
- (xvi) the term "Great Lakes" means the five Great Lakes and their connecting and tributary waters and the St. Lawrence River and its tributaries as far east as Montreal.

PART B.—LIGHTS AND SHAPES

Rule 2

- * (a) A power-driven vessel when under way, except a vessel on the Great Lakes engaged in towing a log raft, shall carry:
 - * (i) On or in front of the foremast, or if a vessel without a foremast, then in the forepart of the vessel, a white light so constructed as to show an unbroken light over an arc of the horizon of 225 degrees (20 points of the compass), so fixed as to show the light 112½ degrees (10 points) on each side of the vessel, that is, from right ahead to 22½ degrees (2 points) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.
 - (ii) Except on the Great Lakes, either forward or abaft the white light prescribed in subsection (i) a second white light similar in con-

struction and character to that light, or, in lieu of the second light and of the light prescribed in Rule 10, an all round white light in the after part of the vessel visible at a distance of at least 5 miles. Vessels of less than 150 feet in length shall not be required to carry this second white light but may do so.

On the Great Lakes, abaft the white light prescribed in subsection (i), and in lieu of the light prescribed in Rule 10, a second white light, or two lights at the same height and not more than $2\frac{1}{2}$ feet apart, constructed to show an unbroken light all round the horizon, and of such a character as to be visible at a distance of at least 5 miles. Harbor tugboats less than 100 feet in length shall not be required to carry this second white light, but may do so.

(iii) Except on the Great Lakes, these two white lights shall be so placed in line with and over the keel that the after range light shall be at least 15 feet higher than the forward light. The horizontal distance between the two white lights shall be at least three times the vertical distance. A vessel less than 150 feet in length not carrying the second light of subsection (ii) shall carry the single forward light not less than 9 feet above the hull. In all circumstances, the lights or light shall be so placed as to be clear of and above all other lights and obstructing superstructures.

On the Great Lakes, these two white lights shall be so placed in line with and over the keel that the after range light shall be higher than the forward light. The horizontal distance between the two white lights shall be at least three times the vertical distance. On vessels 150 feet or more in length, the vertical distance between these lights shall be at least 15 feet.

- * (iv) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of $112\frac{1}{2}$ degrees (10 points of the compass), so fixed as to show the light from right ahead to $22\frac{1}{2}$ degrees (2 points) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- * (v) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of $112\frac{1}{2}$ degrees (10 points of the compass), so fixed as to show the light from right ahead to $22\frac{1}{2}$ degrees (2 points) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
- * (vi) The said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.

* (b) A seaplane under way on the water shall carry:—

(i) In the forepart amidships where it can best be seen a white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles.

* (ii) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.

* (iii) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

Rule 3

(a) Except on the Great Lakes, a power-driven vessel towing another vessel or seaplane astern shall, in addition to her side lights and in lieu of all other lights, carry the following:—

(i) If under 150 feet in length, three white lights visible all round the horizon, or a combination of three 225° lights forward and three 135° lights aft of them.

(ii) If 150 feet or more in length, three white lights aft visible all round the horizon and a 225° light forward of these three lights so that this light and one of the all round lights form a central range; or three 225° lights forward, an all round light aft forming a central range with one of the 225° lights, and two 135° lights aft forming a group of three lights with the all round light; or three 225° lights forward, one 225° light forward or aft of them forming a central range with one of the three lights, and three 135° lights abaft of the aftermost 225° light.

Whenever three lights are prescribed above, they shall be arranged in a vertical line with the middle light equidistant from and at least 3 feet from the other lights. 225 degree lights shall be constructed and fixed as the light prescribed in Rule 2(a)(i); 135 degree lights shall be constructed and fixed as the light prescribed in Rule 10; the central range shall be as prescribed in Rule 2(a)(iii). All lights shall

be white and visible at a distance of at least 5 miles. None of them shall be less than 9 feet above the hull.

On the Great Lakes, a power-driven vessel when towing or pushing a seaplane or another vessel, except a log raft, shall, in addition to her sidelights, carry two white lights in a vertical line one over the other; these lights shall be not less than 6 feet apart on vessels 100 feet in length and over, and not less than three feet apart on all others. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light prescribed in Rule 2(a)(i).

(b) Except on the Great Lakes, a power-driven vessel towing another vessel alongside shall carry the same lights prescribed for vessels towing astern in section (a), except that wherever three lights in a vertical line are prescribed, only two such lights shall be carried. The lower of these lights shall be carried at a height of not less than 12 feet above the hull.

(c) Except on the Great Lakes, a power-driven vessel of any length towing another vessel by pushing ahead shall carry the same lights prescribed for a power-driven vessel less than 150' in length towing astern in subsection (a)(i), except that whenever three lights are prescribed, only two such lights shall be carried and all of them may be amber in lieu of white. None of them shall be less than 12 feet above the hull.

- * (d) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in Rule 2(b)(i), (ii) and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light prescribed in Rule 2(b)(i), and in a vertical line at least 6 feet above or below such light.

Rule 4

(a) A power-driven or sailing vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights prescribed in Rule 2(a)(i) and (ii), two red lights in a vertical line one over the other not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

- * (b) A seaplane on the water which is not under command may carry, where they can best be seen, and in lieu of the light prescribed

in Rule 2(b)(i), two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) 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 while under way on lakes, bays or sounds, 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 carry, in lieu of the lights prescribed in Rule 2(a)(i) and (ii), or Rule 7(a)(i), three lights in a vertical line one over the other so that the upper and lower lights shall be the same distance from, and not less than 3 feet above or below, the middle light. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in color, and the middle one diamond in shape and white.

- * (d)(i) A vessel engaged in minesweeping operations shall carry at the fore truck a green light, and at the end or ends of the fore yard on the side or sides on which danger exists, another such light or lights. These lights shall be carried in addition to the light prescribed in Rule 2(a)(i) or Rule 7(a)(i), as appropriate, and shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day she shall carry black balls, not less than 2 feet in diameter, in the same position as the green lights.
- * (ii) The showing of these lights or balls indicates that it is dangerous for other vessels to approach closer than 3,000 feet astern of the minesweeper or 1,500 feet on the side or sides on which danger exists.
- * (e) The vessels and seaplanes referred to in this Rule, when not making way through the water, shall show neither the colored sidelights nor the stern light, but when making way they shall show them.
- * (f) The lights and shapes prescribed in this Rule are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

- * (g) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.

Rule 5

- (a) A sailing vessel under way and any vessel or seaplane being towed astern or alongside, other than a barge or log raft, shall carry the same lights as are prescribed by Rule 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights prescribed therein, which they shall never carry. They shall also carry stern lights as specified in Rule 10. Sailing vessels less than 65 feet in length need not carry the three foot screens prescribed in Rule 2(a)(vi).
- * (b) In addition to the lights prescribed in section (a), a sailing vessel may carry on the top of the foremast two lights in a vertical line one over the other, sufficiently separated so as to be clearly distinguished. The upper light shall be red and the lower light shall be green. Both lights shall be constructed and fixed as prescribed in Rule 2(a)(i) and shall be visible at a distance of at least 2 miles.
- * (c) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights prescribed in Rule 2(a)(iv) and (v) and shall be screened as provided in Rule 2(a)(vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

Rule 6

- * (a) When it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable more than 22½ degrees (2 points) abaft the beam on their respective sides.
- * (b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the lights they respectively contain, and shall be provided with proper screens.

Rule 7

Power-driven vessels of less than 65 feet in length, vessels under oars or sails of less than 40 feet in length, and rowing boats, when under way shall not be required to carry the lights prescribed in Rules 2 and 5, but if they do not carry them they shall be provided with either the lights prescribed by the Act of April 25, 1940 (54 Stat. 164) or the following lights:—

(a) Power-driven vessels of less than 65 feet in length shall carry:—

(i) In the forepart of the vessel, where it can best be seen, a white light constructed and fixed as prescribed in Rule 2(a)(i) and of such a character as to be visible at a distance of at least 2 miles.

(ii) Green and red sidelights constructed and fixed as prescribed in Rule 2(a)(iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 22½ degrees (2 points) abaft the beam on their respective sides. Such sidelights or lantern shall be carried not less than 3 feet below the white light.

(b) RESERVED

(c) RESERVED

(d) Vessels of less than 40 feet in length, under oars or sails, except as provided in section (f), shall carry either the sidelights, or combined lantern of subsection (a)(ii).

(e) The vessels referred to in this Rule when being towed shall carry the sidelights or the combined lantern prescribed in sections (a) or (d) of this Rule, as appropriate, and a stern light as prescribed in Rule 10. When being pushed ahead they shall carry at the forward end the sidelights or combined lantern prescribed in sections (a) or (d) of this Rule, as appropriate, provided that any number of vessels referred to in this Rule when being pushed ahead in a group shall be lighted as one vessel under this Rule unless the overall length of the group exceeds 65 feet when the provisions of Rule 5(c) shall apply.

* (f) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern, showing a white light, which shall be exhibited in sufficient time to prevent collision.

(g) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4(a) and 11(e) and the size of their day signals may be less than is prescribed in Rules 4(c), 11(c), and 14.

Rule 8

- * (a) A power-driven pilot-vessel when engaged on pilotage duty and under way:—
 - * (i) Shall carry a white light at the masthead at a height of not less than 20 feet above the hull, visible all round the horizon at a distance of at least 3 miles and at a distance of 8 feet below it a red light similar in construction and character. If such a vessel is of less than 65 feet in length she may carry the white light at a height of not less than 9 feet above the gunwale and the red light at a distance of 4 feet below the white light.
 - * (ii) Shall carry the sidelights or lanterns prescribed in Rule 2(a) (iv) and (v) or Rule 7(a) (ii) or (d), as appropriate, and the stern light prescribed in Rule 10.
 - * (iii) Shall show one or more flare-up lights at intervals not exceeding 10 minutes. An intermittent white light visible all round the horizon may be used in lieu of flare-up lights.
- * (b) A sailing pilot-vessel when engaged on pilotage duty and under way:—
 - * (i) Shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles.
 - * (ii) Shall be provided with the sidelights or lantern prescribed in Rules 5(a) or 7(d), as appropriate, and shall, on the near approach of or to other vessels, have such lights ready for use, and shall show them at short intervals to indicate the direction in which she is heading, but the green light shall not be shown on the port side nor the red light on the starboard side. She shall also carry the stern light prescribed in Rule 10.
 - * (iii) Shall show one or more flare-up lights at intervals not exceeding 10 minutes.
- * (c) A pilot-vessel when engaged on pilotage duty and not under way shall carry the lights and show the flares prescribed in sections (a) (i) and (iii) or (b) (i) and (iii), as appropriate, and if at anchor shall also carry the anchor lights prescribed in Rule 11.

- * (d) A pilot-vessel when not engaged on pilotage duty shall show the lights or shapes for a similar vessel of her length.

Rule 9

- * (a) Fishing vessels when not engaged in fishing shall show the lights or shapes for similar vessels of their length.
- * (b) Vessels engaged in fishing, when under way or at anchor, shall show only the lights and shapes prescribed in this Rule, which lights and shapes shall be visible at a distance of at least 2 miles.
- * (c)(i) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus through the water, shall carry two lights in a vertical line, one over the other, not less than 4 feet nor more than 12 feet apart. The upper of these lights shall be green and the lower light white and each shall be visible all round the horizon. The lower of these two lights shall be carried at a height above the sidelights not less than twice the distance between the two vertical lights.
- * (ii) Such vessels may in addition carry a white light similar in construction to the white light prescribed in Rule 2(a)(i) but such light shall be carried lower than and abaft the all-round green and white lights.
- * (d) Vessels when engaged in fishing, except vessels engaged in trawling shall carry the lights prescribed in section (c)(i) except that the upper of the two vertical lights shall be red. Such vessels if of less than 40 feet in length may carry the red light at a height of not less than 9 feet above the gunwale and the white light not less than 3 feet below the red light.
- * (e) Vessels referred to in sections (c) and (d), when making way through the water, shall carry the sidelights or lanterns prescribed in Rule 2(a)(iv) and (v) or Rule 7(a)(ii) or (d), as appropriate, and the stern light prescribed in Rule 10. When not making way through the water they shall show neither the sidelights nor the stern light.
- * (f) Vessels referred to in section (d) with outlying gear extending more than 500 feet horizontally into the seaway shall carry an additional all-round white light at a horizontal distance of not less than 6 feet nor more than 20 feet away from the vertical lights in the direction of the outlying gear. This additional white light shall be placed at a height not exceeding that of the white light prescribed in section (c)(i) and not lower than the sidelights.

- * (g) 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.
- * (h) By day vessels when engaged in fishing shall indicate their occupation by displaying where it can best be seen a black shape consisting of two cones each not less than 2 feet in diameter with their points together one above the other. Such vessels if of less than 65 feet in length may substitute a basket for such black shape. If their outlying gear extends more than 500 feet horizontally into the seaway vessels engaged in fishing shall display in addition one black conical shape, point upwards, in the direction of the outlying gear.

Rule 10

- * (a) Except where otherwise provided in these Rules, a vessel when under way shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of 135 degrees (12 points of the compass), so fixed as to show the light $67\frac{1}{2}$ degrees (6 points) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles.
- * (b) 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.
- * (c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

Rule 11

- (a) Except as provided in section (j) a vessel less than 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light visible all round the horizon at a distance of at least 2 miles.

This light shall be carried in the forepart of a vessel 65 feet or more in length. Such a vessel may also carry a second white light in the position prescribed in section (b) of this Rule but shall not be required to do so. The second white light, if carried, shall be visible at a distance of at least 2 miles and so placed as to be as far as possible visible all round the horizon.

- * (b) Except on the Great Lakes, a vessel of 150 feet or more in length, when at anchor, shall carry near the stem of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible at a distance of at least 3 miles and so placed as to be as far as possible visible all round the horizon.

On the Great Lakes, a vessel of 150 feet or upward in register length when at anchor, shall carry in the forward part of the vessel, two white lights, at the same height of not less than 20 feet above the hull and not less than 10 feet apart horizontally and athwartships, except that each need not be visible all around the horizon but so arranged that one or the other, or both, shall show a clear, uniform, and unbroken light and be visible from any angle of approach at a distance of at least 1 mile; and at or near the stern of the vessel two similar lights, similarly arranged and at such a height that they shall not be less than 15 feet lower than the forward lights. In addition to the four anchor lights above specified, at least one white deck light shall be displayed in every interval of 100 feet along the deck measuring from the forward lights, said deck lights to be not less than 2 feet above the deck and arranged, so far as intervening structures will permit, so as to be visible from any angle of approach.

- * (c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.
- * (d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or under water operations, when at anchor, shall carry the lights or shapes prescribed in Rule 4(c) in addition to those prescribed in the appropriate preceding sections of this Rule.
- * (e) A power-driven or sailing vessel hard aground shall carry the light or lights prescribed in sections (a) or (b) and the two red lights prescribed in Rule 4(a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other not less than 3 feet apart.

- * (f) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.
- * (g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.
- * (h) A seaplane aground shall carry an anchor light or lights as prescribed in sections (f) and (g), and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon.

(j) The Secretary of the Army may, after investigation, by rule, regulation, or order, designate such areas as he may deem proper as "special anchorage areas"; such special anchorage areas may from time to time be changed, or abolished, if after investigation the Secretary of the Army shall deem such change or abolition in the interest of navigation. When anchored within such an area:

(i) a vessel of not more than 65 feet in length shall not be required to carry or exhibit the white light required by this Rule;

(ii) barges of 150 feet or upwards in length may carry and exhibit the single white light prescribed by section (a) in lieu of the two white lights prescribed by section (b) of this rule;

(iii) where two or more barges are tied together and anchored as a unit, the anchor light prescribed by this rule need be displayed only on the vessel having its anchor down; and

(iv) no vessel shall be required to display the shapes required by this Rule.

Rule 12

- * Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorized elsewhere under these Rules.

Rule 13

- * (a) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, for fishing vessels engaged in fishing as a fleet or for seaplanes on the water.

(b) Whenever the Secretary of the Navy or the Secretary of the Treasury shall have determined that a Navy or Coast Guard vessel of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes without interfering with the military function of the vessel, such vessel shall comply with such other provisions in regards to the number, position, range or arc of visibility of lights or shapes as the Secretary of the Navy or the Secretary of the Treasury shall have determined to be the closest possible compliance with these Rules in respect of that vessel.

(c) The exhibition of any light on board a vessel of war of the United States or a Coast Guard vessel may be suspended whenever, in the opinion of the Secretary of the Navy, the commander of a squadron, or the commanding officer of a vessel acting singly, the special character of the service may require it.

Rule 14

- * A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point downwards, not less than 2 feet in diameter at its base.

**PART C.—SOUND SIGNALS AND CONDUCT
IN RESTRICTED VISIBILITY**

Preliminary

- * 1. The possession of information obtained from radar does not relieve any vessel of the obligation of conforming strictly with the Rules and, in particular, the obligations contained in Rules 15 and 16.
- * 2. The Annex to the Rules contains recommendations intended to assist in the use of radar as an aid to avoiding collision in restricted visibility.

Rule 15

(a) 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 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.

* (b) All signals prescribed in this Rule for vessels under way shall be given:—

* (i) by power-driven vessels on the whistle;

* (ii) by sailing vessels on the fog horn;

* (iii) by vessels towed on the whistle or fog horn.

* (c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this Rule shall be used as follows:—

* (i) Except on the Great Lakes, a power-driven vessel making way through the water shall sound at intervals of not more than 2 minutes a prolonged blast.

On the Great Lakes, a power-driven vessel under way shall sound at intervals of not more than 1 minute three short blasts.

* (ii) Except on the Great Lakes, a power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.

* (iii) A sailing vessel under way shall sound, at intervals of not more than 1 minutes, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

(iv) Except on the Great Lakes, a vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with Rule 12, sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility

of collision to an approaching vessel. However, vessels not more than 65 feet in length and barges shall not be required to sound the signals of this subsection when anchored in a special anchorage area established pursuant to Rule 11(j).

On the Great Lakes, a vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel. Every vessel at anchor shall in addition, at intervals of not more than 3 minutes, sound three blasts in succession, namely, one short, one prolonged, and one short blast. However, vessels not more than 65 feet in length and barges shall not be required to sound the signals of this subsection when anchored in a special anchorage area established pursuant to Rule 11(j).

- * (v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to maneuver as required by these Rules shall, instead of the signals prescribed in subsections (i), (ii) and (iii) sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.
 - * (vi) A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.
 - * (vii) A vessel aground shall give the bell signal and, if required, the gong signal, prescribed in subsection (iv) and shall, in addition, give 3 separate and distinct strokes on the bell immediately before and after such rapid ringing of the bell.
- (viii) A vessel engaged in fishing when under way or at anchor shall at intervals of not more than 1 minute sound the signal prescribed in subsection (v). A vessel when fishing with trolling lines and under way shall sound the signals prescribed in subsections (i), (ii) or (iii) as may be appropriate.
- * (ix) 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.

- * (x) A power-driven pilot-vessel when engaged on pilotage duty may, in addition to the signals prescribed in subsections (i), (ii) and (iv), sound an identity signal consisting of 4 short blasts.

Rule 16

- * (a) Every vessel, or seaplane when taxiing 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 reduce her speed to bare steerageway, 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 quarter situation but, if this cannot be avoided, she shall reduce her speed to bare steerageway in proper time to avoid collision and then navigate with caution until danger of collision is over.

PART D.—STEERING AND SAILING RULES

Preliminary

- * 1. In obeying and construing these Rules, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.
- * 2. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.
- * 3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.
- * 4. Except on the Great Lakes, Rules 17 to 24 apply to vessels in sight of one another.

On the Great Lakes, Rules 17 to 24 apply to vessels in all weathers.

Rule 17

- * (a) 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:—
 - * (i) 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.
 - * (ii) 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.
- * (b) For the purposes of this Rule the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

Rule 18

- * (a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This Rule only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on 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, or 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. It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.
- * (b) For the purposes of this Rule and Rules 19 to 29 inclusive, except Rule 20(c) and Rule 28, a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.

Rule 19

- * 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 20

- * (a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except as provided for in Rules 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel.

- * (b)(i) This Rule shall not give to a sailing vessel the right to hamper, in a narrow channel, the safe passage of a power-driven vessel which can navigate only inside such channel.

(ii) This Rule shall not give to a sailing vessel the right to hamper the safe passage of a vessel with tow that is ascending or descending a river.

(c) Seaplanes on the water and all non-displacement craft operating at high speed shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, they shall comply with these rules.

Rule 21

- * Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause, the latter vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision (see Rules 27 and 29).

Rule 22

- * Every vessel which is directed by these Rules to keep out of the way of another vessel shall, so far as possible, take positive early action to comply with this obligation, and shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Rule 23

- * Every power-driven vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Rule 24

- * (a) Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.
- * (b) Every vessel coming up with another vessel from any direction more than $22\frac{1}{2}$ degrees (2 points) abaft her beam, i.e., in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.
- * (c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

Rule 25

- * (a) (i) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to the side of the fairway or mid-channel which lies on the starboard side of such vessel.

(ii) In all rivers and narrow channels in which the current adversely affects the movement of a vessel so that it is not safe and practicable to adhere to her own starboard side, when two power-driven vessels are meeting, the vessel proceeding with the current shall have the right-of-way. The signals necessary to indicate on which side the vessels will pass shall be exchanged before the vessels shall have arrived within the distance of $\frac{1}{2}$ mile of each other.

(iii) Whenever a vessel meeting another vessel in a river or narrow channel sounds the danger signal, or hears the approaching vessel sound the danger signal, it shall immediately reduce speed to bare steerageway, and, if necessary, reverse its engines until signals for safe passage are given, answered and understood.

- * (b) (i) Whenever a power-driven vessel is nearing a bend in a channel where a vessel approaching from the other direction cannot be seen, such power-driven vessel, when she shall have arrived within $\frac{1}{2}$ mile of the bend, shall give a signal by one prolonged blast on her whistle which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther

side of the bend is heard, such bend shall be rounded with alertness and caution.

(ii) Whenever a power-driven vessel is moved from a berth or dock, she shall give a signal by one prolonged blast on her whistle; immediately after clearing the berth so as to be fully in sight she shall be governed by the applicable steering and sailing rules.

(c) (i) In a narrow channel a vessel of less than 65 feet in length shall not hamper the safe passage of a vessel which can navigate only inside such channel.

(ii) A vessel of less than 65 feet in length shall not hamper the safe passage of a vessel with tow that is ascending or descending a river.

Rule 26

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 in any waters other than fairways. Vessels engaged in fishing shall not obstruct fairways used by vessels other than fishing vessels.

Rule 27

(a) 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.

(b) Whenever two vessels are approaching and a danger signal is sounded, the vessel which is required to keep out of the way, or both vessels if they are approaching head and head or nearly so, shall stop or reverse if necessary to avert collision.

PART E.—SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER

Rule 28

(a) Except on the Great Lakes, when vessels are in sight of one another the following whistle signals shall be sounded by all vessels 26 feet or more in length, other than non-displacement, high-speed craft, unless traffic conditions make the use of whistle signals unsafe:

On the Great Lakes, whistle signals shall be sounded in all weathers by all vessels 26 feet or more in length, other than non-displacement

high-speed craft, before they approach within one half mile of each other, whenever their courses will bring them within that distance from each other, as follows:—

[Remainder of Rule 28(a), except (a)(iv), applies to all waters.]

(i) A power-driven vessel meeting another power-driven vessel so as to involve risk of collision shall, in taking any course required or authorized by these Rules, indicate that course by the following signals on her whistle namely:—

One short blast to mean “I intend to pass you on my port side.”

Two short blasts to mean “I intend to pass you on my starboard side.”

A power-driven vessel hearing one of the above signals from a meeting vessel shall immediately reply with the same signal or the danger signal.

(ii) A power-driven vessel overtaking and intending to pass another power-driven vessel shall indicate that intent by sounding one short blast if she intends to pass the vessel on her own port side or two short blasts if she intends to pass the vessel on her own starboard side. A power-driven vessel under way that is being overtaken and hears one short blast from the overtaking vessel shall immediately reply with either one short blast if she assents to being passed on her own starboard side or the danger signal. A power-driven vessel under way that is being overtaken and hears two short blasts from the overtaking vessel shall immediately reply with either two short blasts if she assents to being passed on her own port side or the danger signal.

(iii) A power-driven vessel which is in a crossing situation and is required to maintain course and speed shall indicate her intent to do this by sounding one short blast on her whistle. A power-driven vessel which is required to keep out of the way of the other vessel shall, upon hearing one short blast, respond with one short blast as an indication of her intention to avoid crossing ahead.

(iv) Except on the Great Lakes, whenever a power-driven vessel's engines are going astern and in so doing may endanger another vessel, she shall so indicate by sounding three short blasts on her whistle.

(b) Whenever a power-driven vessel is in doubt about the intention of another vessel, or is in doubt whether the intention of another vessel is safe, or is in doubt whether sufficient action is being taken

by the other vessel to avert collision, she shall indicate such doubt by giving at least five short and rapid blasts on the whistle, the danger signal. The giving of such a signal shall not relieve a vessel of her obligations under Rules 27 and 29 or any other Rule, or of her duty to indicate any action or intention under these Rules by giving the appropriate sound signals laid down in this Rule.

(c) Any whistle signal mentioned in this Rule shall be further indicated by a visual signal consisting of a white or amber light visible all round the horizon at a distance of at least 5 miles, and so devised that it will operate simultaneously and in conjunction with the whistle-sounding mechanism and remain lighted and visible during the same period as the sound signal, provided, however, that the provision of this paragraph shall not apply to vessels less than 65 feet in length unless prescribed by the Secretary.

- * (d) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessels sailing under convoy.

PART F.—MISCELLANEOUS

Rule 29

- * 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 any neglect to keep a proper lookout, or the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Rule 30

(a) The Secretary of the Department in which the Coast Guard is operating may, as he deems necessary for safety, establish regulations not inconsistent with these rules for the following:—

Lights for

Ferryboats

Barges

High-speed, non-displacement craft

Log Rafts;

Lights and shapes for

Dredges

Vessels towing rafts or submerged objects;

Other vessels not otherwise provided for;

Fog signals to be sounded by vessels towing log rafts;

Navigation of vessels passing other vessels unable to maneuver
by reason of occupation;

Navigation of non-displacement, high-speed craft;

Visual signals synchronized with the ship's whistle on vessels less
than 65' in length.

A pamphlet containing these Rules and the regulations established by the Secretary shall be furnished to all vessels and craft subject to these Rules. On vessels and craft over 65 feet in length the pamphlet shall, where practicable, be kept on board and available for ready reference.

(b) Except in an emergency, before any rules or any alteration, amendment, or repeal thereof, are established by the Secretary under the provisions of this section, the said Secretary shall publish the proposed rules, alterations, amendments, or repeals, and public hearing shall be held with respect thereto on such notice as the Secretary deems reasonable under the circumstances.

Rule 31

DISTRESS SIGNALS

- * (a) When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:—
 - * (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 . . . - - - . . . in the Morse Code.

- * (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-colored smoke.
- * (xi) Slowly and repeatedly raising and lowering arms outstretched to each side.
- (xii) The waving of a flag international orange in color.
- * NOTE.—Vessels in distress may use the radiotelegraph alarm signal or the radiotelephone alarm signal to secure attention to distress calls and messages. The radiotelegraph alarm signal, which is designed to actuate the radiotelegraph auto alarms of vessels so fitted, consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between 2 consecutive dashes being 1 second. The radiotelephone alarm signal consists of 2 tones transmitted alternately over periods of from 30 seconds to 1 minute.
- * (b) The use of any of the foregoing signals, except for the purpose of indicating that a vessel or seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

ANNEX TO THE RULES

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 recognized 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 reduce speed to bare steerageway 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.

Proposed Lights for Motorboats, Act of April 25, 1940
as Codified in 46 U.S.C. 526b
(See Note, Rule 7)

526b. Lights

Every motorboat in all weathers from sunset to sunrise shall carry and exhibit the following lights when under way, and during such time no other lights which may be mistaken for those prescribed shall be exhibited:

(a) Every motorboat of classes A and 1 of section 526a of this title shall carry the following lights:

First. A bright white light aft to show all around the horizon.

Second. A combined lantern or separate sidelights in the fore part of the vessel and lower than the white light aft, showing green to starboard and red to port, so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides.

(b) Every motorboat of classes 2 and 3 of section 526a of this title shall carry the following lights:

First. A bright white light in the fore part of the vessel as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel; namely, from right ahead to 2 points abaft the beam on either side.

Second. A bright white light aft to show all around the horizon and higher than the white light forward.

Third. On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side. On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side. The said sidelights shall be fitted with inboard screens of sufficient height so set as to prevent these lights from being seen across the bow.

(c) Motorboats of classes A and 1 of section 526a of this title when propelled by sail alone shall carry the combined lantern, or separate sidelights but not the white light aft, prescribed by this section. Motorboats of classes 2 and 3 of section 526a of this title, when so propelled, shall carry the colored sidelights, suitably screened, but not the white lights, prescribed by this section. Motorboats of all classes, when so propelled, shall carry either a 12 point white light at the stern visible 6 points from right aft on each side of the vessel or a lantern or flashlight, ready at hand, showing a white light which shall be exhibited in sufficient time to avert collision.

(d) Every white light prescribed by this section shall be of such character as to be visible at a distance of at least 2 miles. Every colored light prescribed by this section shall be of such character as to be visible at a distance of at least 1 mile. The word "visible" in this subchapter, when applied to lights, shall mean visible on a dark night with clear atmosphere.

(e) When propelled by sail and machinery any motorboat shall carry the lights required by this section for a motorboat propelled by machinery only.

(f) Any motorboat may carry and exhibit the lights required by the Regulations for Preventing Collisions at Sea, 1960, Act of September 24, 1963 (77 Stat. 194), as amended, in lieu of the lights required by this section.

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