



Navigation Rules and Regulations

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Subpart I – Conduct of Vessels in Any Condition of Visibility

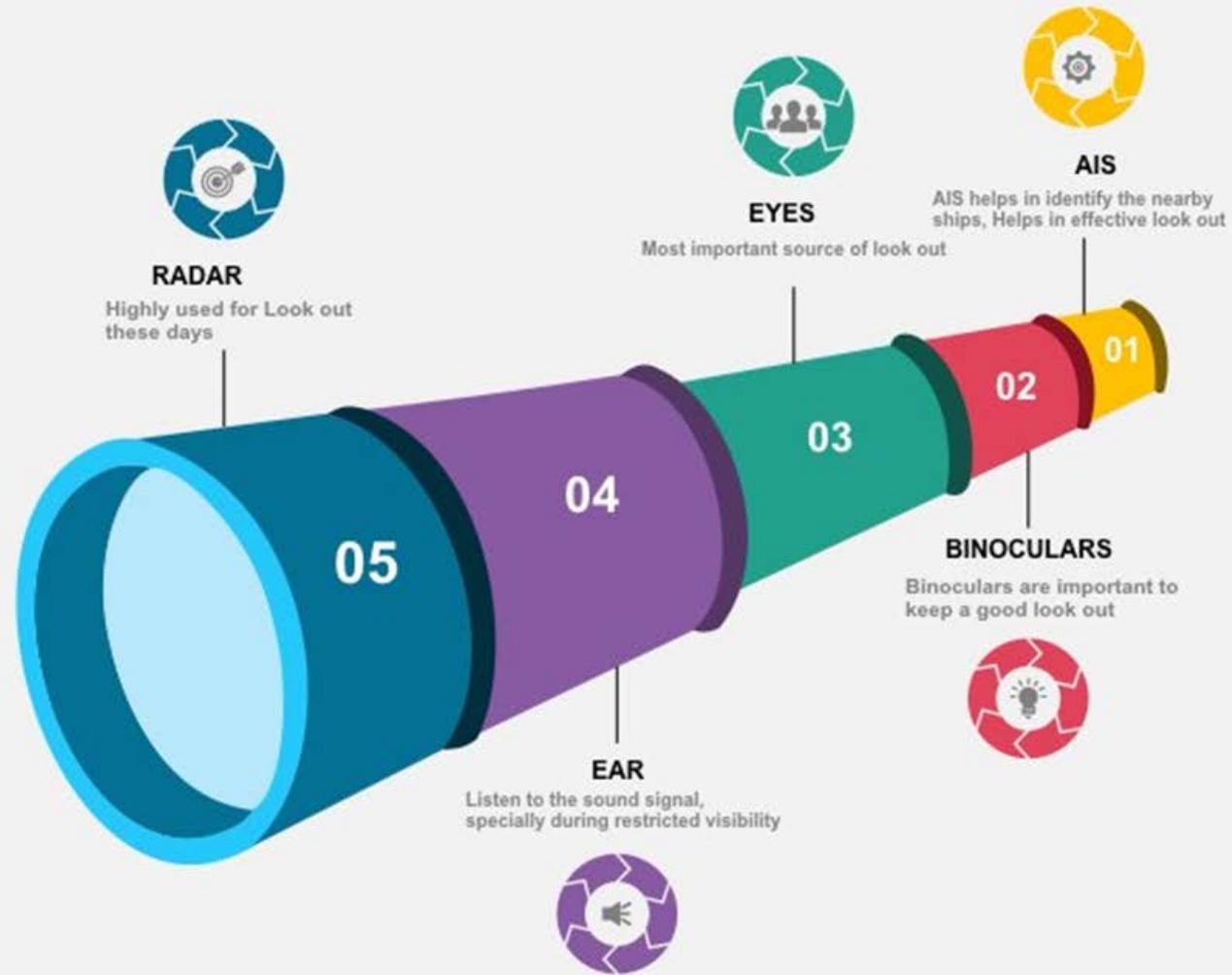




RULE 5 - LOOK-OUT

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

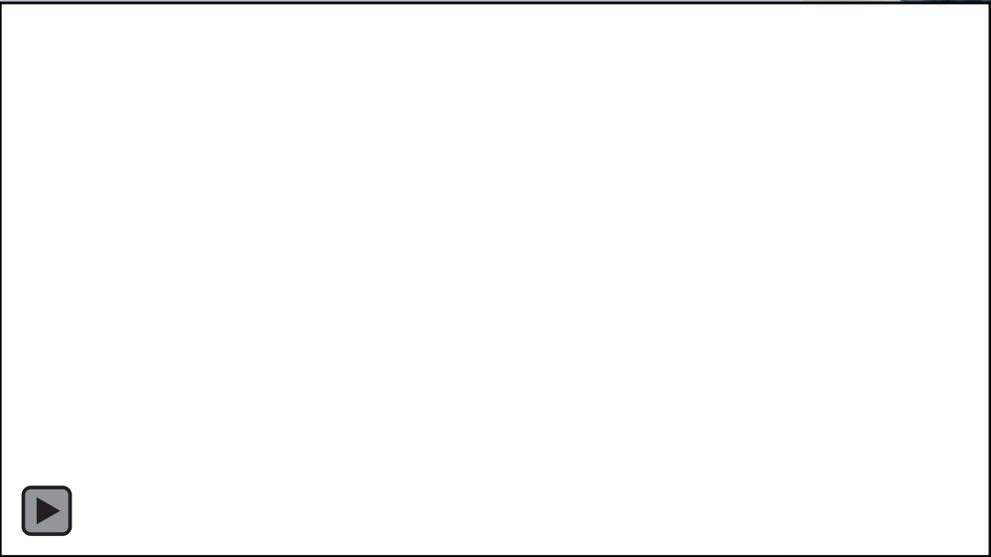
Rule 5 : Look out



RULE 6 - SAFE SPEED

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

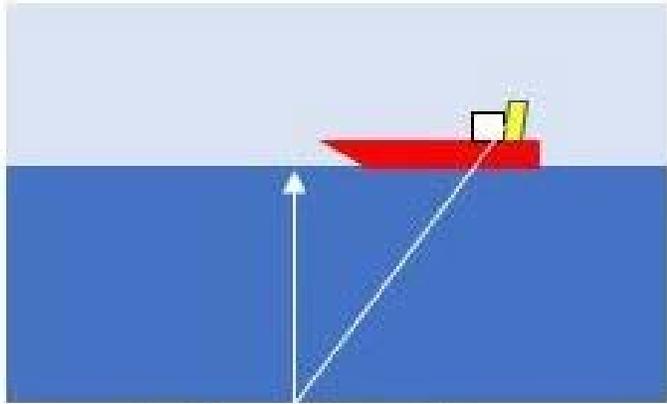




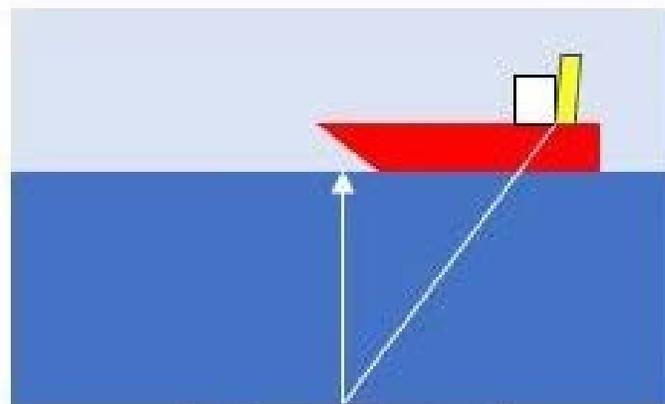


RULE 7 - RISK OF COLLISION

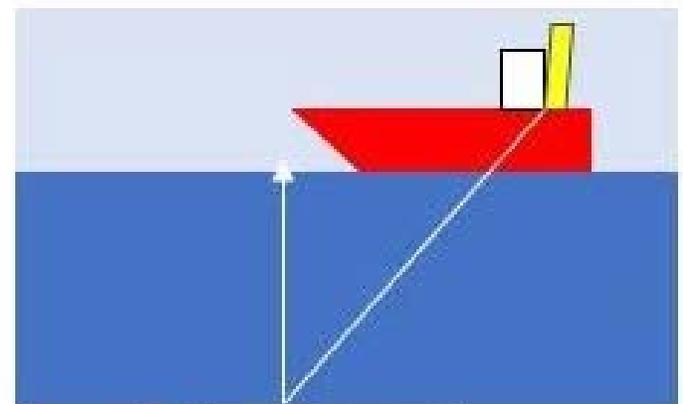
- ⚓ Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.
- ⚓ In determining if risk of collision exists the following considerations shall be among those taken into account:
 - ⚓ Such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change.
 - ⚓ Such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.



08:00 Bearing 034°
range 3 miles

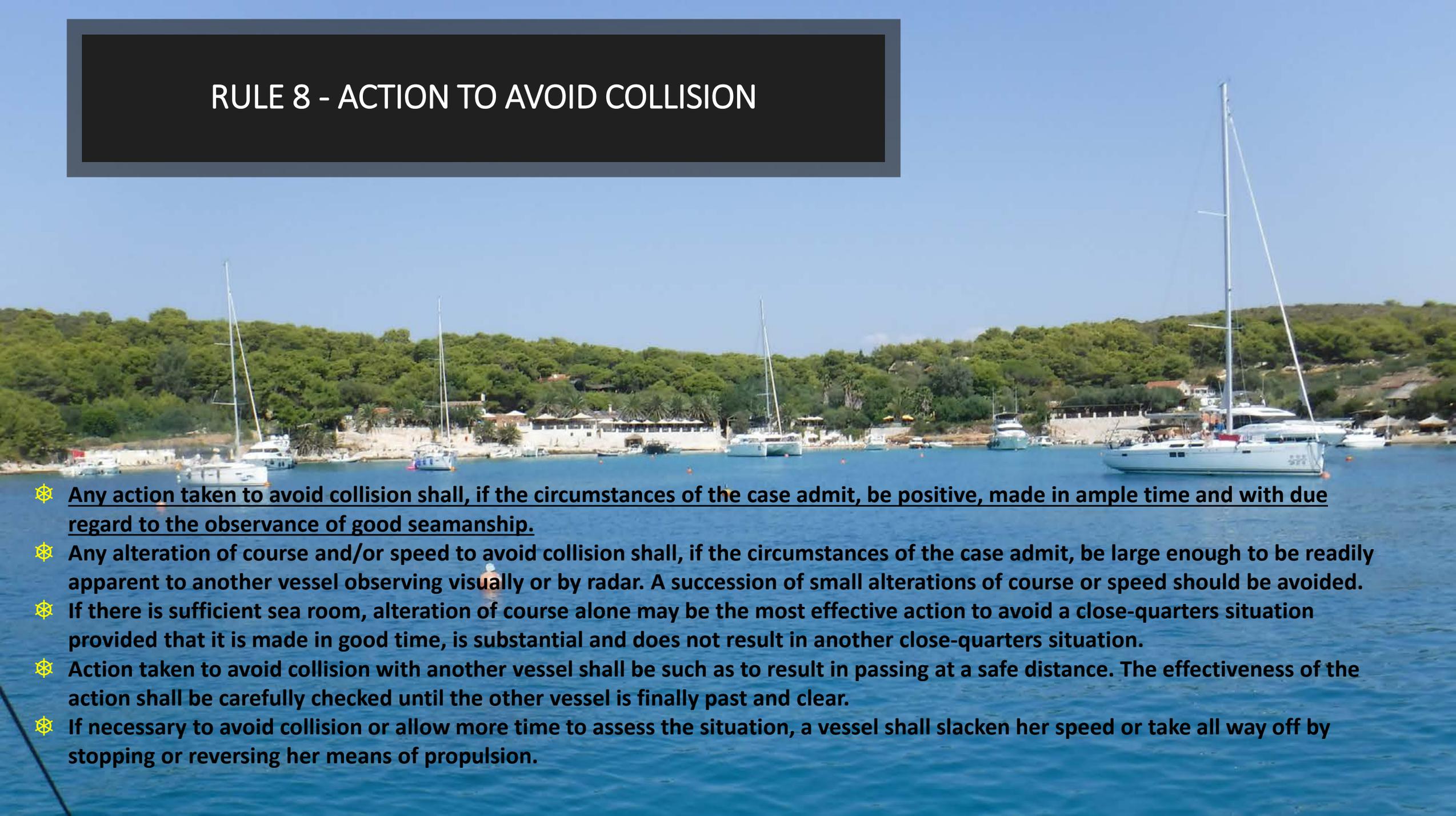


08:06 Bearing 036°
range decreasing



08:12 Bearing 035°
range decreasing

RULE 8 - ACTION TO AVOID COLLISION

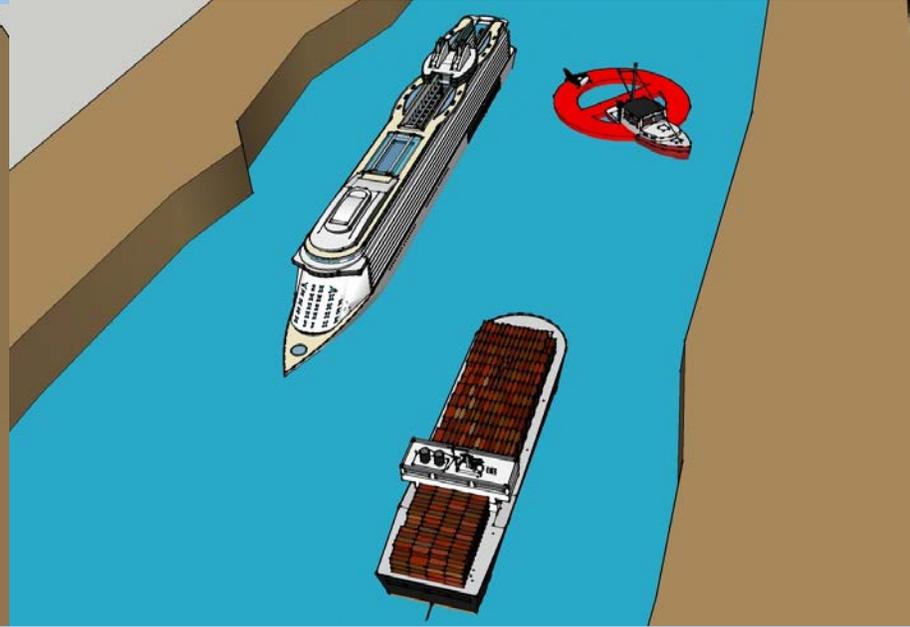
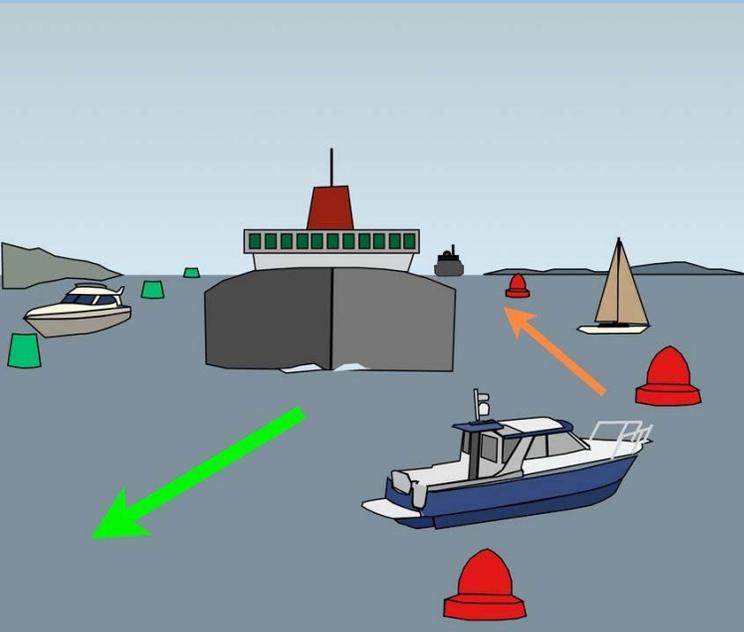
- 
- ⚓ **Any action taken to avoid collision shall, if the circumstances of the case admit, be positive, made in ample time and with due regard to the observance of good seamanship.**
 - ⚓ **Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar. A succession of small alterations of course or speed should be avoided.**
 - ⚓ **If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided that it is made in good time, is substantial and does not result in another close-quarters situation.**
 - ⚓ **Action taken to avoid collision with another vessel shall be such as to result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally past and clear.**
 - ⚓ **If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.**



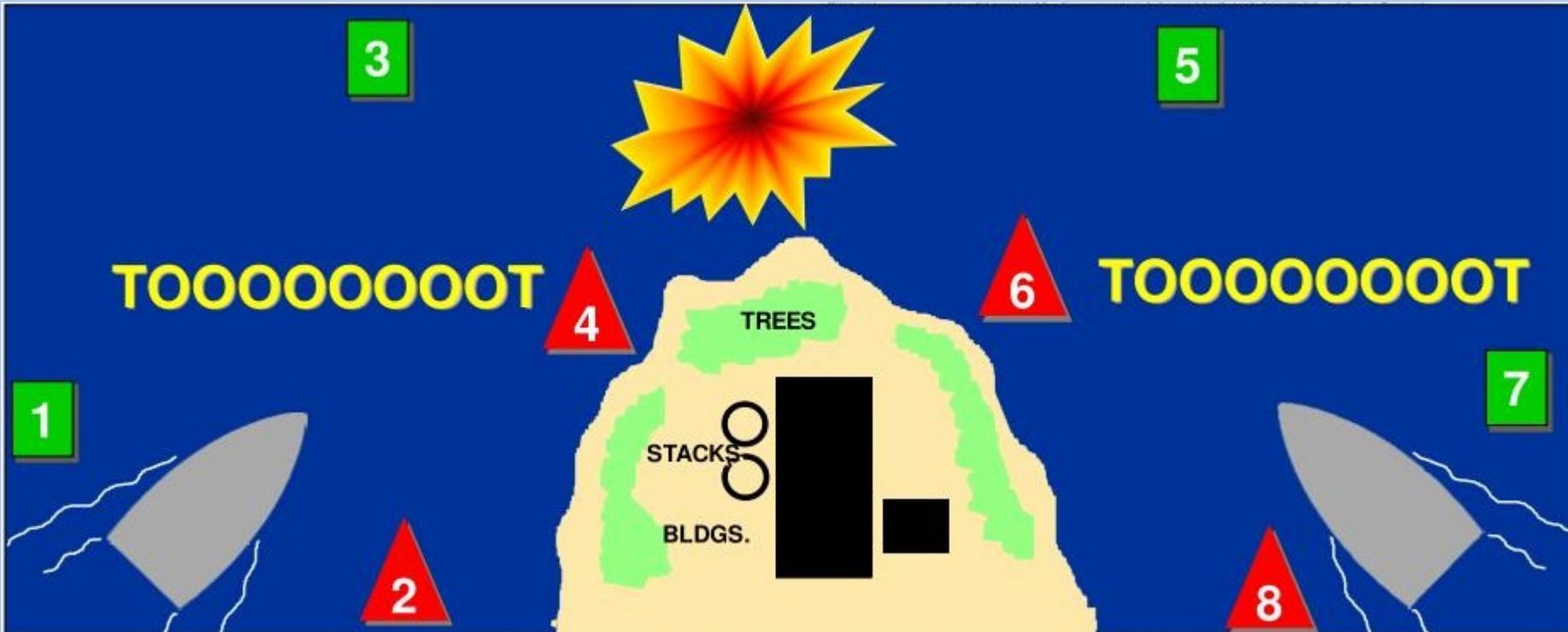
RULE 9 - NARROW CHANNELS

A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

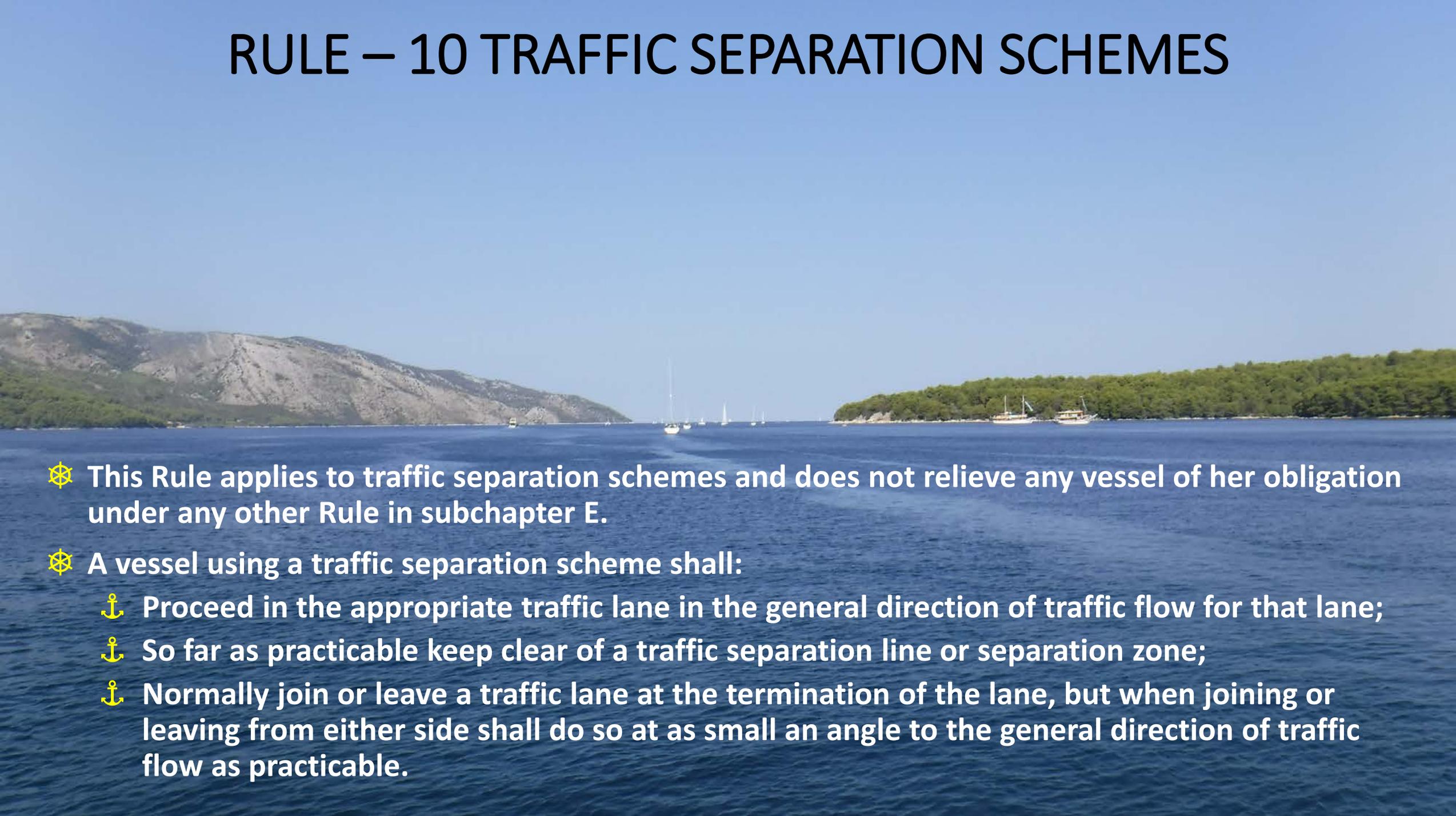
- ⚓ A vessel of less than 20 m in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway.
- ⚓ A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- ⚓ A vessel must not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway.



- ⚓ A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal .
- ⚓ Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.



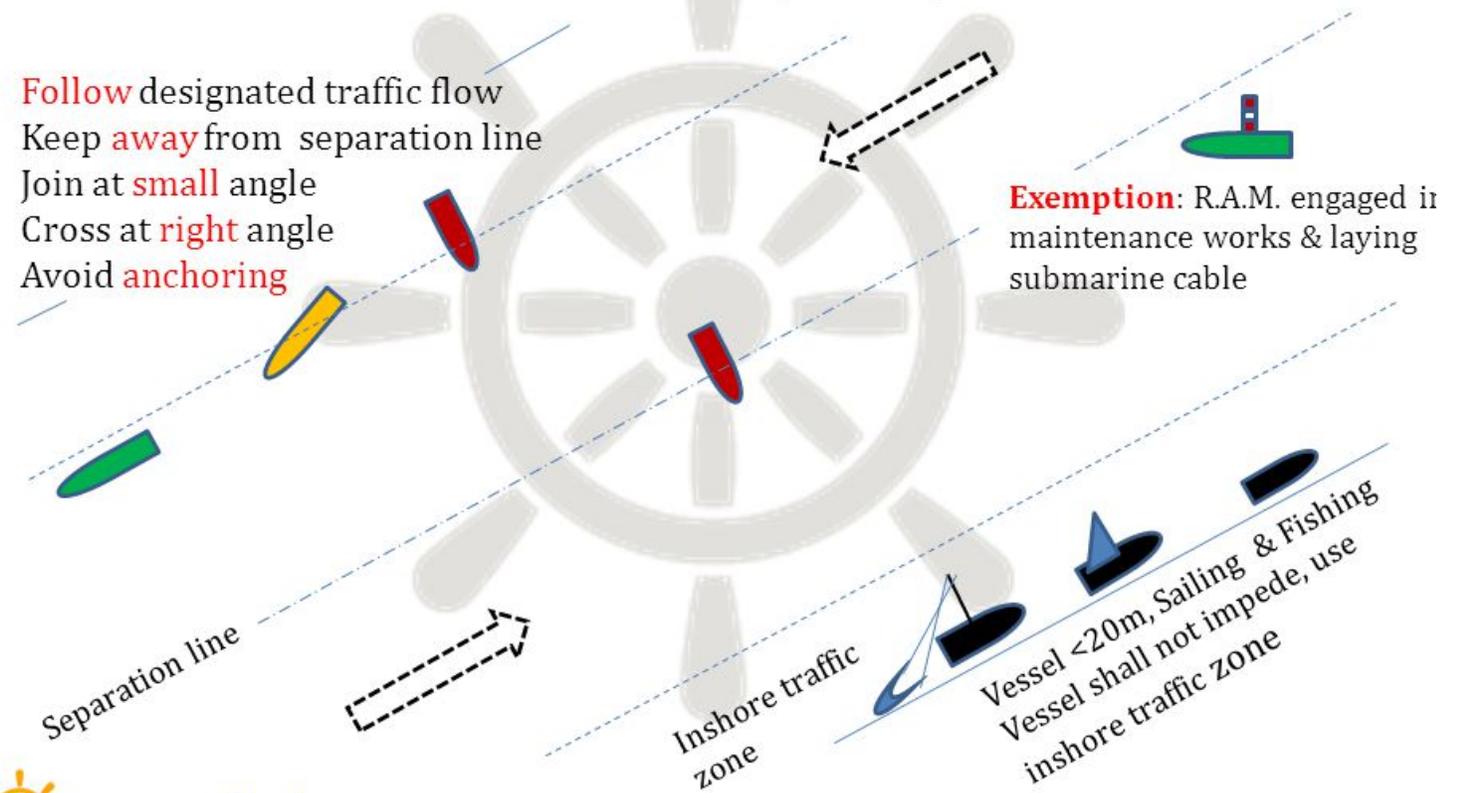
RULE – 10 TRAFFIC SEPARATION SCHEMES

- 
- ⚓ This Rule applies to traffic separation schemes and does not relieve any vessel of her obligation under any other Rule in subchapter E.
 - ⚓ A vessel using a traffic separation scheme shall:
 - ⚓ Proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
 - ⚓ So far as practicable keep clear of a traffic separation line or separation zone;
 - ⚓ 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.

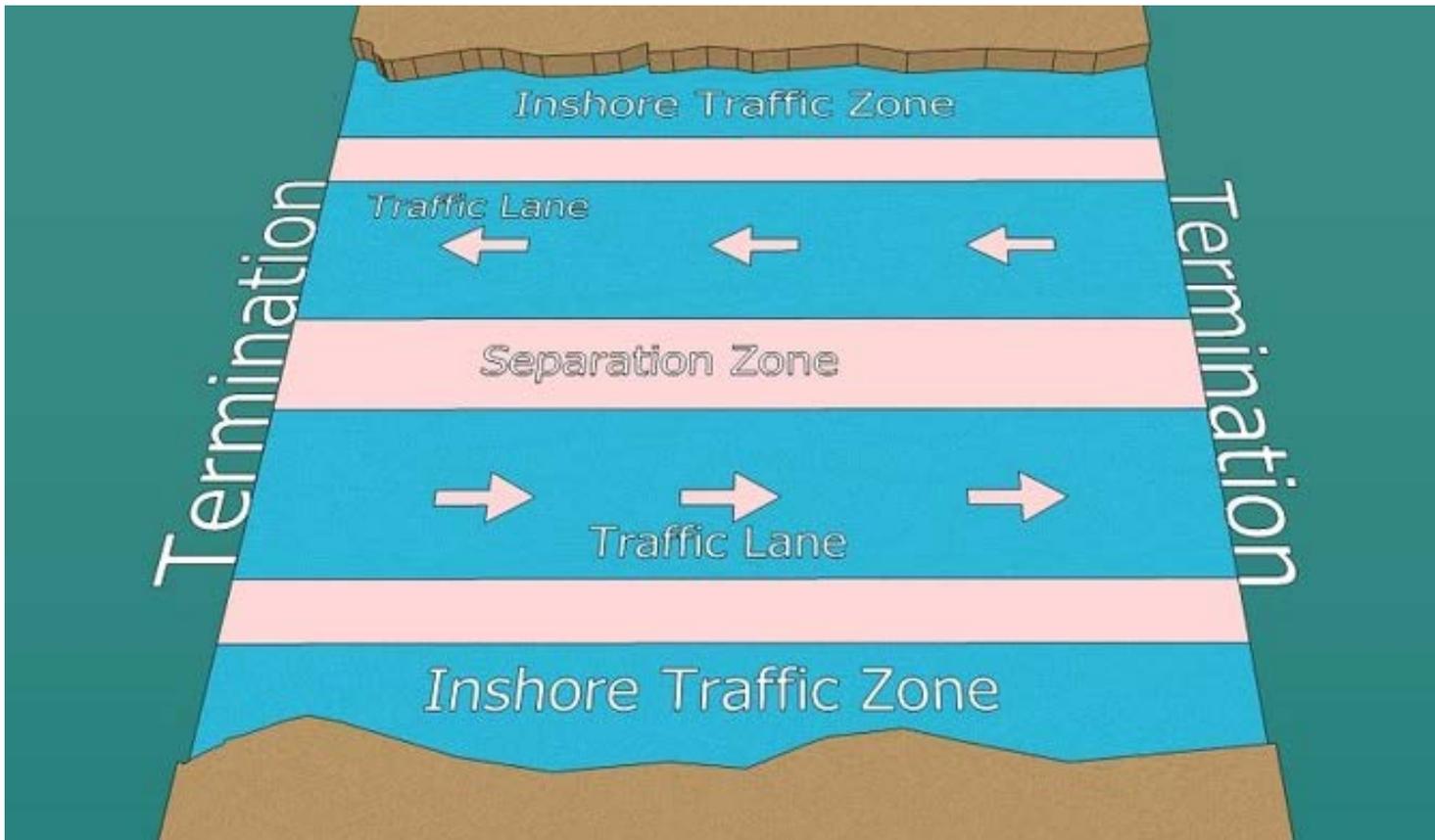
Crossing the Traffic Zone and Using the Inshore Traffic Zone

- ⚓ 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.
- ⚓ 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 m in length, sailing vessels, and vessels engaged in fishing may use the inshore traffic zone.
- ⚓ Notwithstanding the previous paragraph, a vessel may use an inshore traffic zone when en route 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.

TRAFFIC SEPARATION SCHEME (Rule 10)



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Separation Zone

- ⚠ A vessel other than a crossing vessel or one joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
 - ⚓ In cases of emergency to avoid immediate danger; or
 - ⚓ To engage in fishing within a separation zone.
- ⚠ A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- ⚠ A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- ⚠ A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.
- ⚠ A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- ⚠ A vessel of less than 20 m in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

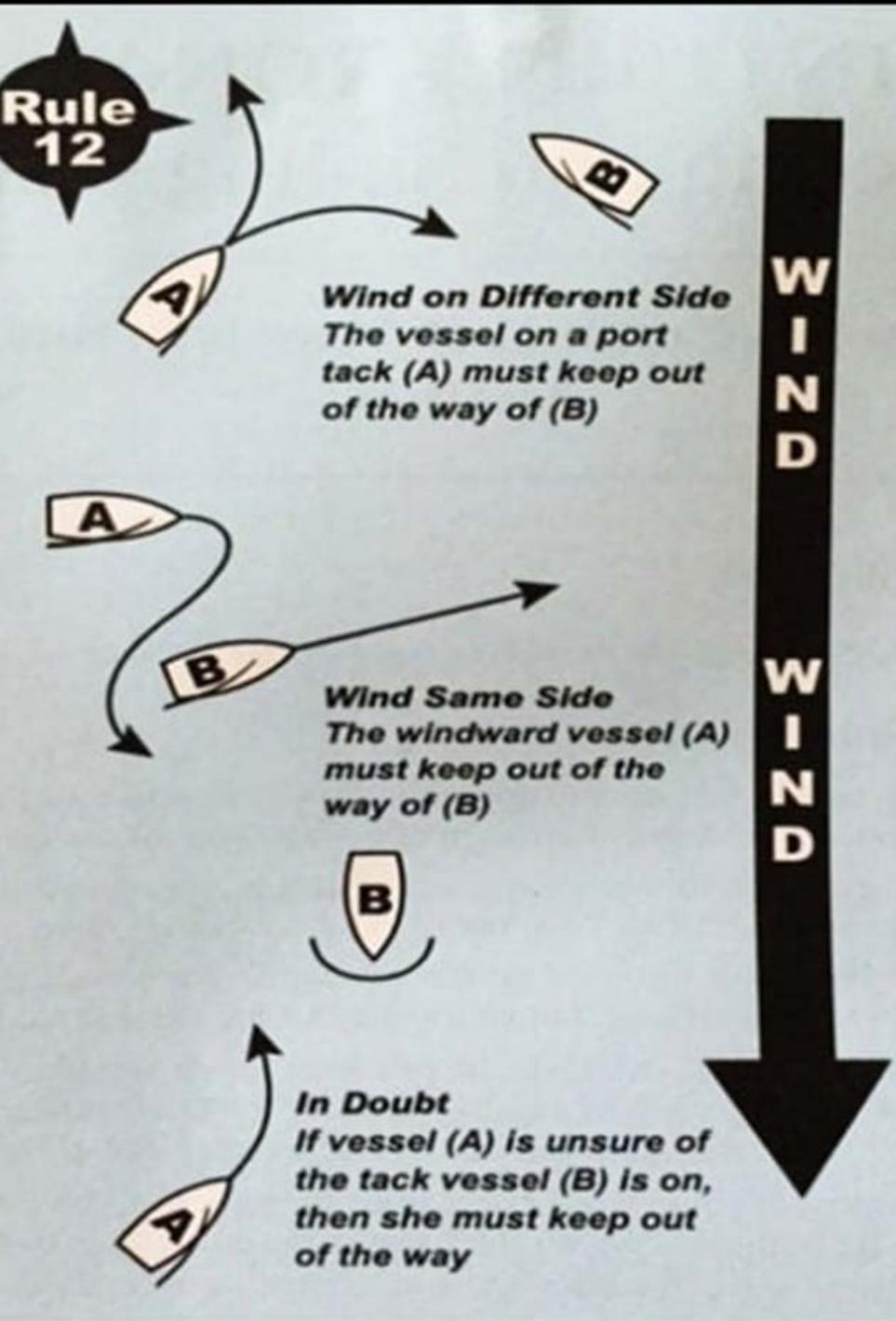
⚓ A vessel restricted in her ability to maneuver when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this Rule to the extent necessary to carry out the operation.

⚓ 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.



Subpart II - Conduct of Vessels in Sight of One Another





RULE 12 – SAILING VESSELS

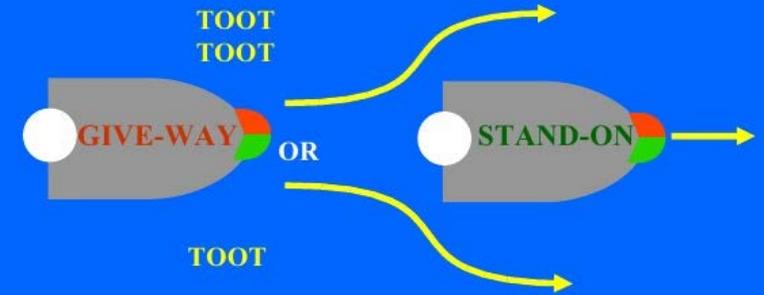
- ⚓ When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:
 - ⚓ When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.
 - ⚓ When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
 - ⚓ If a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.
- ⚓ For the purpose of this Rule, the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

RULE 13 - OVERTAKING

- ⚓ Notwithstanding anything contained in Rules 4 through 18, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.
- ⚓ A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam; that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.
- ⚓ When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly.
- ⚓ Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

Rule 13: Overtaking

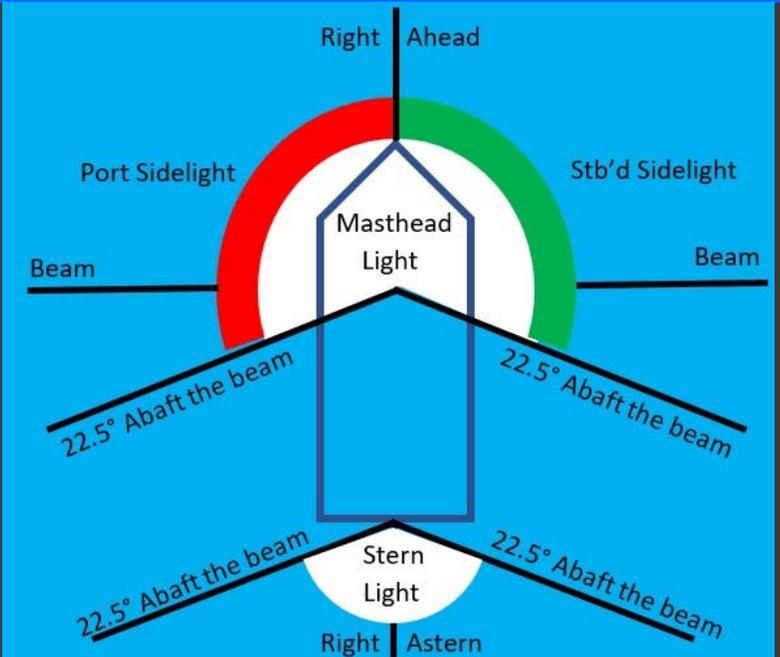
Two Short Blasts – “I intend to overtake you on my starboard side”

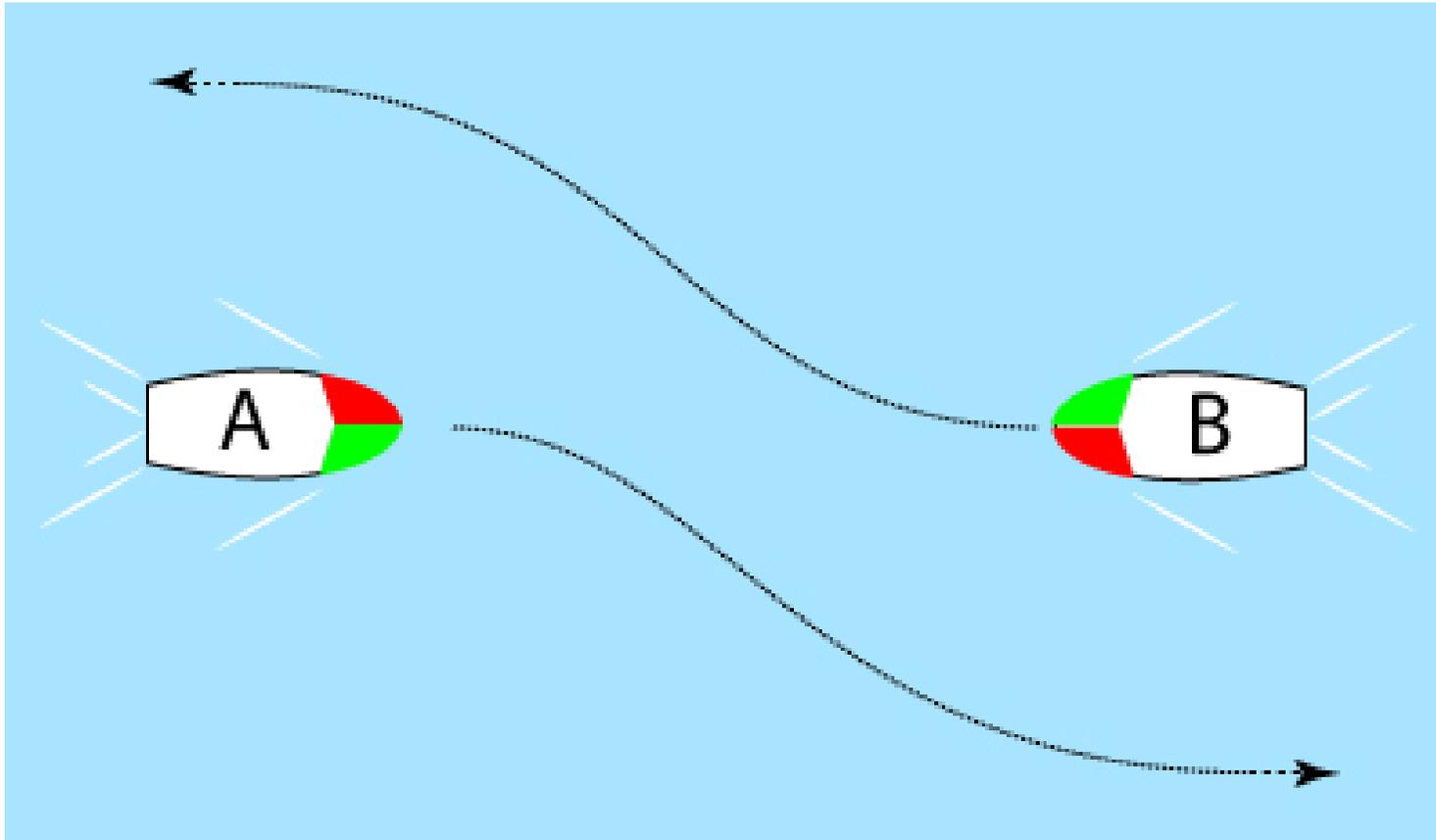


One Short Blast – “I intend to overtake you on my port side”

Whistle signals are found in Rule 34 c

If in agreement, the same signal shall be returned.





RULE 14 – HEAD-ON SITUATION

- ⚡ 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.
- ⚡ Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line and/or both sidelights and by day she observes the corresponding aspect of the other vessel.
- ⚡ When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

Crossing Situation (Rule 15)

- When two power-driven vessels are crossing, **the vessel which has the other on its starboard side shall keep out of the way** and shall avoid crossing ahead of the other vessel.

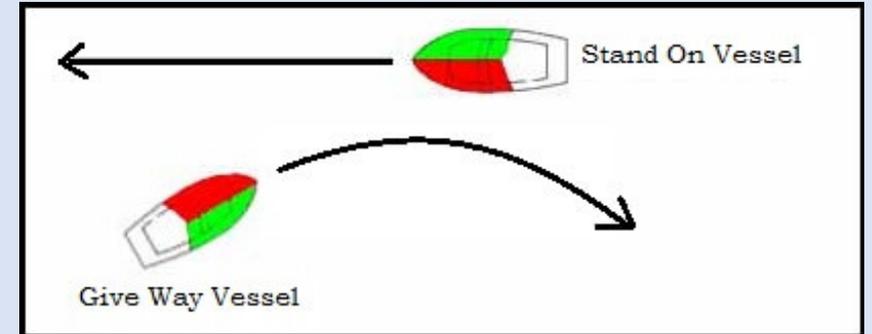


RULE 15 – CROSSING SITUATION

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.

RULE 16 – ACTION BY GIVE-WAY VESSEL

Every vessel which is directed to keep out of the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.



A is the stand-on vessel / B is the give-way vessel



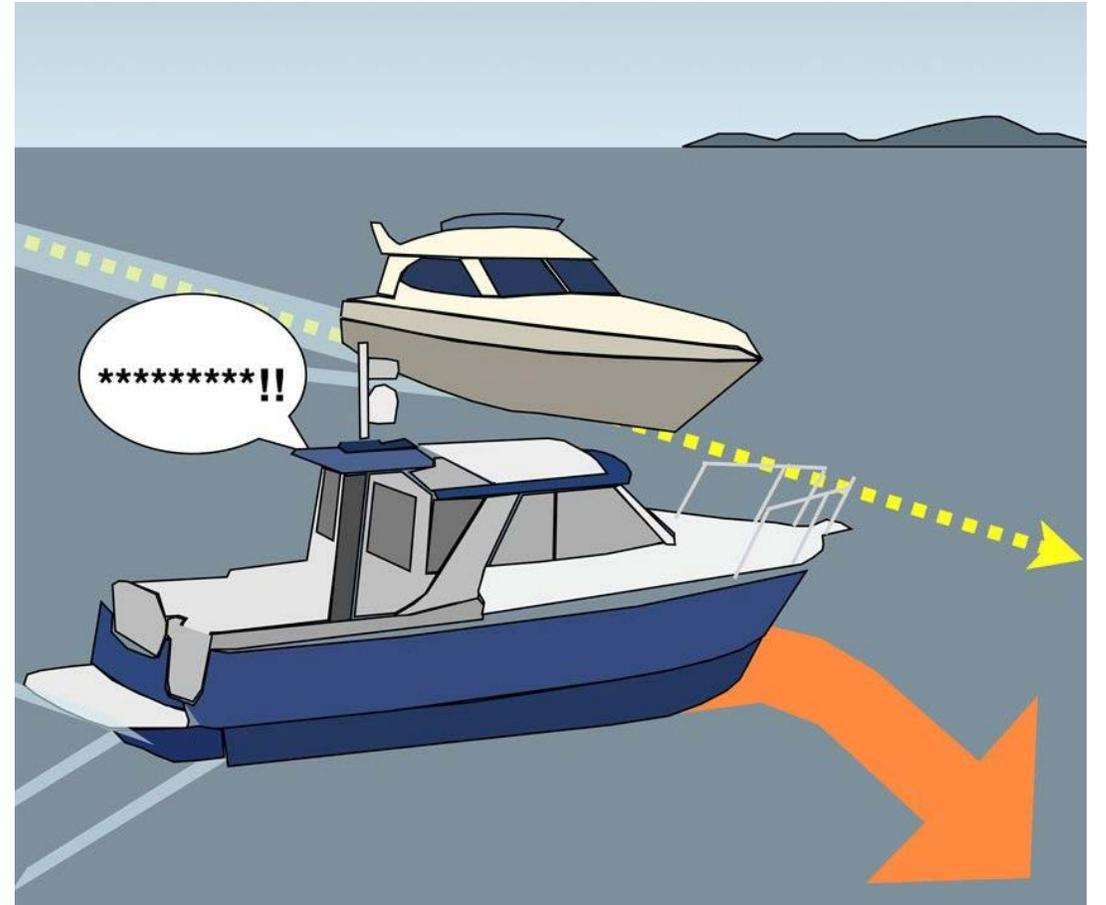
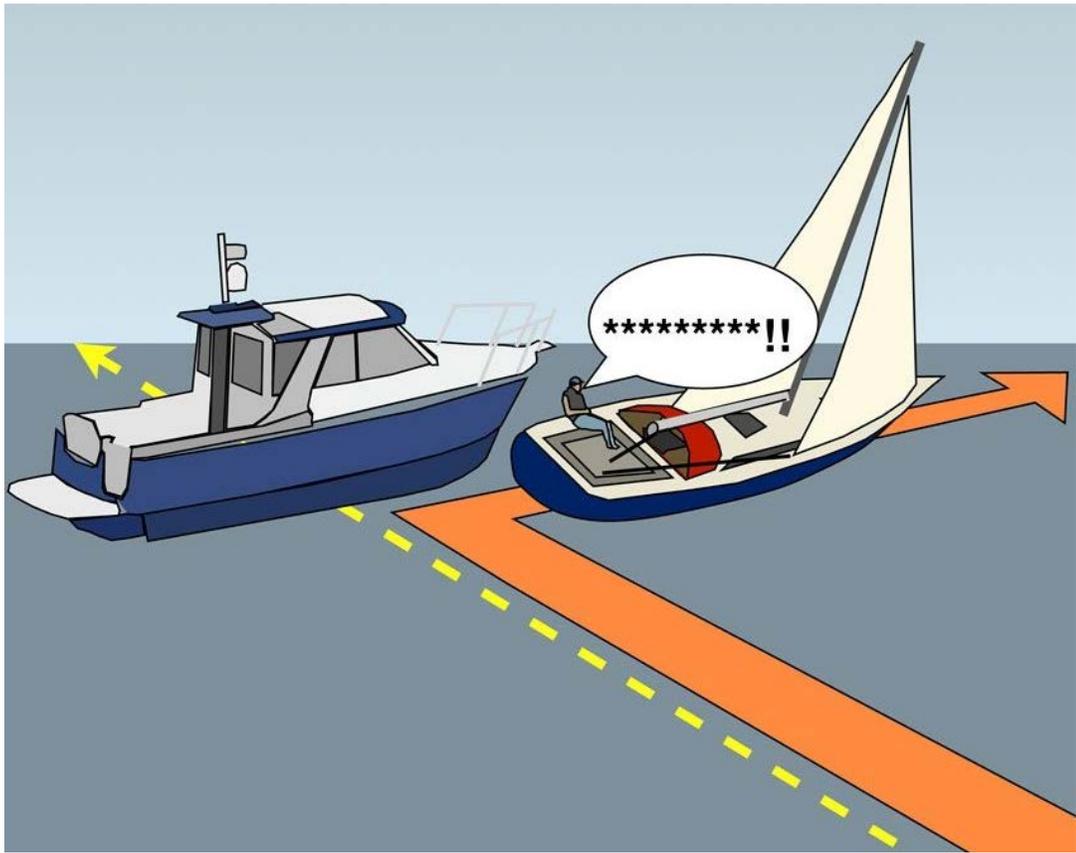
Vessel B is required to give way. Vessel A holds course and speed. B passes behind A.

If vessel B doesn't give way early enough to avoid a collision, vessel A is permitted to take action. In taking action to avoid collision, the stand-on vessel shall not turn to port when the give-way vessel is on her own port side.

Rule 17

RULE 17 – ACTION BY STAND-ON VESSEL

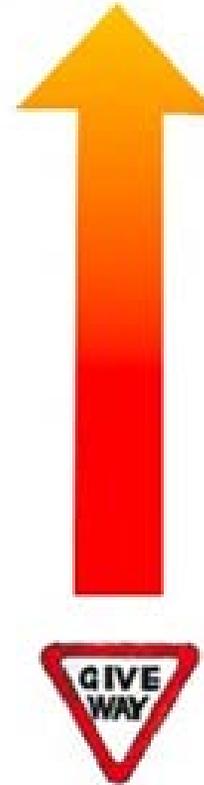
- ⚙️ Where one of two vessels is to keep out of the way, the other shall keep her course and speed.
 - ⚓ The latter vessel may, however, take action to avoid collision by her maneuver alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these Rules.
 - ⚓ When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.
- ⚙️ A power-driven vessel which takes action in a crossing situation ... if the circumstances of the case admit, not alter course to port for a vessel on her own port side.
- ⚙️ This Rule does not relieve the give-way vessel of her obligation to keep out of the way.



RULE 18 – RESPONSIBILITIES BETWEEN VESSELS

IN ORDER OF PRIORITY

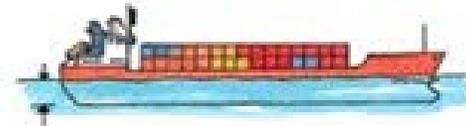
The International Regulations for the Prevention of Collision at Sea (IRPCS) is mostly common sense - a more manoeuvrable vessel must not impede the less manoeuvrable one.



Not under command



Restricted in ability to manoeuvre



Constrained by draught



Fishing

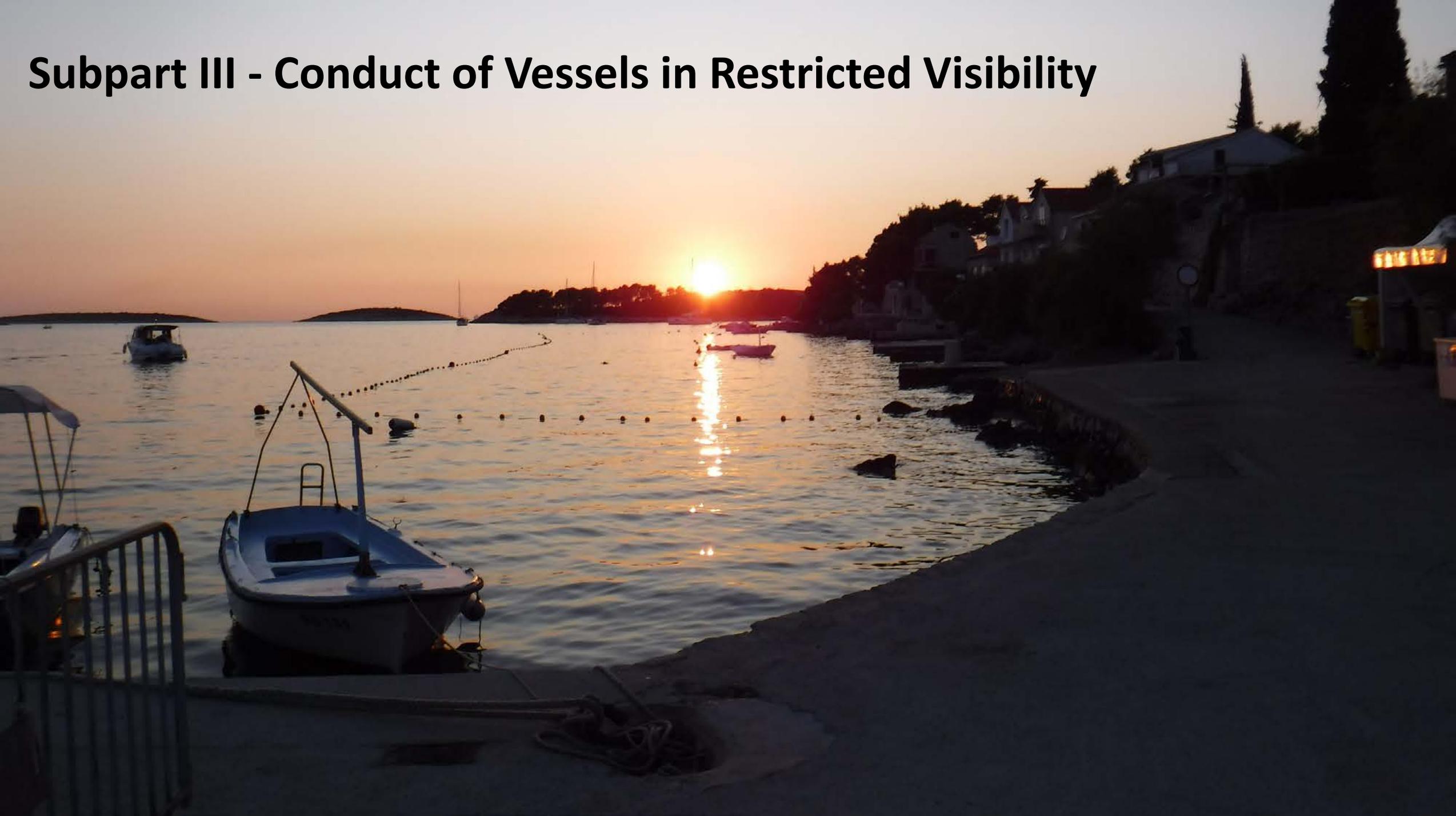


Sailing



Power driven vessel

Subpart III - Conduct of Vessels in Restricted Visibility



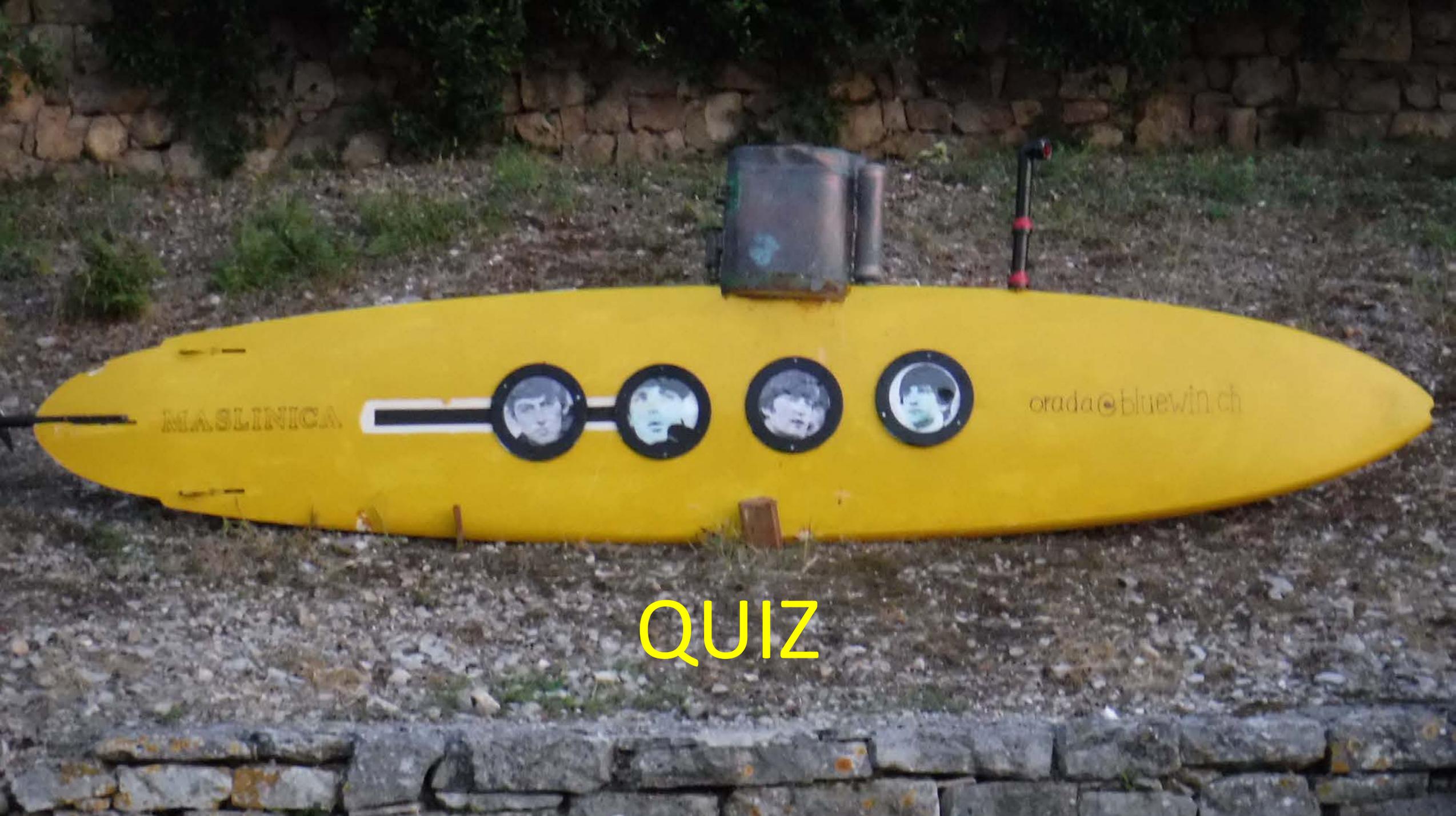
RULE 19 - CONDUCT OF VESSELS IN RESTRICTED VISIBILITY



- ⚓ 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.
- ⚓ Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with Rules 4 - 10.
- ⚓ 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.

Questions?



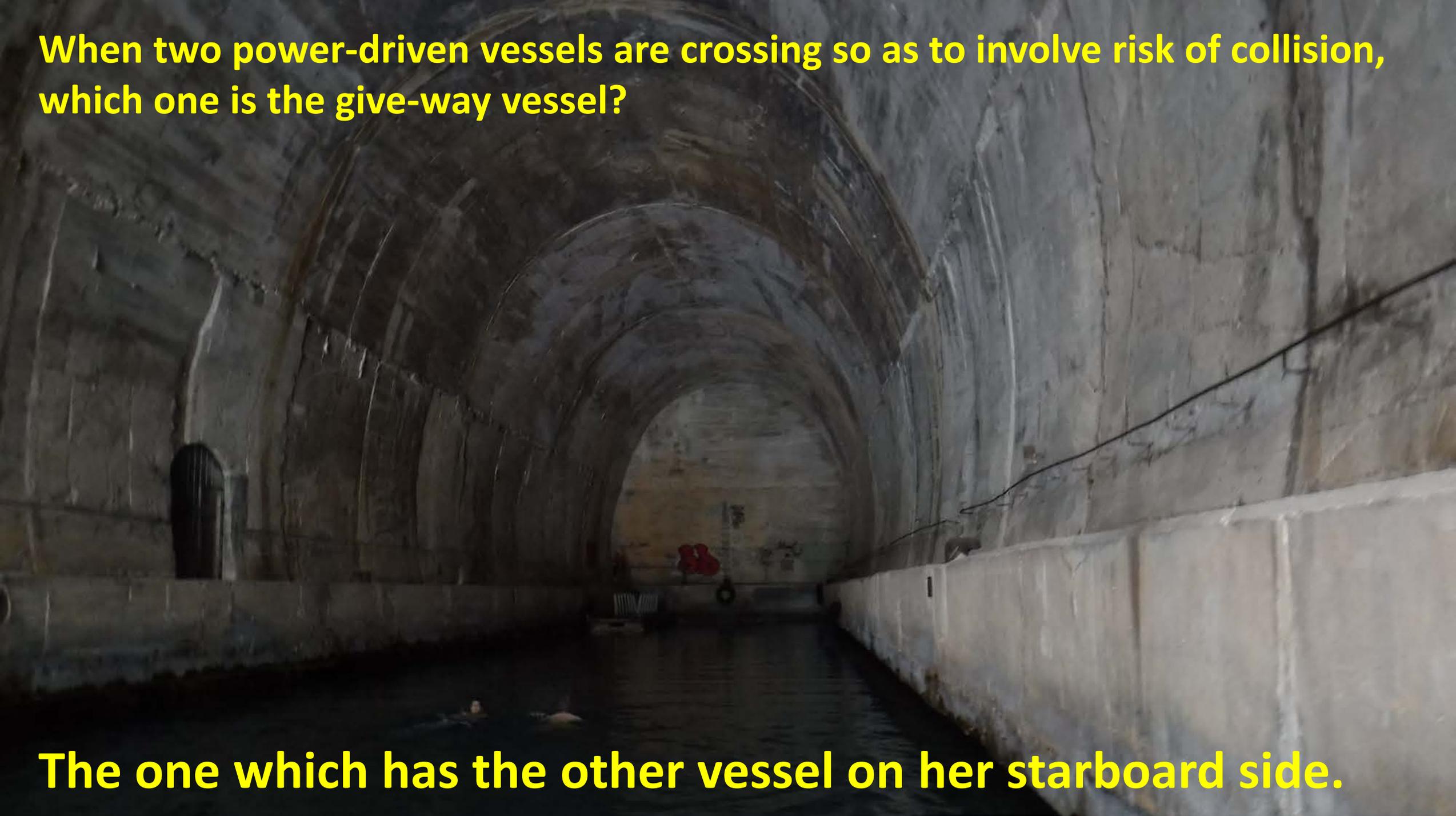


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QUIZ

When two power-driven vessels are crossing so as to involve risk of collision, which one is the give-way vessel?

A photograph of a large, arched tunnel, likely a canal or lock. The tunnel has a high, vaulted ceiling and a concrete wall on the right side. The water is dark and still. In the distance, a person is visible, and there are some red markings on the wall. The overall atmosphere is dim and industrial.

The one which has the other vessel on her starboard side.

**Fishing is not allowed in traffic separation schemes.
True or False**

FALSE





Name (3) considerations that affect a vessels ability to operate at a safe speed.

Traffic density

The state of visibility

The maneuverability of your vessel

At night, the presence of background light

The amount of draft in relation to the available depth of water.

The state of the sea, wind, current, or proximity of navigational hazards

A vessel actively fishing has priority over a heavy, slow-moving barge in the ICWW.

TRUE or FALSE

FALSE



- Which of these two boats must not impede the other?

- The yellow one is windward



Go Home!

