



Banter

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BROAD BAY SAILING ASSOCIATION

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October 2018

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Website link: [Broad Bay Sailing Association](#)

COMMODORE'S CORNER

Guy Sorensen, commodore@broadbaysailing.org

Wow, it's already October, where has this year gone? We've had a great fall season on the waterfront with so much more to go and we sure have been blessed with some nice weather. The Racers from Broad Bay Sailing Association have definitely been busy! The Bold Mariner Cup was close and a Huge Congratulations goes out to the Little Creek Sailing Association. The Sailors from Little Creek defeated the cross bay rivals by one point. I hear there should be an asterisk put on the trophy, not sure what that is all about. Congrats to Randy and his merry bunch! Capt Duncan was not available for comment.

The Neptune Regatta was a challenge for all that participated. The conditions were 180° from what we had last year and the light, shifty winds and strong tides made for a challenge. Congrats to those that made it to the finish line in time. I would like to thank the Race Committee's for both of these events. A great time was had by all!

Jonathan Romero had an excellent showing at the Sunfish Challenge and dinghy distance regatta, it was great to see all the participants this year. Our friends at HYC did an awesome job hosting the event and positive feedback was all that was heard.

The day 2 party at the Lagoon for the Day 2 Awards for Leo Wardrup Memorial Cape Charles Cup was a bitter sweet event. A great time was had by everyone and the CCC committee did an excellent job in throwing a great event. The bitter sweet part you ask? The long-time sponsor and friend to the sailing community will no longer be in business. I am referring to the Lagoon. Tom and Joline Polyson have been great friends and will be missed dearly. It's the kindness of folks like Tom and Joline that help make our beloved lifestyle that much more enjoyable. Thank you and also a huge shout out to the Goony Squad for the best service on the waterfront, you all rock and will be missed.

Our next Membership Meeting will be 6:30 pm on October 16th at the Bold Mariner Brewery. We will have the awards for the Broad Bay Bold Mariners cup at this event. It should be a lively time and the beer will be fantastic! I like Beer! Food will be provided by Anchor Allie's.

Our Training Officer, Randy Goodman, has been busy getting the winter training seminars lined up. I look forward to attending and learning more about the topics Randy has put together. The CRCA presentation on October 25th at Sail Nauticus should be very informative. I believe this will help in bringing our Cruisers over to the racing scene.

The Grand Illumination cruise to waterside in Norfolk is scheduled for November 16-18. Spots are at a premium so contact the Cruise Captain, Jonathan Romero, to reserve your spot in this traditionally festive event.

As this year starts to wind down I would like to challenge each one of you to get more involved in our Association. Volunteer for some of the Cruises as a Cruise Captain, we have great people that can help in planning a wonderful event. We also have spots available for all of our BBSA sponsored regattas. Without the volunteers from our association these events, that we all enjoy, will not happen. If you don't have experience it doesn't matter... we will teach you! One more thing, Make Friends and take them sailing!!

See you on the water!

Cheers,

Guy Sorensen, BBSA Commodore

Upcoming BBSA Elections

Each year at this time, BBSA accepts nominations for next year's officers, the elected board members. Per the BBSA Constitution, which you can find in the BBSA Roster of Members, elected board members consist of the Commodore, Vice Commodore, Secretary, Treasurer and Fleet Captains for Racing, Cruising, and One Design Racing. Although we do have some nominees who have agreed to return from last year and some new candidates, if you have a nomination or want to volunteer, please submit names to any of the current officers, who are also listed in the front of the Roster of Members and on our website. We are always looking for new blood. We will compile nominations at the next board meeting in October and announce the nominations at the October membership meeting, which is October 16. Votes will be cast by BBSA members at the November membership meeting.

Some of the current officers will be stepping down in the next few years, so we hope to set up an intern or assistant program so that volunteers can learn what is involved in the job. If you would like to serve on the board, but want to understand what is required, please consider working with one of the existing board members.

In addition, we hope to recruit new volunteers for many new and existing volunteer opportunities. We need both leaders and doers, meaning that you can help in big ways and small. We need help with training sessions, Little Creek Racers, Willoughby Racers, PHRF delegates, CBYRA delegates, race officers, a race committee volunteer coordinator, race committee members, web content managers and contributors, award and trophy coordinator and assistants, and volunteers during specific events. Volunteering is a great way to pay it forward for all the great races and cruises you have enjoyed and also a great way to meet other members. Please consider helping out in 2019.

RACING NEWS

Scott Almond, racing@broadbaysailing.org
Jerry Pattenaude, onedesign@broadbaysailing.org

Feast or famine! This year's Neptune race was NOTHING like 2017 where we had a 20 knot breeze from the NNW and all boats finished before 12:15pm. This year with a light breeze and a vicious current, we couldn't buy a finisher before 2pm and only 8 boats out of the 21 that showed up to race made it before the 4:30pm deadline. <deep sigh>

Big thanks to our Signal Boat Crew, Andy Spittler (skipper), Carmen Spittler, Don Larsson and Paul Wenzel for their excellent work. Also, a big thank you to our mark boat skipper, Chris Talbert, who has set the finish line mark for the 2nd year in a row! Thank you to the finish line crew, who hung out with me until the 4:30pm time limit, was David Gresens, Kaitlin Thibodeau, Sandy Smith, Megan Almond, and Jean and Jerry Pattendaude. And not to be left out, as he really did me a huge favor: Butch Patterson recovered the finish line mark after the end of the race and took it back with him to Little Creek... thank you! Event chairman, Jerry Pattenaude, did another great job this year putting on a successful event! One of these years, we'll get this wind dialed-in right!

Full results are on our website (<http://www.broadbaysailing.org/misc/neptune/index.asp>).

Here are the top BBSA finishers:

PHRF A

1st Place - RIFF RAFF - Don Deloatch

PHRF B/C

1st Place - SCHOCK FULL 'O' NUTS - Butch Patterson and Larry Boone

2nd Place - BLACK WIDOW - Gade, Copeland, and Girardin

PHRF N

1st Place - PEGASUS - Bob Howell

Upcoming dates of which to be aware:

13 October – 'Round the Lights Race - Race #13 in the SBDRS - www.opcyc.org

16 November – CCV Banquet (where the SBDRS trophies are presented) - www.ccvracing.us.

If you have any questions on any of the above events, please do not hesitate to contact me.

Scott Almond

racing@broadbaysailing.org

Little Creek Sailing Association Wednesday Races:

littlecreek@broadbaysailing.org

LCSA Face Book Page: <https://www.facebook.com/groups/250807138384289>

(Series/Race) Date	Spinnaker Winner	NS-1 Winner	NS-2 Winner
(5/3) 12 September		No Race	
(5/4) 19 September		No Race	
(5/5) 26 September	Elixir	Pegasus	Wharf Rat
(5/6) 3 October	Elixir	Pegasus	Coeur d' Alene

Willoughby Racers Thursday Races:

willoughbyracers@broadbaysailing.org Check our website

<http://www.broadbaysailing.org/racing/willoughby.asp> and our Willoughby Racers Facebook page for updates and more information.

Results of the Bold Mariner's Cup:

Fleet	Winner	2 nd	3 rd
Spinnaker	Quicky	Blew J	Blue Ghost
Non-Spinnaker I	Pegasus	Encounter	Black Widow
Non-Spinnaker II	Wharf Rat	Bobinski	Coeur d' Alene

2018 Hobie fleet event schedule:

Indian Summer (Lake Waccamaw) Oct 13/14??
Holiday Party Dec 8

BBSA Training:

As part of its 2018-2019 Winter Training Program, Broad Bay Sailing Association (BBSA) will sponsor a presentation on the Chesapeake Racer Cruiser Association (CRCA).

CRCA is leading an initiative to develop a more accurate sailing racing handicap system that takes many variables into account such as wind speed and direction for the race.

It also allows for a cruising Spinnaker Fleet.

When: Thursday October 25th

6:30 to 6:55 pm check in

7:00 pm CRCA PRESENTATION; QUESTIONS

Where: Sail Nauticus Theater

1 Waterside Drive, Norfolk, VA 23510

(recommend parking across the street from Sail Nauticus in the city parking lot)

Registration Fees (All proceeds go to SAIL NAUTICUS)

\$5. BBSA MEMBERS

\$10. NON-BBSA MEMBERS

Easy online registration at: <https://form.jotform.com/82685763807168>

MARK YOUR CALENDARS... BBSA presents:

RACING RULES OF SAILING Seminar

--- The four things that every racer needs to know

Featuring Speaker John McCarthy

Saturday, February 9, 2019 0900-1200

CRUISING NEWS

Ed and Aimee Darling, cruising@broadbaysailing.org

Here it is, October, and the cruising season is winding down. We have had a great summer of cruises throughout the Chesapeake Bay and beyond. Despite it officially being autumn, the air and water are still warm and there is plenty of sailing left to be done. Don't let the idea of pumpkins and ghosts scare you off! Get out there and sail!!!

Upcoming

Unfortunately, the Chisman Creek Cruise has been cancelled, but we still have one more coming up in November-the **Grand Illumination Cruise to Waterside**. This is a fun cruise to kick off the Holidays. Contact Jonathon Romero at (757)256-6017 for details.

Aimee Darling
Cruising Fleet Captain

Labor Day Cruise, submitted by Jean Pattenaude:

Labor Day weekend the end of summer?! No way! It was the start of a wonderful and beautiful weekend at "Pirates Beach" in Windmill Point on Fishing Bay filled with fun, sun, and more fun shared with approximately fifteen (15) boats and forty (40) people. Jean Pattenaude, Joe Lieberman and John Scott were the Cruise Captains and led the group to an exciting and fun filled weekend.

One by one boats crept into Pirates Beach anchoring out close enough to land for you to swim to the beach for a little exercise. For those just wanting R&R a very, very short dingy ride was all you needed to go ashore. Some chose to arrive on Friday others on Saturday, those that arrived on Friday had a bit of a rough night when some strong winds came blowing in. John Scott (s/v Summer Wine) found himself in a pickle when in the wee hours of the night a large power boat drifted and banged into him leaving him to fend off the power boat and maneuver it where as not to cause much damage to either boat and/or sink! In the end Summer Wine sustained minor battle wounds, nothing John can't fix.

When day broke it was all sun and blue skies like nothing ever happened, the water was warm and calm which made you want to stay in all day long. A HUGE sun float was anchored waist deep off shore for sun seekers, horseshoes and corn holes were set up on the beach for the "gamers". There was tubing for the brave and even dingy lessons for the younger sailors instructed by Jerry Pattenaude and Chris Schott. As the sun began to set everyone brought their dinners to be cooked on the "BBSA/HYC community beach fire". Everyone participated in making sharable dishes and each one was delicious. We all sat in our beach chairs enjoying great eats, conversations and spirits.

Sunday was packed with more fun, more sun, more sun floating, more tubing and dingy lessons. Other BBSA/HYC members also came just for the day to enjoy the weekend. During the afternoon storms rolled in but they rolled to the left and to the right of us never over us. The rain Gods were on our side that day ☺. When darkness fell there was nothing in the night's sky except for twinkling stars and beautiful bright anchor lights lighting up the beach. A large bon fire courtesy of Joe Greblunas Lumbers (LOL) made the mildly cool night cozy and comfortable enough to make some yummy, gooey, sweet s'mores! Thanks to Jean for making us pack on those extra pounds, who cares anyway it's the end of the summer right?! (LOL) Later we worked together to pack up as much as we could in the dark leaving some remnants to be picked up at sunrise. We finished off the night with some big hugs amongst friends both old and new with gratitude to all that came to share in the fun but mostly grateful for all the hard work and planning to Jean, Joe and John for making this a Labor Day to remember.

BBSA/HYC Cruise Calendar		
Dates	Destination	Captain(s)
Oct 13-14	Chisman Creek Cancelled	Jim & Susan Currie
Nov 16-18	Grand Illumination Cruise Waterside	Jonathan Romero

MEMBERSHIP NEWS

membership@broadbaysailing.org

Ship's Store News: Bev Borberg, (757)460-1051, bevborberg@yahoo.com

I will have Burgees available at the cruising meeting. See you there. A Burgee is \$25 and can be mailed to you or I usually have one at all of the meetings.

If you want a cap or shirt with BBSA logo and ship's name embroidered on it, contact Sean Myers, kila2351@yahoo.com. Tell him Bev suggested it. He does a good job.

BBSA Name Tags:

The BBSA name tag has the BBSA Burgee on it along with your name and, if applicable, your boat name. If this is your first order, you get up to 2 free name tags (one per person). The name tags were brought back so we can put a name with that face. So please wear yours to meetings and other gatherings. If it's a replacement, then it's \$10/each. **The next order will be sent in the middle of**

this month! Here is a link to the order form: <https://form.jotform.com/71134870954157>. Please make sure you fill out everything correctly, as the names goes in just as you type it.

Please email Mary Greblunas at marygreblunas@yahoo.com with any questions.



Sailing Instructor/Mentor Position Fall 2018

Sail Nauticus is a Norfolk based non-profit community sailing center existing to positively inspire, instruct, and impact Hampton Roads youth through sailing and the maritime sciences. Our flagship initiative, the Sail Nauticus Academy, is a hands-on sailing and STEM education after school program that focuses on teaching lifelong leadership, communication, and teamwork skills to Norfolk youth. We consider our sailing instructors our most important asset, promoting our mission and helping students navigate their way to becoming successful young adults.

We are looking for skilled, enthusiastic, and competent sailing instructors for our 2018 Academy Fall Semester (early Sept-mid-Nov). The Academy Instructor position is a part-time seasonal position. Academy runs Monday through Thursday from 2:30 PM to 6:00 PM.

Job requirements:

- Commit between the hours of 2:30-6pm through the Fall season
- Mentor students in soft-skills such as leadership, teamwork, communication, and confidence
- Teach our sailing curriculum to 6th -8th grade Norfolk Public School students.
- Ensure safety of students and boats during program hours
- Assist with boat maintenance as necessary
- Provide feedback for student evaluations
- Participate in staff training and development, Fall Training
- Assist with other duties and responsibilities as assigned by Program Managers
- Instructors must also be able to comfortably and safely navigate a busy commercial waterway while ensuring a safe, organized, and educational experience for our kids.

Compensation: \$17/Hour

Qualifications:

- Must enjoy working with children, experience teaching is preferred
- Self-motivated team player
- Must hold current CPR/First Aid certifications
- Must possess Virginia or other state Safe Boating Certification (this is a free online course) or have a current USCG Captain License.
- Sailing experience required (Level 1 Sailing or Basic Keelboat Certification preferred but no mandatory)

How to Apply: Interested candidates should send a **cover letter and sailing resume** via email with the subject line "Sail Academy Instructor for Fall 2018" to Annabelle Wax at Annabelle.wax@norfolk.gov . For more information about our programs, please visit us at <http://sailnauticus.org/>.

Volunteer and Internship Opportunities at Nauticus:



VOLUNTEER & INTERNSHIP OPPORTUNITIES

Audio/Video Technician
Battleship Crew Member
Craft Crew Member
Electronics Technician
Exhibits Carpenter
Gift Shop Associate
Overnight Assistant
Preservation Crew Member
Restore BB64
Sail Nauticus Academy Instructor
Sail Nauticus Tutor
Sailing Captain
Small Boat Maintenance
Special Event Crew
Visitor Experience Crew – Adult & Youth

Positions are subject to change

Listing is most current on our online volunteer application

ASK LATOYA FOR MORE INFORMATION

latoya.hyler@norfolk.gov | 757-664-1043 | www.nauticus.org

thank you!



This article appeared in a previous issue of Spinsheet magazine after a recent collision in the bay. A refresher is always good.

Rules of the Road: Which Boat Has the Right of Way?

Posted August 21, 2018

Resources for Rules of the Road

After last week's astonishing boating accident near Thomas Point Light on the [Chesapeake Bay](#), much discussion has taken place on social media and around the docks about rules of the road out on the water. Remarkably, and thankfully, no one was injured in that dramatic accident.



Courtesy of DNR Twitter page

Right of Way Rules

Whenever you meet another boat, it's like approaching an unmarked intersection in your car. Knowing a few, simple right of way rules will help you avoid a collision. Just as motorists must know what to do when approaching a four way stop, every crossing situation at sea is like approaching an unmarked intersection.

Because there are so many different types of boats and styles of boating, it is important to know what to expect when you come upon another vessel.

"Vessels" are anything that floats on the water that is used or is capable of being used as a means of transportation on water. A log, a bathtub and many other things could be considered a vessel under the Navigation Rules. The Navigation Rules distinguish one vessel from another by both its design, and by its actions. This section covers maneuvering rules only.

There are other navigation rules that you are required to know. Sound Rules are covered under the Sound Signaling Equipment section. Light Rules are covered under the Navigation Light Equipment section.

The Rules of the Road are published by the U. S. Government Printing Office, and are available in any boating supply stores. Every boat owner should have a copy, but they are mandatory to be kept on vessels over 12 meters (39.4 feet) in length.

The Rules generally used in this course are Inland Rules, unless otherwise noted. There are small but important differences in the Rules depending on where you are operating your boat. It is your responsibility to know the Navigation Rules for your boating area.

- **International Rules** - Apply to all vessels upon the high seas and in all waters connected to them that are navigable by seagoing vessels.
- **Inland Rules** - Apply to all vessels upon the inland waters of the United States, and to vessels of the United States on the Canadian waters of the Great Lakes to the extent that there is no conflict with Canadian law. Certain inland waterways may have specific provisions that apply to certain vessels.
- **Great Lakes** - Includes the Great Lakes and their connecting and tributary waters including the Calumet River as far as the Thomas J. O'Brien Lock and Controlling Works (between mile 326 and 327), the Chicago River as far as the east side of the Ashland Avenue Bridge (between mile 321 and 322), and the Saint Lawrence River as far east as the lower exit of Saint Lambert Lock.
- **Western Rivers** - Includes the Mississippi River, its tributaries, South Pass, and Southwest Pass, to the navigational demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States, and the Port Allen-Morgan City Alternate Route, and that part of the Atchafalaya River above its junction with the Port Allen-Morgan City Alternate Route including the Old River and the Red River.

Vessel Types

- **Power Driven Vessel** - Any vessel propelled by machinery. This includes any boat that has an engine. Sailboats are considered powerboats when they are being propelled by a motor - even if the sails are up.
- **Sailing Vessel** - Any vessel under sail alone. Remember, if being propelled by a motor, a sailboat is considered to be a powerboat.
- **Vessels Engaged in Fishing** - Means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict maneuverability, but does not include a vessel fishing with trolling lines or other fishing gear which doesn't restrict maneuverability. This means a shrimper out of Galveston is "engaged in fishing" **Someone out trolling for stripers in their Grady-White is NOT considered to be engaged in fishing under the Rules.**
- **Seaplanes** - Are any aircraft designed to operate on the water.
- **Vessels Constrained by Draft** - Means that a vessel can't deviate from a course/channel because they might run aground. A freighter in a narrow channel is an example of this. Note: This is for International waters only, not Inland.

- **Vessels Restricted in Their Ability to Maneuver** - Means a vessel that can't maneuver as required by the rules because of the size or operation of the vessel. A fishing vessel pulling in nets and a buoy tender placing a buoy are both examples of a vessel restricted in their ability to maneuver.
- **Vessels not under Command** - Any vessel that for some exceptional circumstance is unable to maneuver as required by the Rules, and is therefore unable to keep out of the way of another vessel. If Joe boater slips and knocks himself out, and can no longer steer--that's a vessel not under command. If the steering cable goes out, and you can't turn the boat, that's a vessel not under command. If the captain is not paying attention and hits another boat, that's negligence.
- **Underway** - Means that you are not anchored, moored, at the dock, or aground. If you are even drifting along, you are underway.
- **Restricted Visibility** - Means any condition such as fog, mist, falling snow, rain, or other similar causes that make it difficult to see other vessels. Losing your glasses is NOT restricted visibility.

Rule, Rule, Rule your Boat

It may seem as if you can do anything you want while you are on the water (You might also think that it looks as if everyone else is going crazy on the water). Boating on a crowded waterway can be scary! The good news is that there are rules to govern the action of each vessel. The bad news is that many vessel operators do not know the rules!

Not complying with the Rules - even if you don't know them, can get you in trouble on the water. Even if you think you are following the Rules, if there is something that you can do to avoid a collision - you must do it, even if you deviate from a different Navigation Rule.

It is your responsibility as the ship's captain to be aware of your surroundings at all times, and to operate your vessel in a safe manner. Caution may not be fun but having an accident sure stinks.

The Rules state that every vessel shall use all available means appropriate to the prevailing conditions to determine if a risk of collision exists. If there is any doubt, such risk shall be deemed to exist.

Rules Explained

The Rules are designed to tell you what to do when you operate your vessel near other vessels. The purpose of the Rules of the Road is to help you avoid an accident--not to establish responsibility or liability if you get into an accident. - Remember, if you get into an accident, you can be held liable, even if you followed the Rules to the letter!

Your primary obligation is to operate in a safe manner. Under the Rules, there is no "right-of-way" like there is on a street. For most situations, Boats are called one of the following.

- **Give-Way Vessel** - If you are the Give-Way vessel, you must act as if the "stand-on" vessel has the right to keep going the way it is going. It is your responsibility to signal your intentions to the stand-on vessel, and it is your responsibility to maneuver your boat around the other in a safe manner. Also known as a "Burdened" vessel, as it has the burden of.
- **Stand-On Vessel** - If you are the Stand-On vessel, it is your responsibility to acknowledge the intended actions of the give-way vessel. You must also maintain your current course and speed until the give-way vessel passes, or you enter a dangerous situation.

Operator Responsibilities

In addition to the Rules, you have other responsibilities as the captain as well. You are responsible for the safety of everyone aboard your vessel at all times--and you have a responsibility to those with whom you are sharing the water.

- You must always operate at a safe controlled speed for the situation in which you are boating, and any legally mandated speed requirements that there may be, such as a slow/no wake zone.

- Take care to avoid careless, reckless or negligent boat operations--such as operating too closely to other vessels, boating under the influence, or operating at an unsafe speed for the given conditions.
- Steer clear of naval vessels, and other restricted facilities such as bridges, power plants and dams. New Homeland security measures require it, as does your safety! For more information, see the [Homeland Security](#) pages.

Finally, as a boater, you have a responsibility to all other boaters--and all others who enjoy the water--to be courteous and respectful of others. This means that you should always watch your boat noise (a legal requirement) avoid congested waters as much as possible, avoid disturbing wildlife and sea grasses, and look out for the safety and wellbeing of other boaters by giving a hand to those in need.

The Pecking Order

There is a "pecking order" that can be used as a simplified memory aid to determine right of way for vessels of different types. Get very familiar with this list, as it is important to understand it thoroughly. The lower most vessel on the list is the give way vessel, and must stay out of the way of vessels that are higher on the list.

- Overtaken vessel (top priority)
- Vessels not under command
- Vessels restricted in their ability to maneuver
- Vessels constrained by draft
- Fishing vessels engaged in fishing, with gear deployed
- Sailing vessels
- Power driven vessels

Collision Avoidance

- **Rules apply to vessels in all conditions of visibility.** Rules are the same at night or in fog, for instance, as they are during a bright sunny day.
 - **Every vessel must maintain a proper look-out by sight and hearing at all times.** Operator inattention and not having an adequate look out are a leading cause of accidents each year.
 - **Every vessel must proceed at a safe speed at all times.** Several factors should be considered when determining safe speed, including but not limited to the state of visibility, traffic density, your vessel's maneuverability, with special reference to stopping distance and turning ability. At night, consider the presence of background lights such as those from shore, or from the back-scatter of your vessel's own lights. Consider also the state of wind, sea, and current, and the proximity of navigational hazards.
 - **The Rules specifically require that any action taken to avoid collision,** if the circumstances allow, will be positive, made in ample time, and in keeping with good seamanship. Any changes in course or speed should be large enough to be readily apparent to the other vessel. This means that you should avoid last second changes in course, and you should avoid a small series of changes. Change direction early, and make a large turn.
-

Maneuvering



The main situations of collision risk are overtaking, meeting head-on, and crossing. When one of two vessels is to keep out of the way (give-way vessel), the other, the stand-on vessel, must maintain course and speed. The stand-on vessel must take avoiding action when it becomes apparent that the vessel required to give way is not taking appropriate action.

The Crossing Rule

Both International and Inland Rules state that when two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her starboard side (the give-way vessel) must keep out of the way.

As the give-way vessel it is your duty to avoid a collision. Typically, this means you must alter speed or direction to cross behind the other vessel (the stand-on vessel).

At night, if you see a red light crossing right-to-left in front of you, you need to change your course. If you see a green light crossing from left-to-right, you are the stand-on vessel, and should maintain course and speed.

The Meeting Situation



At times there may be some doubt whether the situation is a crossing or a head-on meeting. In case of doubt, you should assume that it is a meeting situation, in which neither vessel has a clear-cut "right-of-way," and each must act to avoid the other. Each vessel in a meeting situation must alter course to starboard so that each will pass on the port side of the other. At night, you will recognize a head-on meeting situation if you see both red and green side lights at the same time.

The Overtaking Situation



Any vessel overtaking any other vessel must keep out the way of the vessel being overtaken. The former is the give-way vessel and the latter is the stand-on vessel.

This rule applies even if the overtaking vessel is propelled by wind, oars, or rubber band paddlewheel.

A vessel is deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft (behind) her beam. This is the angle prescribed by the stern light.

At night, the overtaking vessel will see only the white stern light of the vessel being overtaken. If you see either side light, it is a crossing situation.

Operating in a Narrow Channel

First and foremost, you have to avoid larger vessels that can only travel in a channel. Even if your vessel is operating under the rules otherwise, you must give way to a boat that could potentially run aground or get into a collision if they left the channel.

Try and operate on the edge of the channel. Be extra cautious if you come to a bend in the waterway and can't see traffic coming towards you.

You may sound a prolonged blast as a warning to traffic headed your way.

On the Great Lakes and Western River system, vessels going downstream are stand-on, vessels going upstream must give-way.

Potential Collision Situation

When the distance between two vessels decreases and the relative angle of the other vessel off the bow remains the same, then you will soon be trying to occupy the same spot in the water - a collision situation. Change course or reduce speed, even if you are the stand-on vessel.



Conduct of Vessels During Periods of Restricted Visibility

Operating a boat in areas or at times of restricted visibility requires extra concentration by the skipper and the lookout. You must operate your vessel at a speed at which you can identify and react to a situation and still have enough time to avoid a collision. This is especially important when vessels are no in sight of one another.

- Operate at a safe speed for the prevailing circumstances
- Have engines ready for immediate maneuvering - including reverse
- Don't rely on radar or other electronic imaging alone - use your built-in senses at all times
- Take avoiding actions early and provide ample time for the other vessels to maneuver
- Avoid sharp turns if being overtaken
- Always - you are in doubt, reduce your speed
- Every vessel shall at all times proceed at a safe speed

Other Rules

Whether under inland or international rules, power vessels must keep clear of sailing vessels in open waters. A sailboat with motor running is defined as a motor boat. The "pecking order" between sailing vessels is more complex. When two sailing are approaching one another so as to involve risk of collision, one of them shall keep out of the way of each other as follows.

- 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.
- 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.
- If a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or the starboard side, she shall keep out of the way of the other.
- For the purposes of these rules the windward side shall be deemed to be the side opposite to that on which the mainsail is carried. On square-rigged vessels, it shall be deemed to be the side opposite to that on which the largest fore-and-aft sail is carried.

Practice

Now that you are familiar with "The Rules," go out and use them in passing, meeting, and crossing situations you find on the water. You will get many puzzled looks from inexperienced boaters with no training or testing.

Remember, if a collision does occur, your proper use of the correct signals and appropriate actions will win you points! But you know enough now to avoid a collision.

The navigation rules of the road contained in this course summarize basic navigation rules for which a boat operator is responsible. Additional and more in-depth rules apply regarding various types of waterways and operation in relation to commercial vessels and other watercraft. It is the responsibility of a boat operator to know and follow all the navigation rules.

For a complete listing of the navigation rules, refer to the document “Navigation Rules of the Road” published by the U.S. Coast Guard (COMDTINST 16672.2 Series) and available through the U.S. Government printing office or on the web [here](#).

For state specific navigation requirements, refer to the state laws where you intend to boat.



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October

30	01	02	03	04 Annapolis Boat Show annapolisboatshows.com	05 Annapolis Boat Show M – Oyster Roast at Oozlefinch Brewery, 6-9 pm	06 Annapolis Boat Show
07 Annapolis Boat Show	08 Annapolis Boat Show	09	10	11	12	13 R – Indian Summer R – ‘Round the Lights
14 R – Indian Summer	15	16 M – Membership Meeting	17	18	19	20
21	22	23	24	25 R – CRCA Presentation at Nauticus, 6:30 pm	26	27
28	29	30	 Halloween 31	01	02	03

R – More information in Racing News; **M** – More information in Membership News (or Commodore’s Corner); **C** – More information in Cruising News

November

28	29	30	31	01	02	03
04	05	 VOTE Election Day 6	07	08	09	10
Veterans Day 11	12	13 M – Membership Meeting	14	15	16 C – Grand Illumination Cruise	17 C – Grand Illumination Cruise
18 C – Grand Illumination Cruise	19	20	21	 Thanksgiving 22	23	24
25	26	27	28	29	30	01

R – More information in Racing News; M – More information in Membership News (or Commodore’s Corner); C – More information in Cruising News