

**—INLAND— RULE 35 Sound Signals in Restricted Visibility**

Very Important!!

“whistle” sound signaling appliance producing prescribed blasts  
 “short blast” about one second      “prolonged blast” four to six seconds

Interest was expressed in gaining a better understanding of Rules of the Road during Trivia Night. These rules apply to the Chesapeake Bay since they are U.S. Inland. The line of demarcation is drawn from Cape Charles Abandoned Light House to Cape Henry Light. It is marked on your chart.

**DISCLAIMER:** I only highlighted some items likely to be used or witnessed during a race or transiting. There are many more details in the regulations, please read those for the entire story vice the abridged summary. 😊

Vessel	Interval	Blast
(a) power-driven, <u>making way</u> ; Composite unit vessel	not more than 2 minutes	1 long
(b) power-driven vessel underway <u>making no way</u> ; Composite unit vessel	not more than 2 minutes	2 long
not under command; restricted in ability to maneuver, underway or at anchor; <u>a sailing vessel</u> ; engaged in fishing, underway or at anchor; <u>engaged in towing</u> or pushing	not more than 2 minutes	1 long & 2 short
<u>vessel towed</u> , if manned	not more than 2 minutes	1 long & 3 short
(f) <u>vessel at anchor</u>	not more than 1 minute	ring the bell rapidly for about 5 seconds; may sound: 1 short, 1 long, 1 short to give warning
<u>vessel aground</u>	not more than 1 minute	bell signal & 3 distinct bell strokes before & after the rapid ringing of the bell
pilot vessel on pilotage duty	paragraphs (a), (b) or (f)	paragraphs (a), (b), or (f) & 4 short

I shortened prolonged to “long”

- (h) **Vessel < 12 meters** not required to above signals but, if she does not, shall make **some other efficient sound signal** at intervals of not more than 2 minutes.
- (j) The **following vessels** shall **not be required** to sound signals as prescribed in paragraph (f) of this Rule when **anchored in a special anchorage area**:
  - (i) a vessel of **less than 20 meters** in length; and
  - (ii) a barge, canal boat, scow, or other nondescript craft.

12m = 39.37 feet

20m = 65.6 feet

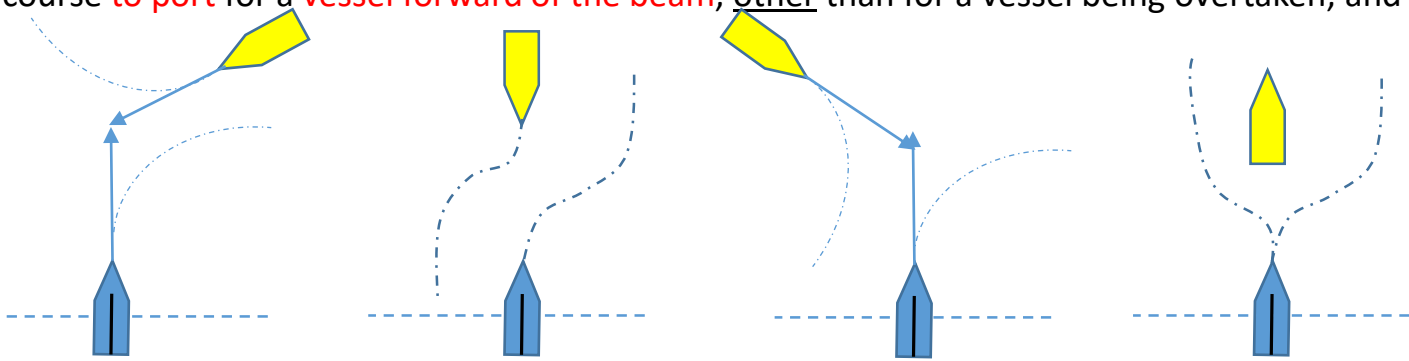
—INLAND— **RULE 19 Conduct of Vessels in Restricted Visibility**

Important ICO Rule 35

- (a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.
- (b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate maneuver.
- (c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with Rules 4 through 10.
- (d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:

(i) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken; and

Some possible geometry. The bearing drift is very important to help assess the situation. This is difficult to accomplish unless you have been trained in radar navigation.



Why is this? Both vessels turning to starboard will avoid a crossing situation as they pass port to port. This aligns with Rules 14 and 15 for visual avoidance.

**RULE 14: Head-on Situation**  
 (a) Unless otherwise agreed, when two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.  
 (b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead ...  
 (c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

**RULE 15: Crossing Situation**  
 (a) When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

(ii) an alteration of course toward a vessel abeam or abaft the beam.

- (e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on course. She shall if necessary take all her way off and, in any event, navigate with extreme caution until danger of collision is over.

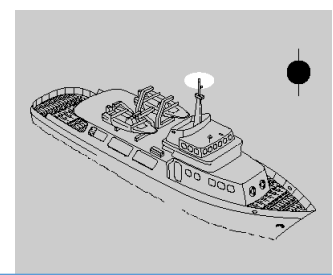
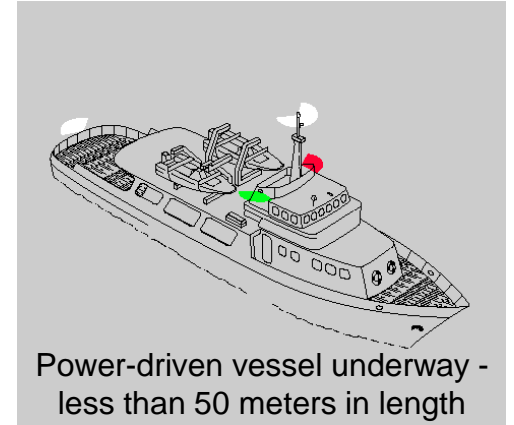
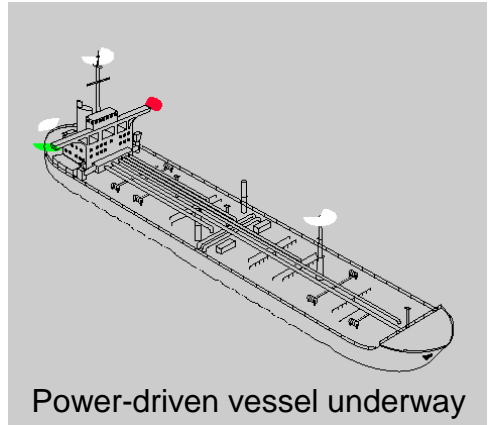
**PART C—LIGHTS AND SHAPES - RULE 20 Application**

- (a) Rules in this Part shall be complied with in all weathers.
- (b) The Rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.
- (c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.
- (d) The Rules concerning shapes shall be complied with by day.

—INLAND—

**RULE 23 Power-driven Vessels Underway**

- (a) A power-driven vessel underway shall exhibit:
  - (i) a masthead light forward;
  - (ii) a second masthead light abaft of and higher than the forward one; except that a vessel of less than 50 meters in length shall not be obliged to exhibit such light but may do so;
  - (iii) sidelights; and
  - (iv) a stern light.

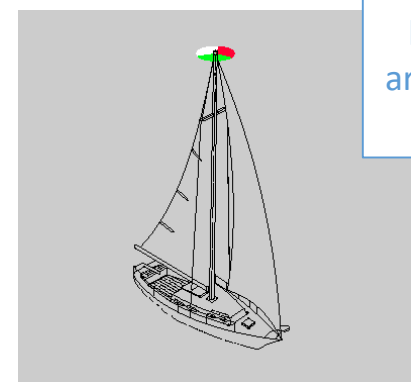
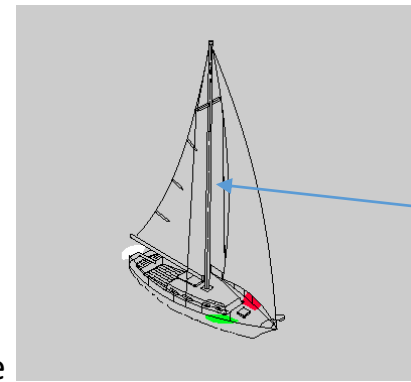


< 50m is the important distinction!

Vessel at anchor—less than 50 meters in length. Same for International & Inland.

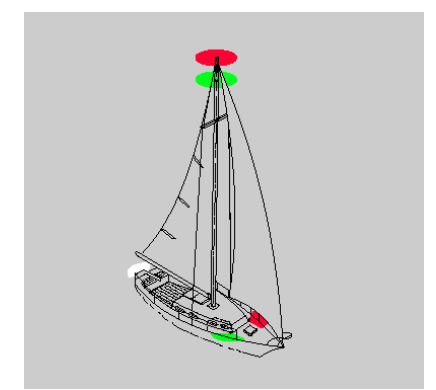
**RULE 25 Sailing Vessels Underway and Vessels Under Oars**

- (a) A sailing vessel underway shall exhibit:
  - (i) sidelights; and
  - (ii) a stern light.
- (b) In a sailing vessel of **less than 20 meters** in length the lights prescribed in paragraph (a) of this Rule may be combined in one lantern carried at or near the top of the mast where it can best be seen.



Notice a sailboat doesn't have a white masthead light when sailing. Only when transiting with the engine running (power driven vessel), hence called the steaming light. Generally they are about where the arrow is pointing. The anchor light is a white all around at the top of the mast.

- (c) A **sailing vessel underway may**, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit at or near the top of the mast, where they can best be seen, **two all-round lights** in a vertical line, the upper being **red and the lower green**, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule.



—INLAND— **RULE 10 Traffic Separation Schemes**

- (a) This Rule applies to traffic separation schemes and does not relieve any vessel of her obligation under any other Rule.
- (b) A vessel using a traffic separation scheme shall:
- (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
  - (ii) so far as practicable keep clear of a traffic separation line or separation zone;
  - (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- (c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d)
- (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels, and vessels engaged in fishing may use the inshore traffic zone.
  - (ii) Notwithstanding subparagraph (d) (i), a vessel may use an inshore traffic zone when enroute to or from a port, offshore installation or structure, pilot station, or any other place situated within the inshore traffic zone, or to avoid immediate danger.
- (e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
- (i) in cases of emergency to avoid immediate danger; or
  - (ii) to engage in fishing within a separation zone.
- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.
- (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.
- (k) A vessel restricted in her ability to maneuver when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation. This is for USCG buoy tenders and such
- (l) A vessel restricted in her ability to maneuver when engaged in an operation for the laying, servicing, or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

—INLAND— **Rule 18: Responsibility between vessels**

- “hierarchy of privilege”

1. not under command (lost steering or propulsion)
2. restricted in ability to maneuver

Day shape: ball, diamond, ball

Night: red over white, over red

See a tugboat, look for tow and the cable between them!

3. Constrained by Draft

Shipping in a channel

4. Engaged in fishing

Day shape: two triangles apex together (hour glass)

Night: Green over White or Red over White

This is not a sport fisherman trolling with lines and poles

5. Under Sail

6. Power Driven

Rule 18 is very important for collision avoidance and this seemed like an excellent time for review. 😊

Something to think about.

It is better to duck behind a ship heading down the channel than to cross too close ahead since the ship constrained by draft only has one option, to slow down and that doesn't happen quickly, usually a mile or more of distance. Also, there is a large shadow zone in front of these ships and generally the first bit of water they see off their bow is approximately 500 yards in front of them. So, if you can't see the bridge, then they can't see you and don't know what you are doing.

<https://www.youtube.com/watch?v=tUoUxzt9sl>

