AMENDMENTS TO CONVENTION

The Senate has confirmed the Oct. 21, 1969 amendment to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, but no action has been taken on the Oct. 12, 1971 and the Oct. 15, 1971 amendments.

REFERENCES IN TEXT

This amending Act and this Act, referred to in subsec. (a) and (b) respectively, means Pub. L. 93-196, Oct. 4, 1973, 87 Stat. 434, known as the Oil Pollution Act Amendments of 1972, which enacted this section and section 1004aCd) and repealed sections 1004, 1005, 1007 to 1010, and 1014 of this title, and repealed sections 1011 and 1015 of this title. For complete classification of this Act to the Code, see Short Title of 1973 Amendment note set out under section 1001 of this title and Tables volume.


Date of their enactment, referred to in subsec. (c), means the date of enactment of section 1004aCd) and (e) of this title, as added by section 2(5) of Pub. L. 93-119, which was Oct. 4, 1973.

CHAPTER 21—INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA

SUBCHAPTER I—GENERAL PROVISIONS

Sec. (e) Coloured side lights and stern light.

Vessels engaged in mining operations (Rule 3).

Towing or pushing other vessels or seaplanes (Rule 3).

Vessels and seaplanes not under command, and vessels engaged in certain operations (Rule 4).

Vessels proceeding under sail, when also proceeding by power (Rule 5).

Sailing vessels under way; vessels or seaplanes being towed; vessels being pushed ahead (Rule 5).

(a) Power-driven vessel detecting presence of other vessel.

(b) Additional lights.

(c) Vessels being pushed.

(d) Period between sunrise and sunset.

1066. Vessels in bad weather; other sufficient cause (Rule 6).

1067. Substitute lights for power-driven vessels, power-driven vessels towing or pushing other vessels, vessels under oars or sails, vessels being towed or pushed ahead, and rowing boats (Rule 7).

1068. Pilot vessel on and off duty (Rule 8).

(a) Power-driven pilot vessel engaged on pilotage duty and under way.

(b) Sailing pilot vessel engaged on pilotage duty and under way.

(c) Pilot vessel engaged on pilotage duty and not under way.

(d) Pilot vessel not engaged on pilotage duty.

1069. Fishing vessels; trawling vessels; fishing vessels by day (Rule 9).

(a) Fishing vessels not engaged in fishing.

(b) Vessels engaged in fishing under way or at anchor.

(c) Vessels engaged in trawling.

(d) Vessels engaged in fishing but not engaged in trawling.

(e) Fishing and trawling vessels when making way through the water.

(f) Fishing vessel, except trawler, with outer gear extended more than 500 feet horizontally into seaway.

(g) Additional lights.

(h) Vessels engaged in fishing by day.

1070. Stern and tail lights (Rule 10).

(a) Vessels under way.

(b) Small vessels.

(c) Seaplanes.

1071. Vessels and seaplanes at anchor or aground (Rule 11).

(a) Vessel of less than 150 feet in length.

(b) Vessel of more than 150 feet in length.

(c) Period between sunrise and sunset.

(d) Vessel engaged in laying or picking up submarine cable or navigation marks, or surveying or underwater operations.

(e) Vessel aground.

(f) Seaplane of less than 150 feet in length.

(g) Seaplane of more than 150 feet in length.

(h) Seaplane aground.

1072. Additional lights and signals when necessary (Rule 12).

1073. Ships of war, convoy vessels, fishing vessels, and seaplanes on water; naval and military vessels and seaplanes of special construction (Rule 13).

1074. Vessels proceeding under sail, when also propelled by machinery (Rule 14).

SUBCHAPTER IV—SOUND SIGNALS AND CONDUCT IN RESTRICTED VISIBILITY

1075. General considerations of radar.

1076. Sound signals (Rule 15).

(a) Power-driven, and sailing vessels.

(b) Methus of sending.

(c) Number and length of blasts and rings.

1077. Speed in weather restricting visibility (Rule 16).

(a) Vessel or seaplane tacking.

(b) Power-driven vessel hearing for signal.

(c) Power-driven vessel detecting presence of other vessel.

SUBCHAPTER V—STEERING AND SAILING RULES

1078. General considerations.
Sailing vessels approaching one another; windward side (Rule 17).  
Power-driven vessels meeting end on; definition (Rule 18).  
Power-driven vessels crossing (Rule 19).  
Vessels or seaplanes meeting (Rule 20).  
(a) Power-driven vessel and sailing vessel.  
(b) Sailing vessel in small channel.  
Seaplane.  
Vessels having right of way; duty in aiding to avert collision (Rule 21).  
Positive action to keep out of way; crossing ahead of vessel having right of way (Rule 22).  
Duty to slacken speed, stop or reverse (Rule 23).  
Overtaking vessel to keep out of way (Rule 24).  
(a) In general.  
(b) Approaching vessel more than 32° degrees abaft her beam.  
(c) Presumption.  
Power-driven vessels in narrow channels; nearing bends therein (Rule 25).  
(a) Vessel to keep to starboard side of mid-channel.  
(b) Bend in channel.  
(c) Vessel of less than 65 feet in length.  
Right of way in fishing vessels; obstruction of fairways (Rule 26).  
Special circumstances requiring departure from rules to avoid immediate danger (Rule 27).  
SUBCHAPTER VI—SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER  
Sound signals indicating course (Rule 28).  
(a) Meaning of blasts.  
(b) Doubt as to action of other vessel.  
(c) Simultaneous operation of whistle and visual signals.  
(d) Additional signals between ships of war or vessels sailing under convoy.  
SUBCHAPTER VII—MISCELLANEOUS RULES  
Usual additional precautions required generally (Rule 29).  
Reservation of rules for harbours and inland navigation (Rule 30).  
Distress signals (Rule 31).  
SUBCHAPTER VIII—ANNEX TO RULES  
Recommendations on the use of radar information as an aid to avoiding collisions at sea.  
Prior Provisions  
The original rules for the prevention of collisions on the water were contained in R.S. § 4233, which consisted of 26 rules, R.S. § 4412, which authorized the board of supervising inspectors to establish such regulations to be observed by all steam vessels in passing each other, as they should from time to time deem necessary, and provided that the regulations so adopted should not be assessed against vessels navigating the Great Lakes and their connecting and tributary waters as far east as Montreal, and prescribed a fine to be assessed against vessels navigating the Great Lakes and their connecting and tributary waters as far east as Montreal. Section 2 of the act, § 4414, prescribed a fine for violations of said sections were made special rules, duly established pursuant to said section 4412.  
The rules prescribed by R.S. §§ 4393, were further superseded and added as to the navigation of all harbors, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters, as far east as Montreal and the Red River of the North, on July 6, 1897, by the adoption of the “Revised International Regulations” by act March 3, 1885, ch. 102, §§ 4413, 4414, and the regulations pursuant thereto, were required to be followed on the harbors, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters, as far east as Montreal, and prescribed a fine for violations of said sections were made special rules, duly established pursuant to said section 4412.  
The rules prescribed by R.S. § 4412, were further superseded as to the navigation of all harbors, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters, as far east as Montreal and the Red River of the North, and rivers entering into the Gulf of Mexico and their tributaries, by act June 7, 1897, ch. 4, 30 Stat. 96, section 1 of which enacted a set of regulations for the prevention of collisions at sea to be followed by all public and private vessels of the United States upon the high seas and in all waters connected therewith, navigable by seagoing vessels.  
Act Aug. 19, 1890, ch. 802, § 1, consisted of 31 articles.  
Section 2 of the act, Aug. 19, 1890, ch. 802, § 2, repealed all laws and parts of laws inconsistent with the regulations for preventing collisions at sea for the navigation of all public and private vessels of the United States upon the high seas and in all waters connected therewith, navigable by seagoing vessels, prescribed by section 1 of that act.  
The rules prescribed by R.S. § 4433, were further superseded and added as to the navigation on the Great Lakes and their connecting and tributary waters as far east as Montreal by act Feb. 8, 1895, ch. 64, 28 Stat. 645, section 1 of which enacted rules for preventing collisions to be followed on the Great Lakes and their connecting and tributary waters of the United States upon the Great Lakes and their connecting and tributary waters as far east as Montreal. Section 1 contained 28 articles.  
(a) Meaning of blasts.  
(b) Doubt as to action of other vessel.  
(c) Simultaneous operation of whistle and visual signals.  
(d) Additional signals between ships of war or vessels sailing under convoy.  
The rules prescribed by R.S. § 4412, and by R.S. §§ 4413, 4414, and the regulations pursuant thereto, were required to be followed on the harbors, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters, as far east as Montreal, inconsistent with the rules promulgated by the act.  
The rules prescribed by R.S. § 4433, and by R.S. §§ 4413, 4414, and the regulations pursuant thereto, were required to be followed on the harbors, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters, as far east as Montreal, and prescribed a fine for violations of said sections were made special rules, duly established pursuant to said section 4412.  
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canal-boats, when in tow of steam-vessels, not inconsistent with the provisions of the act, such rules, when approved by the Secretary of the Treasury, to be special rules duly made by local authority, as provided for by article 30 of the act Aug. 19, 1890, ch. 802, § 1 which article provided that nothing in the rules contained in that act should interfere with the operation of special rules, duly made by local authority, relative to the navigation of any harbor, river, or inland waters. Section 3 of the act June 7, 1897, ch. 4, prescribed a penalty for the violation of the provisions of the act or the regulations established pursuant to section 2. Section 4 of the act June 7, 1897, ch. 4, also prescribed a penalty to be assessed against vessels navigated without compliance with the provisions of the act. Section 5 of the act June 7, 1897, ch. 4, repealed R.S. §§ 4233, 4412 (with the regulations made in pursuance thereof, except the rules and regulations for the Great Lakes and their connecting and tributary waters as far east as Montreal), §§ 13, 4413, act March 30, 1897, ch. 557, which amended R.S. §§ 4233, act Feb. 19, 1895, ch. 102, § 1, 3, and act March 3, 1897, ch. 389, §§ 5, 12, 13, 29 Stat. 886, 890, and all amendments thereto insofar as the harbors, rivers, and inland waters of the United States except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North and rivers emptying into the Gulf of Mexico, and their tributaries were concerned.

This legislation resulted in the following situation: Navigation on the high seas was governed by act Aug. 10, 1890, ch. 802, with its amendatory and supplemental acts, which were superseded by act Oct. 11, 1951, ch. 495, formerly set forth in chapter 2 of this title; navigation on all harbors, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries, is governed by act June 7, 1897, ch. 4, as amended, set forth in chapter 3 of this title; navigation on the Great Lakes and their connecting and tributary waters as far east as Montreal is governed by act Aug. 8, 1895, ch. 64, set forth in section 301 et seq. of this title; and navigation on the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries is governed by R.S. § 4233, as amended and supplemented, set forth in section 301 et seq. of this title. See also Codification notes to sections 154, 241, and 301 of this title.

INTERNATIONAL CONVENTION FOR SAFETY OF LIFE AT SEA, 1948

The convention, known as the International Convention for Safety of Life at Sea, was signed at London on June 10, 1948, and was ratified by the United States on April 20, 1949 (see Senate Report No. 838, Sept. 28, 1951, to accompany H.R. 5013, 82nd Cong.). The “International Regulations for Preventing Collisions at Sea, 1948”, approved by the 1948 London conference, were adopted by section 6 of act Oct. 11, 1951, and were classified to section 144 et seq. of this title.

SUBCHAPTER I—GENERAL PROVISIONS

§ 1051. Regulations for preventing collisions at sea; proclamation by President; effective date; publication; applicability.

The President is authorized to proclaim the regulations set forth in sections 1061 to 1064 of this title for preventing collisions involving waterborne craft upon the high seas, and in all waters connected therewith. The effective date of such proclamation shall be not earlier than the date fixed by the Inter-Governmental Maritime Consultative Organization for application of such regulations by Governments which have agreed to accept them. Such proclamation, together with the regulations, shall be published in the Federal Register. After the effective date specified in such proclamation such regulations shall have effect as if enacted by statute and shall be followed by all public and private vessels of the United States and by all aircraft of United States registry to the extent therein made applicable. Such regulations shall not apply to the harbors, rivers and other inland waters of the United States; to the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the Saint Lambert Lock at Montreal in the Province of Quebec, Canada; to the Red River of the North and the rivers emptying into the Gulf of Mexico and their tributaries; nor with respect to aircraft in any territorial waters of the United States.


PRIORITY PROVISIONS

Regulations for Preventing Collisions at Sea, 1948, approved by the International Conference on Safety of Life at Sea, 1948, covering substantially the same subject matter included under these rules, were set out as sections 143 to 147d of this title.

EFFECTIVE DATE OF REGULATIONS

Section 4 of Pub. L. 88-131, which enacted sections 1053 and 1061 to 1094 of this title, was made effective Sept. 1, 1965, by Proc. No. 3652 set out below.

REPEALS; EFFECTIVE DATE; REFERENCES IN OTHER LAWS TO ACT OCTOBER 11, 1951

Section 3 of Pub. L. 88-131 provided that: “On the date the regulations authorized to be proclaimed under section 1 hereof (section 1051 of this title) take effect, the Act of October 11, 1951 (Stat. 406) sections 143 to 147d of this title, is repealed and the regulations proclaimed thereunder shall be of no further force or effect. Until such date, nothing herein shall in any way limit, supersede, or repeal any regulations for the prevention of collisions which have heretofore been prescribed by statute, regulation, or rule. Any reference in any other law to the Act of October 11, 1951 (65 Stat. 406), or the regulations proclaimed thereunder, shall be deemed a reference to this Act (this chapter) and the regulations proclaimed hereunder.”

EX. ORD. NO. 11329. ENFORCEMENT OF CONVENTION FOR SAFETY OF LIFE AT SEA, 1960

EX. ORD. NO. 11329, July 31, 1965, 30 F.R. 9671, as amended by Ex. Ord. No. 11382, Nov. 28, 1967, 32 F.R. 10247 provided:

WHEREAS under Article 1 of the International Convention for Safety of Life at Sea, signed at London on June 17, 1960, ratified by the United States of America, and proclaimed by the President on March 24, 1965 (TIAS 5700), hereinafter sometimes referred to as the Convention, the Government of the United States, together with the governments of the other countries which have become parties to the Convention, undertakes to give effect to the provisions of the Convention and of the Regulations annexed thereto, to promulgate all laws, decrees, orders, and regulations, and to take all other steps which may be necessary to give the Convention full and complete effect, so as to insure that, from the point of view of safety of life, a ship is fit for the service for which it is intended; and

WHEREAS it is expedient and necessary, in order that the Government of the United States may give full and complete effect to the Convention, that several departments and agencies of the Execu-
tive Branch of the Government perform functions and duties thereunder; and

WHEREAS, in accordance with Article XI thereof, the President of the United States of America, by executive order, on April 10, 1965

NOW, THEREFORE, by virtue of the authority vested in me by Section 301 of Title 3 of the United States Code and as President of the United States of America, it is ordered as follows:

SECTION 1. (a) With respect to vessels of special construction or purpose, the Secretary of the Navy, for vessels of the Navy, and the Secretary of the Department in which the Coast Guard is operating, for all other vessels, shall determine and certify, in accord with Rule I of the International Regulations for Preventing Collisions at Sea, 1972, hereinafter referred to as the International Regulations, that vessels, that vessels cannot comply fully with the provisions of any of the International Regulations with respect to the number, positions, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signalling appliances, without interfering with the special function of the vessel.

(b) With respect to vessels for which a certification is issued, the Secretary issuing the certification shall certify as to such other provisions which are the closest possible compliance by that vessel with the International Regulations.

(c) Notice of such certification issued shall be published in the Federal Register.

SECTION 2. The Secretary of the Navy is authorized to promulgate special rules with respect to additional station or signal lights or whistle signals for ships of war or vessels proceeding under convoy, and the Secretary of the Department in which the Coast Guard is operating is authorized, to the extent permitted by law, including the provisions of Title 33, section 25, U.S.C., or of the Coast Guard Code, to promulgate special rules with respect to additional station or signal lights for fishing vessels engaged in fishing as a fleet. In accord with Rule I of the International Regulations, the additional station or signal lights or whistle signals contained in the special rules shall be, as far as possible, such as they cannot be mistaken for any light or signal authorized by the International Regulations. Notice of such special rules for fishing vessels shall be published in the Federal Register.

SECTION 3. The Secretary of the Navy, for vessels of the Navy, and the Secretary of the Department in which the Coast Guard is operating, for all other vessels, are authorized to exempt, in accord with Rule 38 of the International Regulations, any vessel or class of vessels, the keel of which is laid, or which is at a corresponding stage of construction, before July 15, 1977, from full compliance with the International Regulations, provided that such vessel or class of vessels complies with the requirements of the International Regulations. Notice of any exemption granted shall be published in the Federal Register.

SECTION 4. The Secretary of the Department in which the Coast Guard is operating is authorized, to the extent permitted by law, to promulgate such rules and regulations that are necessary to implement the provisions of the Convention and International Regulations. He shall cause to be published in the Federal Register any implementing regulations or interpretive rulings promulgated pursuant to this Order, and shall promptly publish in the Federal Register the full text of the International Regulations.

GERALD R. FORD.

PROCL. NO. 3932. ENABLING PROCLAMATION

PRO. NO. 3932, DEC. 29, 1964, 29 F.R. 19107, provided:

WHEREAS certain regulations designated as Regulations for Preventing Collisions at Sea, 1960, were approved by the International Conference on Safety of Life at Sea, 1960, held at London from May 17 to June 18, 1960; and

WHEREAS the Act of September 24, 1963 (Public Law 88-131, 77 Stat. 194) (this chapter), hereinafter referred to as the Act, authorizes the President of the United States of America to proclaim those regulations, which are entitled in Section 301 of Title 3 of the United States Code, 105, 1961 to 1064 of this title), and to specify

Page 317

TITLE 33—NAVIGATION AND NAVIGABLE WATERS §1051
§ 1052. Navy and Coast Guard vessels; exemption regarding lights; feasible conformity to requirements; publication; effective date

Any requirement of such regulations in respect of the number, position, range of visibility, and visibility of the lights required by them shall be followed by vessels other than vessels of the Navy or of the Coast Guard when not in the vicinity of a seaport, or in the vicinity of a seaport or a place of refuge, of the territories to which they apply, in the case of vessels other than those of the Navy or of the Coast Guard, except that such requirements may be modified as in the case of vessels of the Navy or of the Coast Guard when the President or his designee, by publication, declares that conditions of light, visibility, or other circumstances make such requirements impractical.

The rules concerning lights shall be published in the Register of the Treasury and Department of the Treasury, respectively, pursuant to section 6(b)(1) of Pub. L. 89-670, which transferred the Secretary of the Treasury to the Secretary of Transportation and of other offices and officers of the Department of the Treasury to the Secretary of Transportation. Section 6(b)(2) of Pub. L. 89-670, however, provided that notwithstanding such transfer of functions, the Coast Guard shall operate as part of the Navy in time of war or when the President directs as provided in section 3 of Title 14, Coast Guard. See section 1658 of Title 49, Transportation.

§ 1053. Designation of regulations

The regulations authorized to be proclaimed under section 1051 of this title are the Regulations for Preventing Collisions at Sea, 1960, approved by the International Conference on Safety of Life at Sea, 1960, held at London from May 17, 1960, to June 17, 1960, and are set out in sections 1061 to 1094 of this title.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1063, 1075, 1076, and 1094 of this title, and rules 1 to 31, which are classified to sections 1081, 1082 to 1094, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

In the text of the original, "and are set out in sections 1061 to 1094 of this title" read "as follows".

Effective Date


SUBCHAPTER II—PRELIMINARY AND DEFINITIONS

§ 1061. Scope of these Rules (Rule 1)

(a) Watercraft to which applicable

These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in section 1092 of this title. 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) Provisions concerning lights; conditions governing compliance

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) Definitions

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 water;

(II) the word “seaplane” includes a flying boat and any other aircraft designed to manoeuvre 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;

(VI) 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 term “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.


REFERENCES IN TEXT

These Rules and Rules, referred to in text, mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

EFFECTIVE DATE


SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in section 1069 of this title.

SUBCHAPTER III—LIGHTS AND SHAPES

§ 1062. Requirements when under way (Rule 2)

(a) Power-driven vessels

A power-driven vessel when under way shall carry—

(I) On or in front of the foremost, or if a vessel without a foremost 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 11½ degrees (10 points) on each side of the vessel, that is, from right ahead to 22¾ 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) Either forward or abaft the white light prescribed in clause (I) of this subsection a second white light similar in construction and character to that light. Vessels of less than 150 feet in length shall not be required to carry this second white light but may do so.

(III) These two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the forward light shall always be shown lower than the after one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.

(IV) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 112½ degrees (10 points of the compass), so fixed as to show the light from right ahead to 22½ 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 112½ degrees (10 points of the compass), so fixed as to show the light from right ahead to 22½ 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) Seaplanes

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.


Codification
Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1063, 1075, 1079, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

Effective Date

Section Referred to in Other Sections
This section is referred to in sections 1063, 1064, 1065, 1067, 1068, 1069 of this title.

§ 1063. Towing or pushing other vessels or seaplanes (Rule 3)

(a) Power-driven vessels
A power-driven vessel when towing or pushing another vessel or seaplane shall, in addition to her sidelights, carry two white lights in a vertical line one over the other, not less than 6 feet apart, and when towing and the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towing, exceeds 600 feet, shall carry three white 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 6 feet above or below, the middle light. 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 section 1062(a)(1) of this title. None of these lights shall be carried at a height of less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) Towing vessel
The towing vessel shall also show either the stern light prescribed in section 1070 of this title or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam.

(c) Period between sunrise and sunset
Between sunrise and sunset a power driven vessel engaged in towing, if the length of tow exceeds 600 feet, shall carry, where it can best be seen, a black diamond shape at least 2 feet in diameter.

(d) Seaplane
A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in section 1062(b)(i), (ii), and (iii) of this title; and, in addition, she shall carry a second white light of the same construction and character as the white light prescribed in section 1062(b)(i) of this title, and in a vertical line at least 6 feet above or below such light.


Codification
Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1063, 1075, 1079, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

§ 1064. Vessels and seaplanes not under command, and vessels engaged in certain operations (Rule 4)

(a) Vessels not under command
A 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 section 1062(a)(1) and (ii) of this title, two red lights in a vertical line one over the other not less than 6 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 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) Seaplanes not under command
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 section 1062(b)(i) of this title, 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) Vessels engaged in laying or picking up submarine cable or navigation marks; surveying or underwater operations; replenishment at sea; launching or recovery of aircraft
A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, or a vessel engaged in replenishment at sea, or in the launching or recovery of aircraft, when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights prescribed in section 1062(a)(1) and (ii), or section 1067(a)(1) of this title, 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 6 feet above or below, the middle light. The high-
est 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 6 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 colour, and the middle one diamond in shape and white.

(d) Vessels engaged in minesweeping operations

(i) A vessel engaged in minesweeping operations shall carry at the forecast a green light, and at the end or ends of the forecast 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 section 1062(a)(i) or section 1067(a)(i) of this title, 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) Coloured side lights and stern light

The vessels and seaplanes referred to in this section, when not making way through the water, shall show neither the coloured sidelights nor the stern light, but when making way they shall show them.

(f) Meaning of signals

The lights and shapes prescribed in this section 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) Signals not to be taken as distress signals

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in section 1093 of this title.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1067, 1068 of this title.

§ 1066. Vessels in bad weather; other sufficient cause (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 colour of the lights they respectively contain, and shall be provided with proper screens.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to
§ 1067. Substitute lights for power-driven vessels, power-driven vessels towing or pushing other vessels, vessels under oars or sails, vessels being towed or pushed ahead, and rowing boats (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 sections 1062, 1065, and 1066 of this title, but if they do not carry them they shall be provided with the following lights—

(a) Power-driven vessels of less than 65 feet in length, except as provided in subsections (b) and (c) of this section, shall carry—

(1) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a white light constructed and fixed as prescribed in section 1062(a)(i) of this title and of such a character as to be visible at a distance of at least 3 miles.

(ii) Green and red sidelights constructed and fixed as prescribed in section 1062(a)(iv) and (v) of this title, 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 lantern shall be carried not less than 3 feet below the white light.

(b) Power-driven vessels of less than 65 feet in length when towing or pushing another vessel shall carry—

(I) In addition to the sidelights or the combined lantern prescribed in subsection (a)(ii) of this section two white lights in a vertical line, one over the other not less than 4 feet apart. Each of these lights shall be of the same construction and character as the white light prescribed in subsection (a)(i) of this section and one of them shall be carried in the same position. In a vessel with a single mast such lights may be carried on the mast.

(ii) Either a stern light as prescribed in section 1070 of this title or in lieu of that light a small white light abaft the funnel or after-mast for the tow to steer by, but such light shall not be visible forward of the beam.

(c) Power-driven vessels of less than 40 feet in length may carry the white light at a less height than 9 feet above the gunwale but it shall be carried not less than 3 feet above the sidelights or the combined lantern prescribed in subsection (a)(ii) of this section.

(d) Vessels of less than 40 feet in length, under oars or sails, except as provided in subsection (f) of this section, shall, if they do not carry the sidelights, carry, where it can best be seen, a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(e) The vessels referred to in this section when being towed shall carry the sidelights or the combined lantern prescribed in subsections (a) or (d) of this title, as appropriate, and a stern light as prescribed in section 1070 of this title, or, except the last vessel of the tow, a small white light as prescribed in subsection (b)(ii) of this section. When being pushed ahead they shall carry at the forward end the white light prescribed in subsections (a) or (d) of this section as appropriate, provided that any number of vessels referred to in this section when pushed ahead in a group shall be lighted as one vessel under this section unless the overall length of the group exceeds 65 feet when the provisions of section 1065(c) of this title 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.

The vessels and boats referred to in this section shall not be required to carry the lights or shapes prescribed in sections 1064(a) and 1071(e) of this title and the size of their day signals may be less than is prescribed in sections 1064(c) and 1071(e) of this title.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1080, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1064, 1068, 1069 of this title.

§ 1068. Pilot-vessels on and off duty (Rule 8)

(a) Power-driven pilot vessel engaged on piloting 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 section 1062(a)(v) and (v) or section 1067(a)(ii) or (d) of this title, as appropriate, and the stern light prescribed in section 1070 of this title.

(b) Sailing pilot vessel engaged on pilotage duty and under way—

A sailing 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. 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 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.
§ 1069. Fishing vessels; trawling vessels; fishing vessels by day (Rule 9)

(a) Fishing vessels not engaged in fishing

Fishing vessels when not engaged in fishing shall show one white light or shapes for similar vessels of their length.

(b) Vessels engaged in fishing under way or at anchor

Vessels engaged in fishing, when under way or at anchor, shall show only the lights and shapes prescribed in this section, which lights and shapes shall be visible at a distance of at least 2 miles.

(c) Vessels engaged in trawling

(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 section 1062(a)(1) of this title but such light shall be carried lower than and abaft the all-round green and white lights.

(d) Vessels engaged in fishing but not engaged in trawling

Vessels when engaged in fishing, except vessels engaged in trawling, shall carry the lights prescribed in subsection (c)(1) of this section 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) Fishing and trawling vessels when making way through the water

Vessels referred to in subsections (c) and (d) of this section, when making way through the water, shall carry the sidelights or lanterns prescribed in section 1062(a)(iv) and (v) or section 1067(a)(ii) or (d) of this title, as appropriate, and the stern light prescribed in section 1070 of this title. When not making way through the water they shall show neither the sidelights nor the stern light.

(f) Fishing vessel, except trawler, with outlaying gear extending more than 500 feet horizontally into seaway

Vessels referred to in subsection (d) of this section with outlaying 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 outlaying gear. This additional white light shall be placed at a height not exceeding that of the white light prescribed in subsection (c)(1) of this section and not lower than the sidelights.

(g) Additional lights

In addition to the lights which they are required by this section 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 fisherman shall take into account that specially bright or insufficiency screened working lights may impair the visibility and distinctive character of the lights prescribed in this section.

(h) Vessels engaged in fishing by day

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 outlaying 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 outlaying gear.

Note.—Vessels fishing with trolling lines are not “engaged in fishing” as defined in section 1061(c)(xiv) of this title.

§ 1070. Stern and tail lights (Rule 10)

(a) Vessels under way

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 140 degrees of the compass, so fixed as to show the light 67½ 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) Small vessels

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) Seaplanes

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.


REFERENCES IN TEXT

These Rules, referred to in subsec. (a), mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

§ 1071. Vessels and seaplanes at anchor or aground

(a) Vessel of less than 150 feet in length

A vessel of less than 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light visible all round the horizon at a distance of at least 2 miles. Such a vessel may also carry a second white light in the position prescribed in subsection (b) of this section 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) Vessel of more than 150 feet in length

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.

(c) Period between sunrise and sunset

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) Vessel engaged in laying or picking up submarine cable or navigation marks, or surveying or underwater operations

A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when at anchor, shall carry the lights or shapes prescribed in section 1064(a) of this title in addition to those prescribed in the appropriate preceding subsections of this section.

e) Vessel aground

A vessel aground shall carry the light or lights prescribed in subsections (a) or (b) of this section and the two red lights prescribed in section 1064(a) of this title. 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 6 feet apart.

(f) Seaplane of less than 150 feet in length

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) Seaplane of more than 150 feet in length

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) Seaplane aground

A seaplane aground shall carry on anchor light or lights as prescribed in subsections (f) and (g) of this section, 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.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1076, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

So in original. Probably should read "an".
§ 1076. Vessels proceeding under sail, when also propelled by machinery (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.  

CODIFICATION  
Section was enacted as part of section 4 of Pub. L. 88-131 which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SUBCHAPTER IV—SOUND SIGNALS AND CONDUCT IN RESTRICTED VISIBILITY

§ 1075. General considerations of radar  
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 sections 1076 and 1077 of this title.  
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.  

REFERENCES IN TEXT  
The Rules, referred to in par. (1), mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

EFFECTIVE DATE  

§ 1076. Sound signals (Rule 15)  
(a) Power-driven, and sailing vessels  
A power-driven vessel of 40 feet or more in length shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 40 feet or more in length shall be provided with a similar fog horn and bell.  

(b) Methods of sending  
All signals prescribed in this section 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.
§ 1077

(c) Number and length of blasts and rings

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

(i) A power-driven vessel making way through the water shall sound at intervals of not more than 2 minutes a prolonged blast.

(ii) 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 salling vessel under way shall sound, at intervals of not more than 1 minute, 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) 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 section 1072 of this title, 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.

(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 not under command or unable to manoeuvre as required by these Rules, shall, instead of the signals prescribed in clauses (i), (ii) and (iii) of this subsection 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 clause (iv) of this subsection 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 clause (v) of this subsection. A vessel when fishing with trolling lines and under way shall sound the signals prescribed in clauses (i), (ii), and (i) of this subsection 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 clauses (i), (ii) and (iv) of this subsection, sound an identity signal consisting of 4 short blasts.


REFERENCES IN TEXT

These Rules, referred to in subsec. (c)(v), mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1077, 1079 to 1088, 1090, and 1091 to 1093 of this title.

CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1063, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in section 1075 of this title.

§ 1077. Speed in weather restricting visibility (Rule 16)

(a) Vessel or seaplane taxiing

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

(b) Power driven vessel hearing fog signal

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

(c) Power driven vessel detecting presence of other vessel

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


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1075, 1094 of this title.
§ 1078. General considerations

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. Sections 1079 to 1086 of this title apply only to vessels in sight of one another.


REFERENCES IN TEXT

These Rules, referred to in par. (1), mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1086, 1090, and 1091 to 1093 of this title.

CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1076, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1086, 1090, and 1091 to 1093 of this title.

EFFECTIVE DATE


§ 1079. Sailing vessels approaching one another; windward side (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—

(1) 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.

(2) 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 leeward.

(b) For the purposes of this section 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.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1076, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1086, 1090, and 1091 to 1093 of this title.

§ 1080. Power-driven vessels meeting end on; definition (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 so that each may pass on the port side of the other. This section 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 side 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 both red and green lights are seen anywhere but ahead.

(b) For the purposes of this section and sections 1081 to 1091 of this title inclusive, except section 1082(c) and section 1080 of this title, a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1076, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1086, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in section 1078 of this title.
§ 1082. Vessels or seaplanes meeting (Rule 20)

(a) Power-driven vessel and sailing vessel

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 sections 1085 and 1086 of this title, the power-driven vessel shall keep out of the way of the sailing vessel.

(b) Sailing vessel in small channel

This section 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.

(c) Seaplane

A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these Rules.


REFERENCES IN TEXT

These Rules, referred to in subsec. (c), mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1078, 1080 of this title.

§ 1083. Vessels having right of way; duty in aiding to avert collision (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 sections 1080 and 1091 of this title).


REFERENCES IN TEXT

These Rules, referred to in text, mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1078, 1080 of this title.

§ 1084. Positive action to keep out of way; crossing ahead of vessel having right of way (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.


REFERENCES IN TEXT

These Rules, referred to in text, mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1078, 1080 of this title.

§ 1085. Duty to slacken speed, stop or reverse (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.


REFERENCES IN TEXT

These Rules, referred to in text, mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1078, 1080 of this title.

§ 1086. Overtaking vessel to keep out of way (Rule 24)

(a) In general

Notwithstanding anything contained in these Rules every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Approaching vessel more than 22½ degrees abaft her beam

Every vessel coming up with another vessel from any direction more than 22½ 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 overtaking vessel until she is finally past and clear.

(c) Presumption

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.


REFERENCES IN TEXT

These Rules, referred to in subsecs. (a) and (b), mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1076, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1078, 1080, 1082 of this title.

§ 1087. Power-driven vessels in narrow channels; nearing bends therein (Rule 25)

(a) Vessel to keep to starboard side of mid-channel

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 that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Bend in channel

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 one-half (½) 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.

(c) Vessel of less than 65 feet in length

In a narrow channel a power-driven vessel of less than 65 feet in length shall not hamper the safe passage of a vessel which can navigate only inside such channel.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in section 1090 of this title.

§ 1088. Right of way of fishing vessels; obstruction of fairways (Rule 26)

All vessels not engaged in fishing, except vessels to which the provisions of section 1064 of this title apply, shall, when under way, keep out of the way of vessels engaged in fishing. This section shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1076, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1060, 1082 of this title.

§ 1089. Special circumstances requiring departure from rules to avoid immediate danger (Rule 27)

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.


REFERENCES IN TEXT

These Rules, referred to in text, mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1076, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1060, 1080, 1083, 1090 of this title.

SUBCHAPTER VI—SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER

§ 1090. Sound signals indicating course (Rule 28)

(a) Meaning of blasts

When vessels are in sight of one another, a power-driven vessel under way, in taking any action which may render a departure from the above Rules necessary in order to avoid immediate danger.


CODIFICATION

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

SECTION REFERRED TO IN OTHER SECTIONS

This section is referred to in sections 1060, 1080, 1083, 1090 of this title.
§ 1091 TITLE 33—NAVIGATION AND NAVIGABLE WATERS Page 330

whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under sections 1089 and 1091 of this title or any other provision of these Rules, or of her duty to indicate any action taken under these Rules by giving the appropriate sound signals laid down in this section.

(c) Simultaneous operation of whistle and visual signals

Any whistle signal mentioned in this section may be further indicated by a visual signal consisting of a white light visible 1 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.

(d) Additional signals between ships of war or vessels sailing under convoy

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.


References in Text

These Rules, referred to in subsecs. (a), (b), and (d), mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1051, 1052 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

Codification

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1051, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

Effective Date


Section referred to in other sections

This section is referred to in sections 1080, 1083, 1090 of this title.

§ 1092. Reservation of rules for harbours and inland navigation (Rule 30)

Nothing in these Rules shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.


References in Text

These Rules, referred to in text, mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1051, 1052 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

Codification

Section was enacted as part of section 4 of Pub. L. 88-131, which enacted provisions set out as sections 1053, 1075, 1078, and 1094 of this title, and rules 1 to 31, which are classified to sections 1051, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.

§ 1093. Distress signals (Rule 31)

(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-signal 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) Flashes on the vessel (as from a burning tar barrel, oil barrel, &c.).

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

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

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

Subchapter VII—Miscellaneous Rules

§ 1091. Usual additional precautions required generally (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 look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.


References in Text

These Rules, referred to in subsec. (a), mean rules 1 to 31 as promulgated by section 4 of Pub. L. 88-131, which are classified to sections 1061, 1062 to 1074, 1076, 1077, 1079 to 1089, 1090, and 1091 to 1093 of this title.
§ 1094. 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 section 1077(a) of this title, go at a moderate speed. Information obtained from the use of radar is one of the circumstances to be taken into account when determining moderate speed. In this regard it must be recognised that small vessels, small icebergs and similar floating objects may not be detected by radar. Radar indications of one or more vessels in the vicinity may mean that "moderate speed" should be slower than a vessel 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 section 1077(b) of this title sufficiently to relieve a vessel of the duty to stop her engines and navigate with caution when a fog signal is heard forward of the beam.

4. When action has been taken under section 1077(c) of this title 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.