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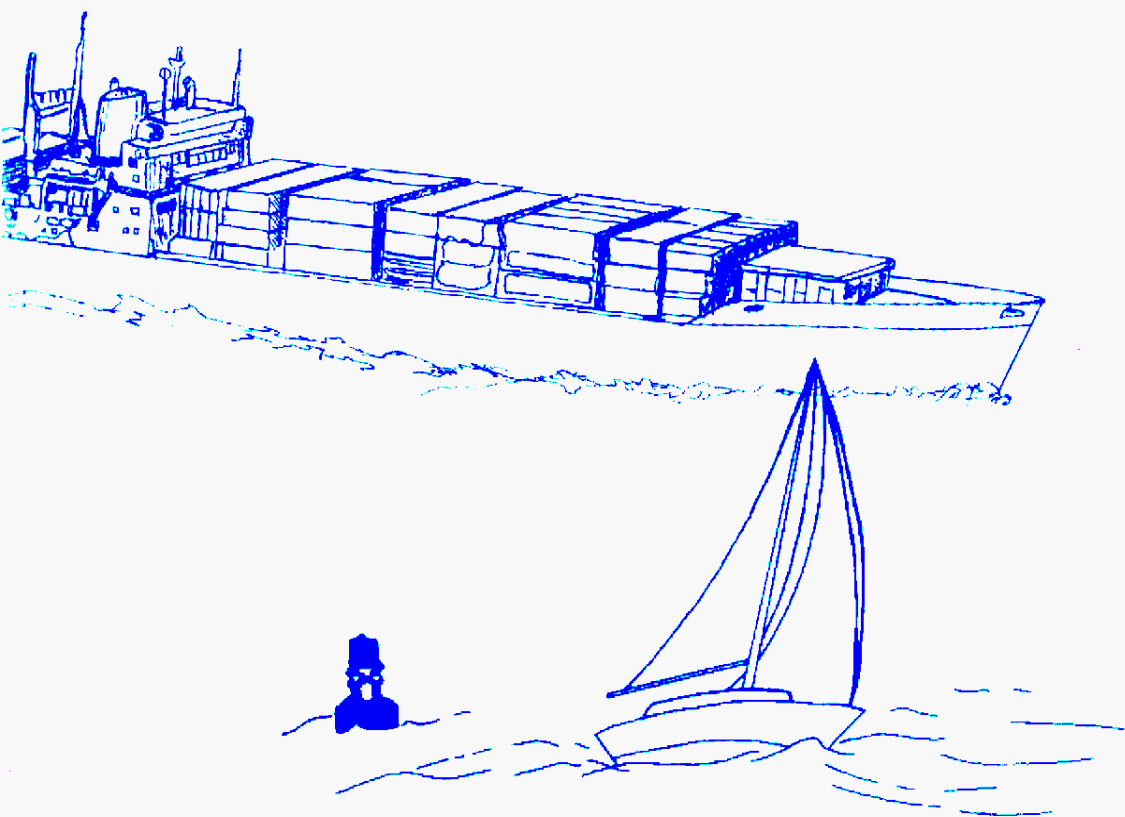
**United States  
Coast Guard**



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# **NAVIGATION RULES**

INTERNATIONAL—INLAND





COMDTINST M16672.2C  
1 October 1995

COMMANDANT INSTRUCTION M16672.2C

Subj: Navigation Rules, International-Inland

1. PURPOSE This instruction forwards International and Inland Navigation Rules and Regulations for use by Coast Guard personnel.
2. ACTION Area and District Commanders, commanders of maintenance and logistics commands and unit commanding officer shall ensure implementation and compliance with this manual.
3. DIRECTIVES AFFECTED COMDTINST M16672.2B is cancelled.
4. DISCUSSION
  - a. This manual contains the International Regulations for Prevention of Collisions at Sea, 1972 (72 COLREGS). It also contains the Inland Navigation Rules which were enacted by law on 24 December 1980 and became effective for all Inland waters except the Great Lakes on 24 December 1981. The Inland Rules became effective on the Great Lakes on 1 March 1983. Some differences do remain between the International and Inland Rules. The side-by-side presentation of the Rules in this publication will allow mariners to determine those differences.
  - b. On 19 November 1989, nine amendments to the 72 COLREGS became effective. These nine amendments are technical in nature and are incorporated in this publication. The Coast Guard has adopted several amendments to the Inland and International Rules and Annexes which are also included in this revision. This publication includes all revisions through 30 September 1995.

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6. CHANGES AND CORRECTIONS . Notices of changes to the Navigation Rules and Regulations will appear in the Federal Register, Local Notice to Mariners, Weekly Notice to Mariners, and Commandant Notice. Comments should be addressed to Commandant (G-MOV-3).



Rudy K. Peschel  
Chief, Office of Navigation Safety  
Waterway Services



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# *Introduction*

## **International Rules**

The International Rules in this book were formalized in the Convention on the International Regulations for Preventing Collisions at Sea, 1972, and became effective on July 15, 1977. The Rules (commonly called 72 COLREGS) are part of the Convention, and vessels flying the flags of states ratifying the treaty are bound to the Rules. The United States has ratified this treaty and all United States flag vessels must adhere to these Rules where applicable. President Gerald R. Ford proclaimed 72 COLREGS and the Congress adopted them as the International Navigational Rules Act of 1977.

The 72 COLREGS were developed by the Inter-Governmental Maritime Consultative Organization (IMCO) which in May 1982 was renamed the International Maritime Organization (IMO). In November 1981, IMO's Assembly adopted 55 amendments to the 72 COLREGS which became effective on June 1, 1983. The IMO also adopted 9 more amendments which became effective on November 19, 1989. The International Rules in this book contain these amendments.

These Rules are applicable on waters outside of established navigational lines of demarcation. The lines are called COLREGS Demarcation Lines and delineate those waters upon which mariners shall comply with the Inland and International Rules. COLREGS Demarcation Lines are contained in this book.

## *Introduction—Continued*

### **Inland Rules**

The Inland Rules in this book replace the old Inland Rules, Western Rivers Rules, Great Lakes Rules, their respective pilot rules and interpretive rules, and parts of the Motorboat Act of 1940. Many of the old navigation rules were originally enacted in the last century. Occasionally, provisions were added to cope with the increasing complexities of water transportation. Eventually, the navigation rules for United States inland waterways became such a confusing patchwork of requirements that in the 1960's several attempts were made to revise and simplify them. These attempts were not successful.

Following the signing of the Convention on the International Regulations for Preventing Collisions at Sea, 1972, a new effort was made to unify and update the various inland navigation rules. This effort culminated in the enactment of the Inland Navigational Rules Act of 1980. This legislation sets out Rules 1 through 38— the main body of the Rules. The five Annexes were published as regulations. It is important to note that with the exception of Annex V to the Inland Rules, the International and Inland Rules and Annexes are very similar in both content and format.

The effective date for the Inland Navigation Rules was December 24, 1981, except for the Great Lakes where the effective date was March 1, 1983.



# **NAVIGATION RULES**

## **INTERNATIONAL-INLAND**

# NOTES

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# NOTES

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— INTERNATIONAL —  
*General*

**PART A—GENERAL  
RULE 1**

*Application*

(a) These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.

(b) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority for roadsteads, harbors, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these Rules.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any State with respect to additional station or signal lights, shapes or whistle signals for ships of war and vessels proceeding under convoy, with respect to additional station or signal lights or shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights, shapes or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light, shape or signal authorized elsewhere under these Rules.<sup>1</sup>

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<sup>1</sup> Submarines may display, as a distinctive means of identification, an intermittent flashing amber (yellow) beacon with a sequence of operation of one flash per second for three (3) seconds followed by a three (3) second off-period. Other special rules made by the Secretary of the Navy with respect to additional station and signal lights are found in Part 707 of Title 32, Code of Federal Regulations (32 CFR 707).

— INLAND —  
*General*

**PART A—GENERAL  
RULE I**

*Application*

(a) These Rules apply to all vessels upon the inland waters of the United States, and to vessels of the United States on the Canadian waters of the Great Lakes to the extent that there is no conflict with Canadian law.

(b) (i) These Rules constitute special rules made by an appropriate authority within the meaning of Rule 1 (b) of the International Regulations.

(ii) All vessels complying with the construction and equipment requirements of the International Regulations are considered to be in compliance with these Rules.

(c) Nothing in these Rules shall interfere with the operation of any special rules made by the Secretary of the Navy with respect to additional station or signal lights and shapes or whistle signals for ships of war and vessels proceeding under convoy, or by the Secretary with respect to additional station or signal lights and shapes for fishing vessels engaged in fishing as a fleet. These additional station or signal lights and shapes or whistle signals shall, so far as possible, be such that they cannot be mistaken for any light, shape, or signal authorized elsewhere under these Rules. Notice of such special rules shall be published in the Federal Register and, after the effective date specified in such notice, they shall have effect as if they were a part of these Rules.<sup>2</sup>

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<sup>2</sup> Submarines may display, as a distinctive means of identification, an intermittent flashing amber (yellow) beacon with a sequence of operation of one flash per second for three (3) seconds followed by a three (3) second off-pealed. Other special rules made by the Secretary of the Navy with respect to additional station and signal lights are found in Part 707 of Title 32, Code of Federal Regulations (32 CFR 707).

— INTERNATIONAL —  
*General*

**RULE 1—CONTINUED**

(d) Traffic separation schemes may be adopted by the Organization for the purpose of these Rules.

(e) Whenever the Government concerned shall have determined that a vessel of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signaling appliances, such vessel shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signaling appliances, as her Government shall have determined to be the closest possible compliance with these Rules in respect to that vessel.

— INLAND —  
*General*

**RULE 1 — CONTINUED**

(d) Traffic separation schemes may be established for the purposes of these Rules. Vessel traffic service regulations may be in effect in certain areas.

(e) Whenever the Secretary determines that a vessel or class of vessels of special construction or purpose cannot comply fully with the provisions of any of these Rules with respect to the number, position, range, or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signaling appliances, the vessel shall comply with such other provisions in regard to the number, position, range, or arc of visibility of lights or shapes, as well as to the disposition and characteristics of sound-signaling appliances, as the Secretary shall have determined to be the closest possible compliance with these Rules. The Secretary may issue a certificate of alternative compliance for a vessel or class of vessels specifying the closest possible compliance with these Rules. The Secretary of the Navy shall make these determinations and issue certificates of alternative compliance for vessels of the Navy.

(f) The Secretary may accept a certificate of alternative compliance issued by a contracting party to the International Regulations if he determines that the alternative compliance standards of the contracting party are substantially the same as those of the United States.

— INTERNATIONAL —  
*General*

**RULE 2**  
*Responsibility*

(a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules 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.

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

**RULE 3**  
*General Definitions*

For the purpose of these Rules, except where the context otherwise requires:

(a) The word "Vessel" includes every description of water craft, including nondisplacement craft and seaplanes, used or capable of being used as a means of transportation on water.

(b) The term "Power-driven vessel" means any vessel propelled by machinery.

(c) The term "sailing vessel" means any vessel under sail provided that propelling machinery, if fitted, is not being used.

(d) The term "Vessel engaged in fishing" means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability.

(e) The word "Seaplane" includes any aircraft designed to maneuver on the water.

(f) The term "Vessel not under command" means a vessel which through some exceptional circumstance is unable to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel.

(g) The term "Vessel restricted in her ability to maneuver" means a vessel which from the nature of her work is restricted in her ability to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel.



# — INLAND —

## *General*

### **RULE 2**

#### *Responsibility*

(a) Nothing in these Rules shall exonerate any vessel, or the owner, master, or crew thereof, from the consequences of any neglect to comply with these Rules 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.

(b) In construing and complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

### **RULE 3**

#### *General Definitions*

For the purpose of these Rules and this Act, except where the context otherwise requires:

(a) The word "vessel" includes every description of water craft, including nondisplacement craft and seaplanes, used or capable of being used as a means of transportation on water;

(b) The term "power-driven vessel" means any vessel propelled by machinery;

(c) The term "sailing vessel" means any vessel under sail provided that propelling machinery, if fitted, is not being used;

(d) The term "vessel engaged in fishing" means any vessel fishing with nets, lines, trawls, or other fishing apparatus which restricts maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability;

(e) The word "seaplane" includes any aircraft designed to maneuver on the water;

(f) The term "vessel not under command" means a vessel which through some exceptional circumstance is unable to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel;

(g) The term "vessel restricted in her ability to maneuver" means a vessel which from the nature of her work is restricted in her ability to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel; vessels restricted in their ability to maneuver include, but are not limited to:

— INTERNATIONAL —  
*General*

**RULE 3—CONTINUED**

The term 'Vessels restricted in their ability to maneuver' shall include but not be limited to:

(i) a vessel engaged in laying, servicing or picking up a navigation mark, submarine cable or pipeline;

(ii) a vessel engaged in dredging, surveying or underwater operations;

(iii) a vessel engaged in replenishment or transferring persons, provisions or cargo while underway;

(iv) a vessel engaged in the launching or recovery of aircraft;

(v) a vessel engaged in mine clearance operations;

(vi) a vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.

(h) The term "vessel constrained by her draft" means a power-driven vessel which, because of her draft in relation to the available depth and width of navigable water is severely restricted in her ability to deviate from the course she is following.

(i) The word "underway" means that a vessel is not at anchor, or made fast to the shore, or aground.

(j) The words "length" and "breadth" of a vessel means her length overall and greatest breadth.

(k) Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other.

(l) The term "restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms or any other similar causes.

— INLAND —  
*General*

**RULE 3—CONTINUED**

(i) a vessel engaged in laying, servicing, or picking up a navigation mark, submarine cable, or pipeline;

(ii) a vessel engaged in dredging, surveying, or underwater operations;

(iii) a vessel engaged in replenishment or transferring persons, provisions, or cargo while underway;

(iv) a vessel engaged in the launching or recovery of aircraft;

(v) (v) a vessel engaged in mine clearance operations; and

(vi) a vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course.

(h) The word "underway" means that a vessel is not at anchor, or made fast to the shore, or aground;

(i) The words "length" and "breadth" of a vessel means her length overall and greatest breadth;

(j) Vessels shall be deemed to be in sight of one another only when one can be observed visually from the other;

(k) The term "restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms, or any other similar causes;

— INTERNATIONAL —  
*General*

[BLANK]

— INLAND —  
*General*

**RULE 3—CONTINUED**

(l) "Western Rivers" means the Mississippi River, its tributaries, South Pass, and Southwest Pass, to the navigational demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States, and the Port Allen-Morgan City Alternate Route, and that part of the Atchafalaya River above its junction with the Port Allen-Morgan City Alternate Route including the Old River and the Red River;

(m) "Great Lakes" means the Great Lakes and their connecting and tributary waters including the Calumet River as far as the Thomas J. O'Brien Lock and Controlling Works (between mile 326 and 327), the Chicago River as far as the east side of the Ashland Avenue Bridge (between mile 321 and 322), and the Saint Lawrence River as far east as the lower exit of Saint Lambert Lock;

(n) "Secretary" means the Secretary of the department in which the Coast Guard is operating;

(o) "Inland Waters" means the navigable waters of the United States shoreward of the navigational demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States and the waters of the Great Lakes on the United States side of the International Boundary;

(p) "Inland Rules" or "Rules" mean the Inland Navigational Rules and the annexes thereto, which govern the conduct of vessels and specify the lights, shapes, and sound signals that apply on inland waters; and

(q) "International Regulations" means the International Regulations for Preventing Collisions at Sea, 1972, including annexes currently in force for the United States.

—INTERNATIONAL—  
*Steering and Sailing Rules*

**PART B—STEERING AND SAILING RULES**

**Section I—Conduct of Vessels in Any  
Condition of Visibility**

**RULE 4**

*Application*

Rules in this Section apply to 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.

—INLAND—  
*Steering and Sailing Rules*

**PART B—STEERING AND SAILING RULES**

**Subpart I—Conduct of Vessels in Any  
Condition of Visibility**

**RULE 4**

*Application*

Rules in this subpart apply in any condition of visibility.

**RULE 5**

*Look-out*

Every vessel shall at all times maintain a proper look-out by sight and heading 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.

# —INTERNATIONAL—

## *Steering and Sailing Rules*

### **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.

In determining a safe speed the following factors shall be among those taken into account:

(a) By all vessels:

- (i) the state of visibility;
- (ii) the traffic density including concentrations of fishing vessels or other vessels;
- (iii) the maneuverability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
- (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;
- (v) the state of wind, sea and current, and the proximity of navigational hazards;
- (vi) the draft in relation to the available depth of water.

(b) Additionally, by vessels with operational radar:

- (i) the characteristics, efficiency and limitations of the radar equipment;
- (ii) any constraints imposed by the radar range scale in use;
- (iii) the effect on radar detection of the sea state, weather and other sources of interference;
- (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
- (v) the number, location and movement of vessels detected by radar;
- (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.



— INLAND —  
*Steering and Sailing Rules*

**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.

In determining a safe speed the following factors shall be among those taken into account:

(a) By all vessels:

- (i) the state of visibility;
- (ii) the traffic density including concentration of fishing vessels or any other vessels;
- (iii) the maneuverability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
- (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;
- (v) the state of wind, sea, and current, and the proximity of navigational hazards;
- (vi) the draft in relation to the available depth of water.

(b) Additionally, by vessels with operational radar:

- (i) the characteristics, efficiency and limitations of the radar equipment;
- (ii) any constraints imposed by the radar range scale in use;
- (iii) the effect on radar detection of the sea state, weather, and other sources of interference;
- (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
- (v) the number, location, and movement of vessels detected by radar; and
- (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

# —INTERNATIONAL—

## *Steering and Sailing Rules*

### **RULE 7**

#### *Risk of Collision*

(a) 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.

(b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

(d) In determining if risk of collision exists the following considerations shall be among those taken into account:

(i) such risk shall be deemed to exist if the compass heading of an approaching vessel does not appreciably change;

(ii) 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.

— INLAND —  
*Steering and Sailing Rules*

**RULE 7**

*Risk of Collision*

- (a) 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.
- (b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.
- (c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.
- (d) In determining if risk of collision exists the following considerations shall be among those taken into account:
  - (i) such risk shall be deemed to exist if the compass heading of an approaching vessel does not appreciably change;
  - (ii) 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.

# — INTERNATIONAL —

## *Steering and Sailing Rules*

### **RULE 8**

#### *Action to Avoid Collision*

(a) 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.

(b) 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 and/or speed should be avoided.

(c) 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.

(d) 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.

(e) 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.

(f) (i) A vessel which, by any of these rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea room for the safe passage of the other vessel.

(ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the rules of this part.

(iii) A vessel, the passage of which is not to be impeded remains fully obliged to comply with the rules of this part when the two vessels are approaching one another so as to involve risk of collision.

— INLAND —  
*Steering and Sailing Rules*

**RULE 8**

*Action to Avoid Collision*

(a) 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.

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(c) 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.

(d) 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.

(e) 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.

(f) (i) A vessel which, by any of these rules, is required not to impede the passage or safe passage of another vessel shall, when required by the circumstances of the case, take early action to allow sufficient sea room for the safe passage of the other vessel.

(ii) A vessel required not to impede the passage or safe passage of another vessel is not relieved of this obligation if approaching the other vessel so as to involve risk of collision and shall, when taking action, have full regard to the action which may be required by the rules of this part.

(iii) A vessel, the passage of which is not to be impeded remains fully obliged to comply with the rules of this part when the two vessels are approaching one another so as to involve risk of collision.

— INTERNATIONAL —  
*Steering and Sailing Rules*

**RULE 9**

*Narrow Channels*

- (a) (i) 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.
- (ii) Notwithstanding paragraph (a)(i) and Rule 14(a), a powerdriven vessel operating in narrow channels or fairways on the Great Lakes, Western Rivers, or waters specified by the Secretary, and proceeding downbound with a following current shall have the right-of-way over an upbound vessel, shall propose the manner and place of passage, and shall initiate the maneuvering signals prescribed by rule 34(a)(i), as appropriate. The vessel proceeding upbound against the current shall hold as necessary to permit safe passing.
- (b) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.
- (c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- (d) A vessel shall 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. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.
- (e) (i) In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34(c) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d).
- (ii) This Rule does not relieve the overtaking vessel of her obligation under Rule 13.
- (f) 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 prescribed in Rule 34(e).
- (g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

— INLAND —  
*Steering and Sailing Rules*

**RULE 9**

*Narrow Channels*

- (a) (i) 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.
- (ii) Notwithstanding paragraph (a)(i) and Rule 14(a), a power-driven vessel operating in narrow channels or fairways on the Great Lakes, Western Rivers, or waters specified by the Secretary, and proceeding downbound with a following current shall have the right-of-way over an upbound vessel, shall propose the manner and place of passage, and shall initiate the maneuvering signals prescribed by Rule 34(a)(i), as appropriate. The vessel proceeding upbound against the current shall hold as necessary to permit safe passing.
- (b) A vessel of less than 20 meters 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.
- (c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- (d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within that channel or fairway. The latter vessel shall use the danger signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.
- (e) (i) In a narrow channel or fairway when overtaking, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c) and take steps to permit safe passing. The overtaken vessel, if in agreement, shall sound the same signal. If in doubt she shall sound the danger signal prescribed in Rule 34(d).
- (ii) This Rule does not relieve the overtaking vessel of her obligation under Rule 13.
- (f) 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 prescribed in Rule 34(e).
- (g) Every vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

# —INTERNATIONAL—

## *Steering and Sailing Rules*

### **RULE 10**

#### *Traffic Separation Schemes*

- (a) This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.
- (b) A vessel using a traffic separation scheme shall:
- (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
  - (ii) so far as practicable keep clear of a traffic separation line or separation zone;
  - (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- (c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d) (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
- (ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when 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.
- (e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
- (i) in cases of emergency to avoid immediate danger;
  - (ii) to engage in fishing within a separation zone.
- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.
- (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.



# —INLAND—

## *Steering and Sailing Rules*

### **RULE 10**

#### *Traffic Separation Schemes*

- (a) This Rule applies to traffic separation schemes and does not relieve any vessel of her obligation under any other Rule.
- (b) A vessel using a traffic separation scheme shall:
- (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
  - (ii) so far as practicable keep clear of a traffic separation line or separation zone;
  - (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- (c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d) (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels, and vessels engaged in fishing may use the inshore traffic zone.
- (ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when 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.
- (e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
- (i) in cases of emergency to avoid immediate danger; or
  - (ii) to engage in fishing within a separation zone.
- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.
- (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

—INTERNATIONAL—  
*Steering and Sailing Rules*

**RULE 10—Continued**

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

(l) A vessel restricted in her ability to maneuver when engaged in an operation for the laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

—INLAND—  
*Steering and Sailing Rules*

**RULE 10—Continued**

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

(l) A vessel restricted in her ability to maneuver when engaged in an operation for the laying, servicing, or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this Rule to the extent necessary to carry out the operation.

—INTERNATIONAL—  
*Steering and Sailing Rules*

**Section II—Conduct of Vessels in Sight of  
One Another**

**RULE 11**

*Application*

Rules in this section apply to vessels in sight of one another.

**RULE 12**

*Sailing Vessels*

(a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

(i) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;

(ii) when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;

(iii) 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.

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

—INLAND—  
*Steering and Sailing Rules*

**Subpart II—Conduct of Vessels in Sight of  
One Another**

**RULE 11**

*Application*

Rules in this subpart apply to vessels in sight of one another.

**RULE 12**

*Sailing Vessels*

(a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

(i) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;

(ii) when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward; and

(iii) 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.

(b) 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.

—INTERNATIONAL—  
*Steering and Sailing Rules*

**RULE 13**

*Overtaking*

(a) Notwithstanding anything contained in the Rules of Part B.

Sections I and 11 any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) 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.

(c) 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.

(d) 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.

—INLAND—  
*Steering and Sailing Rules*

**RULE 13**

*Overtaking*

(a) Notwithstanding anything contained in Rules 4 through 18, any vessel overtaking any other shall keep out of the way of the vessel being overtaken.

(b) 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.

(c) 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.

(d) 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.

# —INTERNATIONAL—

## *Steering and Sailing Rules*

### **RULE 14**

#### *Head-on Situation*

(a) When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.

(b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead 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.

(c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

### **RULE 15**

#### *Crossing Situation*

When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.



—INLAND—  
*Steering and Sailing Rules*

**RULE 14**

*Head-on Situation*

(a) Unless otherwise agreed, when two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.

(b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the mast-head lights of the other in a line or nearly in a line or both sidelights and by day she observes the corresponding aspect of the other vessel.

(c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

(d) Notwithstanding paragraph (a) of this Rule, a power driven vessel operating on the Great Lakes, Western Rivers, or waters specified by the Secretary, and proceeding downbound with a following current shall have the right-of-way over an upbound vessel, shall propose the manner of passage, and shall initiate the maneuvering signals prescribed by Rule 34(a)(1), as appropriate.

**RULE 15**

*Crossing Situation*

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

(b) Notwithstanding paragraph (a), on the Great Lakes, Western Rivers, or water specified by the Secretary, a vessel crossing a river shall keep out of the way of a power-driven vessel ascending or descending the river.

# —INTERNATIONAL—

## *Steering and Sailing Rules*

### **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.

### **RULE 17**

#### *Action by Stand-on Vessel*

(a) (i) Where one of two vessels is to keep out of the way, the other shall keep her course and speed.

(ii) 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.

(b) 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.

(c) A power-driven vessel which takes action in a crossing situation in accordance with subparagraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.

(d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.

# —INLAND—

## *Steering and Sailing Rules*

### **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.

### **RULE 17**

#### *Action by Stand-on Vessel*

(a) (i) Where one of two vessels is to keep out of the way, the other shall keep her course and speed.

(ii) 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.

(b) 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.

(c) A power-driven vessel which takes action in a crossing situation in accordance with subparagraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.

(d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.

—INTERNATIONAL—  
*Steering and Sailing Rules*

**RULE 18**

*Responsibilities Between Vessels*

Except where Rules 9, 10, and 13 otherwise require:

- (a) A power-driven vessel underway shall keep out of the way of:
  - (i) a vessel not under command;
  - (ii) a vessel restricted in her ability to maneuver;
  - (iii) a vessel engaged in fishing; and
  - (iv) a sailing vessel.
- (b) A sailing vessel underway shall keep out of the way of:
  - (i) a vessel not under command;
  - (ii) a vessel restricted in her ability to maneuver; and
  - (iii) a vessel engaged in fishing.
- (c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:
  - (i) a vessel not under command;
  - (ii) a vessel restricted in her ability to maneuver.
- (d)(i) A vessel other than a vessel not under command or a vessel restricted in her ability to maneuver shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draft, exhibiting the signals in Rule 28.
  - (ii) A vessel constrained by her draft shall navigate with particular caution having full regard to her special condition.
- (e) 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 the Rules of this Part.

—INLAND—  
*Steering and Sailing Rules*

**RULE 18**

*Responsibilities Between Vessels*

Except where Rules 9, 10, and 13 otherwise require:

- (a) A power-driven vessel underway shall keep out of the way of:
  - (i) a vessel not under command;
  - (ii) a vessel restricted in her ability to maneuver;
  - (iii) a vessel engaged in fishing; and
  - (iv) a sailing vessel.
- (b) A sailing vessel underway shall keep out of the way of:
  - (i) a vessel not under command;
  - (ii) a vessel restricted in her ability to maneuver; and
  - (iii) a vessel engaged in fishing.
- (c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:
  - (i) a vessel not under command; and
  - (ii) a vessel restricted in her ability to maneuver.
  
- (d) 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 the Rules of this Part.

—INTERNATIONAL—  
*Steering and Sailing Rules*

**Subpart III—Conduct of Vessels in Restricted  
Visibility**

**RULE 19**

*Conduct of Vessels in Restricted Visibility*

(a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.

(b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power driven vessel shall have her engines ready for immediate maneuver.

(c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with Rules of Section I of this Part.

(d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:

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

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

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

—INLAND—  
*Steering and Sailing Rules*

**Subpart III—Conduct of Vessels in Restricted  
Visibility**

**RULE 19**

*Conduct of Vessels in Restricted Visibility*

(a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.

(b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power driven vessel shall have her engines ready for immediate maneuver.

(c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with Rules 4 through 10..

(d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:

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

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

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

# —INTERNATIONAL—

## *Lights and Shapes*

### **PART C—LIGHTS AND SHAPES**

#### **RULE 20**

##### *Application*

(a) Rules in this Part shall be complied with in all weathers.

(b) The Rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.

(d) The Rules concerning shapes shall be complied with by day.

(e) The lights and shapes specified in these Rules shall comply with the provisions of Annex I of these Regulations.



—INLAND—  
*Lights and Shapes*

**PART C—LIGHTS AND SHAPES**

**RULE 20**

*Application*

(a) Rules in this Part shall be complied with in all weathers.

(b) The Rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the lights specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(c) The lights prescribed by these Rules shall, if carried, also be exhibited from sunrise to sunset in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.

(d) The Rules concerning shapes shall be complied with by day.

(e) The lights and shapes specified in these Rules shall comply with the provisions of Annex I of these Rules.

# —INTERNATIONAL—

## *Lights and Shapes*

### **RULE 21**

#### *Definitions*

(a) "Masthead light" means a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel.

(b) "Sidelights" mean a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 meters in length the sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel.

(c) "Sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.

(d) "Towing light" means a yellow light having the same characteristics as the "sternlight" defined in paragraph (c) of this Rule.

(e) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.

(f) "Flashing light" means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.

# —INLAND—

## *Lights and Shapes*

### **RULE 21**

#### *Definitions*

(a) "Masthead light" means a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel, except that on a vessel of less than 12 meters in length the masthead light shall be placed as nearly as practicable to the fore and aft centerline of the vessel.

(b) "Sidelights" mean a green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. On a vessel of less than 20 meters in length the sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel, except that on a vessel of less than 12 meters in length the side-lights when combined in one lantern shall be placed as nearly as practicable to the fore and aft centerline of the vessel.

(c) "Sternlight" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.

(d) "Towing light" means a yellow light having the same characteristics as the "sternlight" defined in paragraph (c) of this Rule.

(e) "All-round light" means a light showing an unbroken light over an arc of the horizon of 360 degrees.

(f) "Flashing light" means a light flashing at regular intervals at a frequency of 120 flashes or more per minute.

(g) "Special flashing light" means a yellow light flashing at regular intervals at a frequency of 50 to 70 flashes per minute, placed as far forward and as nearly as practicable on the fore and aft centerline of the tow and showing an unbroken light over an arc of the horizon of not less than 180 degrees nor more than 225 degrees and so fixed as to show the light from right ahead to abeam and no more than 22.5 degrees abaft the beam on either side of the vessel.

# —INTERNATIONAL—

## *Lights and Shapes*

### **RULE 22**

#### *Visibility of Lights*

The lights prescribed in these Rules shall have an intensity as specified in Section 8 of Annex I to these Rules, so as to be visible at the following minimum ranges:

(a) In a vessel of 50 meters or more in length:

- a masthead light, 6 miles;
- a sidelight, 3 miles;
- a sternlight, 3 miles;
- a towing light, 3 miles;
- a white, red, green or yellow all-round light, 3 miles; and

(b) In a vessel of 12 meters or more in length but less than 50 meters in length:

- a masthead light, 5 miles; except that where the length of the vessel is less than 20 meters, 3 miles;
- a sidelight, 2 miles;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles; and

(c) In a vessel of less than 12 meters in length:

- a masthead light, 2 miles;
- a sidelight, 1 mile;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles; and

(d) In an inconspicuous, partly submerged vessel or object being towed:

- a white all-round light, 3 miles.

# —INLAND—

## *Lights and Shapes*

### **RULE 22**

#### *Visibility of Lights*

The lights prescribed in these Rules shall have an intensity as specified in Annex I to these Rules, so as to be visible at the following minimum ranges:

(a) In a vessel of 50 meters or more in length:

- a masthead light, 6 miles;
- a sidelight, 3 miles;
- a sternlight, 3 miles;
- a towing light, 3 miles;
- a white, red, green or yellow all-round light, 3 miles; and
- a special flashing light, 2 miles.

(b) In a vessel of 12 meters or more in length but less than 50 meters in length:

- a masthead light, 5 miles; except that where the length of the vessel is less than 20 meters, 3 miles;
- a sidelight, 2 miles;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles; and
- a special flashing light, 2 miles.

(c) In a vessel of less than 12 meters in length:

- a masthead light, 2 miles;
- a sidelight, 1 mile;
- a sternlight, 2 miles;
- a towing light, 2 miles;
- a white, red, green or yellow all-round light, 2 miles; and
- a special flashing light, 2 miles.

(d) In an inconspicuous, partly submerged vessel or object being towed:

- a white all-round light, 3 miles.

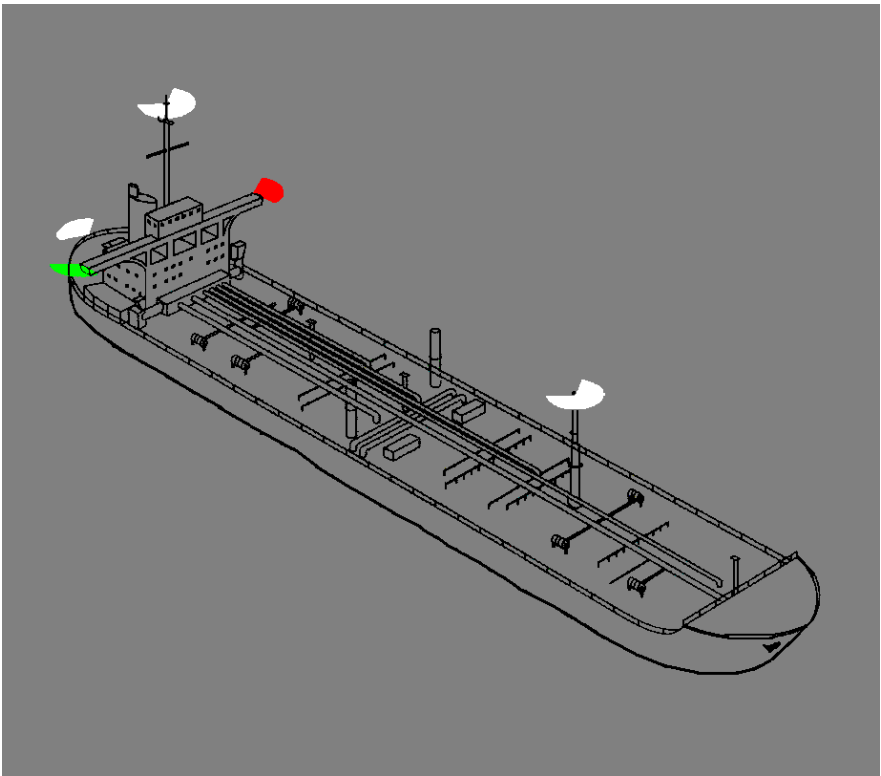
# —INTERNATIONAL—

## *Lights and Shapes*

### **RULE 23**

#### *Power-driven Vessels Underway*

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



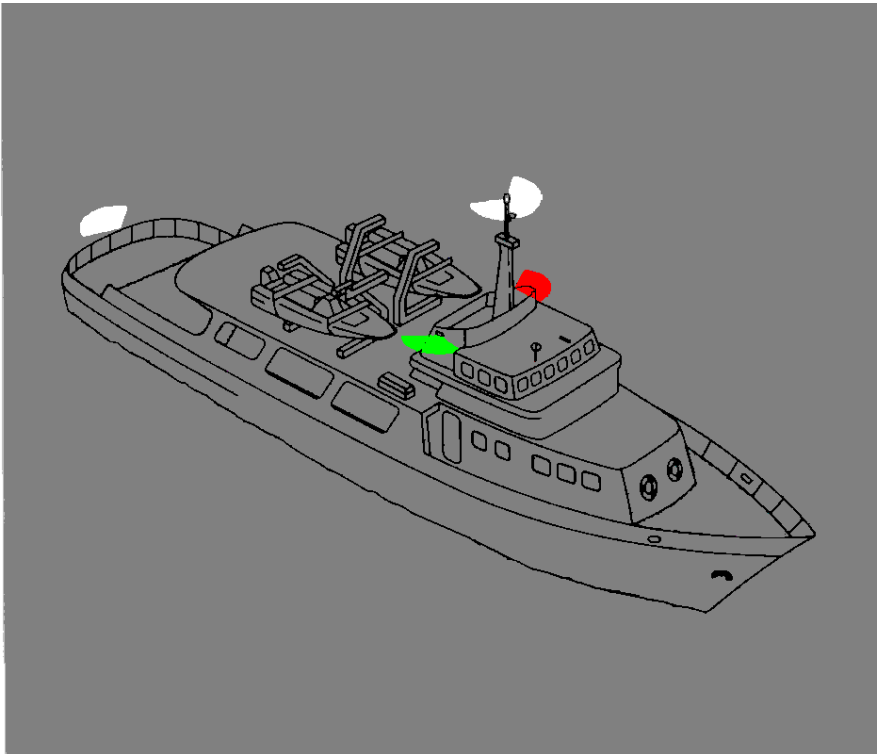
Power-driven vessel underway. Same for Inland.

—INLAND—  
*Lights and Shapes*

**RULE 23**

*Power-driven Vessels Underway*

- (a) A power-driven vessel underway shall exhibit:
- (i) a masthead light forward; except that a vessel of less than 20 meters in length need not exhibit this light forward of amidships but shall exhibit it as far forward as is practicable;
  - (ii) a second masthead light abaft of and higher than the forward one; except that a vessel of less than 50 meters in length shall not be obliged to exhibit such light but may do so;
  - (iii) sidelights; and
  - (iv) a stern light.

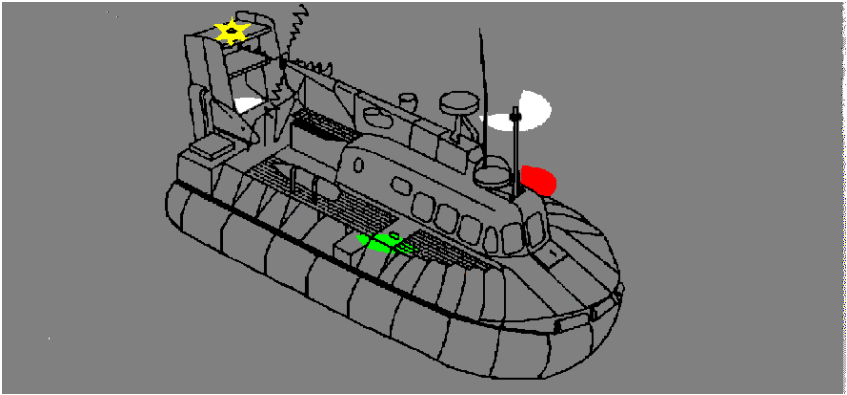


Power-driven vessel underway—less than 50 meters in length.  
Same for International.

—INTERNATIONAL—  
*Lights and Shapes*

**RULE 23—CONTINUED**

(b) An air-cushion vessel when operating in the nondisplacement mode shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit an all-round flashing yellow light.



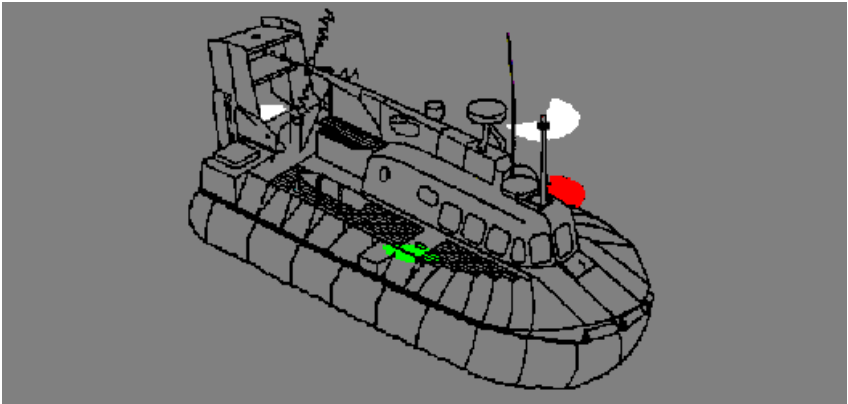
Air-cushion vessel when operating in the nondisplacement mode—  
vessel less than 50 meters in length.



—INLAND—  
*Lights and Shapes*

**RULE 23—CONTINUED**

(b) An air-cushion vessel when operating in the nondisplacement mode shall, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit an all-round flashing yellow light where it can best be seen.

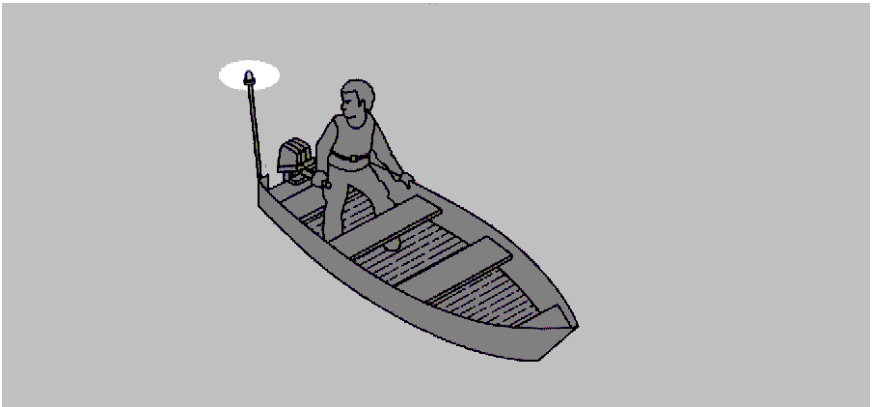


Air-cushion vessel when operating in the displacement mode—  
vessel less than 50 meters in length.

—INTERNATIONAL—  
*Lights and Shapes*

**RULE 23—CONTINUED**

- (c) (i) A power-driven vessel of less than 12 meters in length may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all-round white light and sidelights;
- (ii) a power-driven vessel of less than 7 meters in length whose maximum speed does not exceed 7 knots may in lieu of the lights prescribed in paragraph (a) of this Rule exhibit an all round white light and shall, if practicable, also exhibit sidelights;
- (iii) the masthead light or all-round white light on a power-driven vessel of less than 12 meters in length may be displaced from the fore and aft centerline of the vessel if centerline fitting is not practicable, provided that the sidelights are combined in one lantern which shall be carried on the fore and aft centerline of the vessel or located as nearly as practicable in the same fore and aft line as the masthead light or the all-round white light.

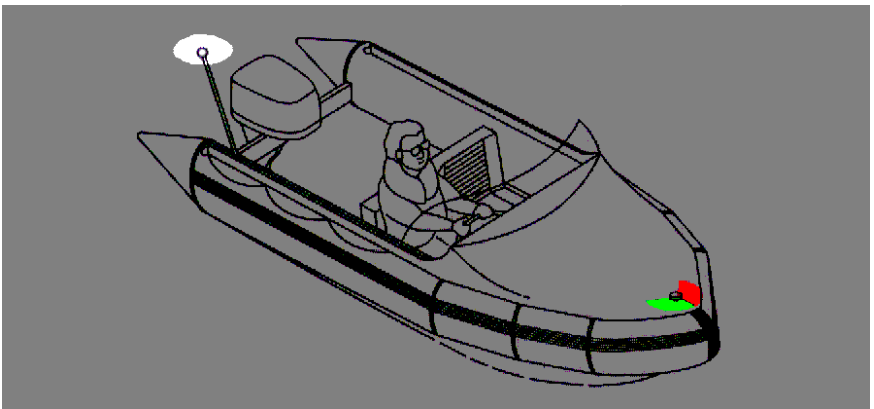


Power-driven vessel of less than 7 meters in length whose maximum speed does not exceed 7 knots.

—INLAND—  
*Lights and Shapes*

**RULE 23—CONTINUED**

- (c) A power-driven vessel of less than 12 meters in length may, in lieu of the lights prescribed in paragraph (a) of this Rule, exhibit an all-round white light and sidelights.



Power-driven vessel of less than 12 meters in length. Same for International.

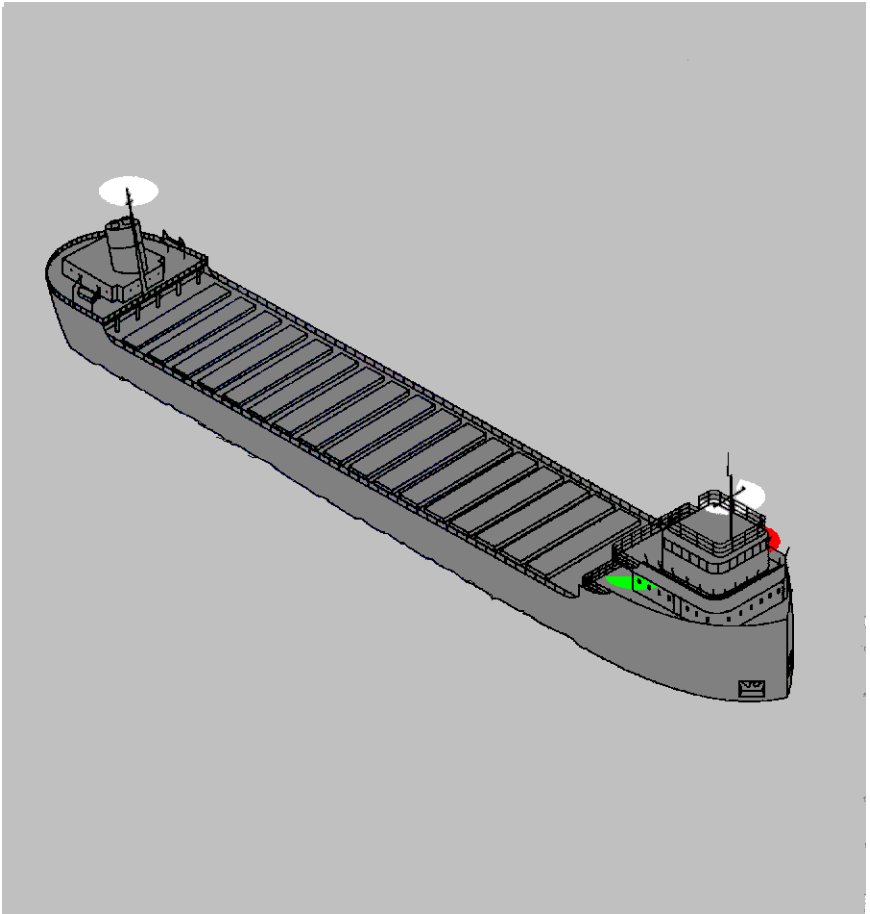
—INTERNATIONAL—  
*Lights and Shapes*

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—INTERNATIONAL—  
*Lights and Shapes*

**RULE 23—CONTINUED**

(d) A power-driven vessel when operating on the Great Lakes may carry an all-round white light in lieu of the second masthead light and sternlight prescribed in paragraph (a) of this Rule. The light shall be carried in the position of the second masthead light and be visible at the same minimum range.



Power-driven vessel on Great Lakes.

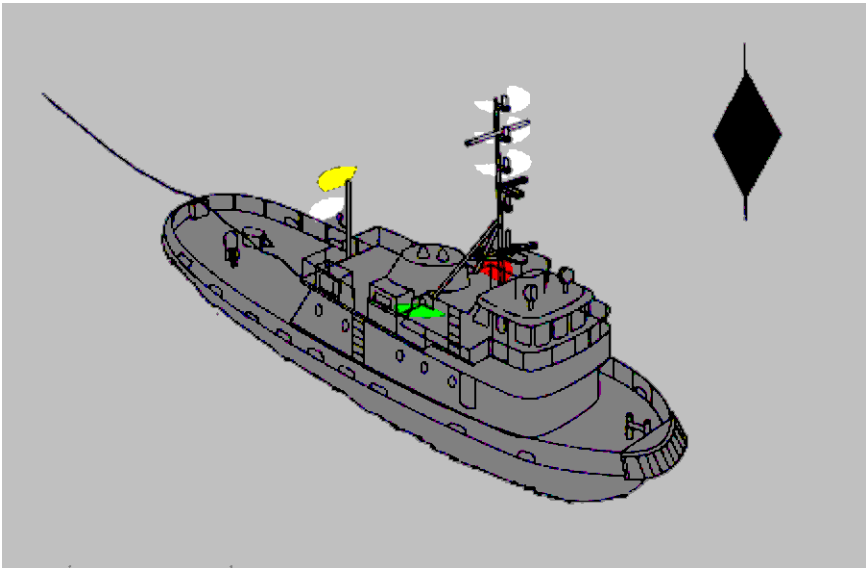
# —INTERNATIONAL—

## *Lights and Shapes*

### **RULE 24**

#### *Towing and Pushing*

- (a) A power-driven vessel when towing shall exhibit:
- (i) instead of the light prescribed in Rule 23(a)(i) or (a)(ii), two masthead lights in a vertical line. When the length of the tow, measuring from the stern of the towing vessel to the after end of the tow exceeds 200 meters, three such lights in a vertical line;
  - (ii) sidelights;
  - (iii) a sternlight;
  - (iv) a towing light in a vertical line above the sternlight;
  - (v) when the length of the tow exceeds 200 meters, a diamond shape where it can best be seen.



Power-driven vessel towing astern—towing vessel less than 50 meters in length; length of tow exceeds 200 meters.  
Same for Inland.

# —INLAND—

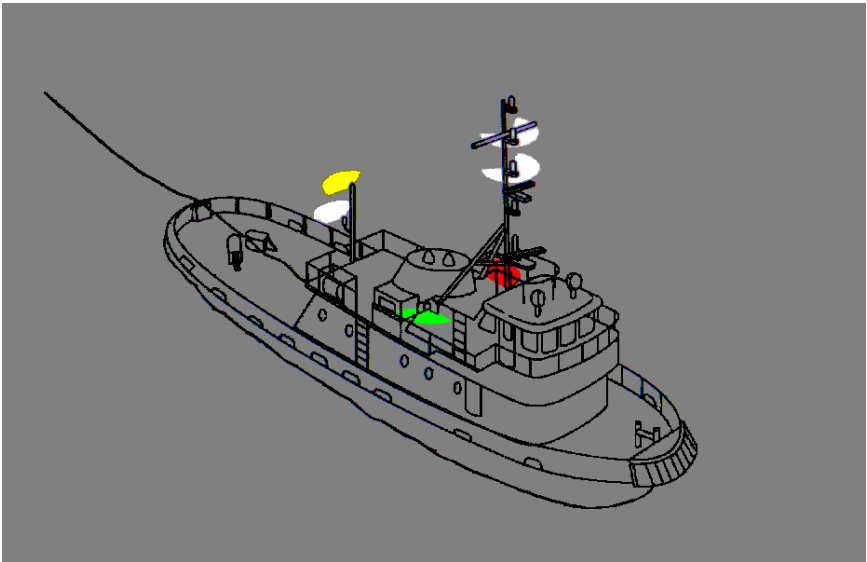
## *Lights and Shapes*

### **RULE 24—CONTINUED**

(b) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Rule 23.

Composite unit underway—less than 50 meters in length.  
Same for International.

- (a) A power-driven vessel when towing shall exhibit:
- (i) instead of the light prescribed in Rule 23(a)(i) or (a)(ii), two masthead lights in a vertical line. When the length of the tow, measuring from the stern of the towing vessel to the after end of the tow exceeds 200 meters, three such lights in a vertical line;
  - (ii) sidelights;
  - (iii) a sternlight;
  - (iv) a towing light in a vertical line above the sternlight;
  - (v) when the length of the tow exceeds 200 meters, a diamond shape where it can best be seen.

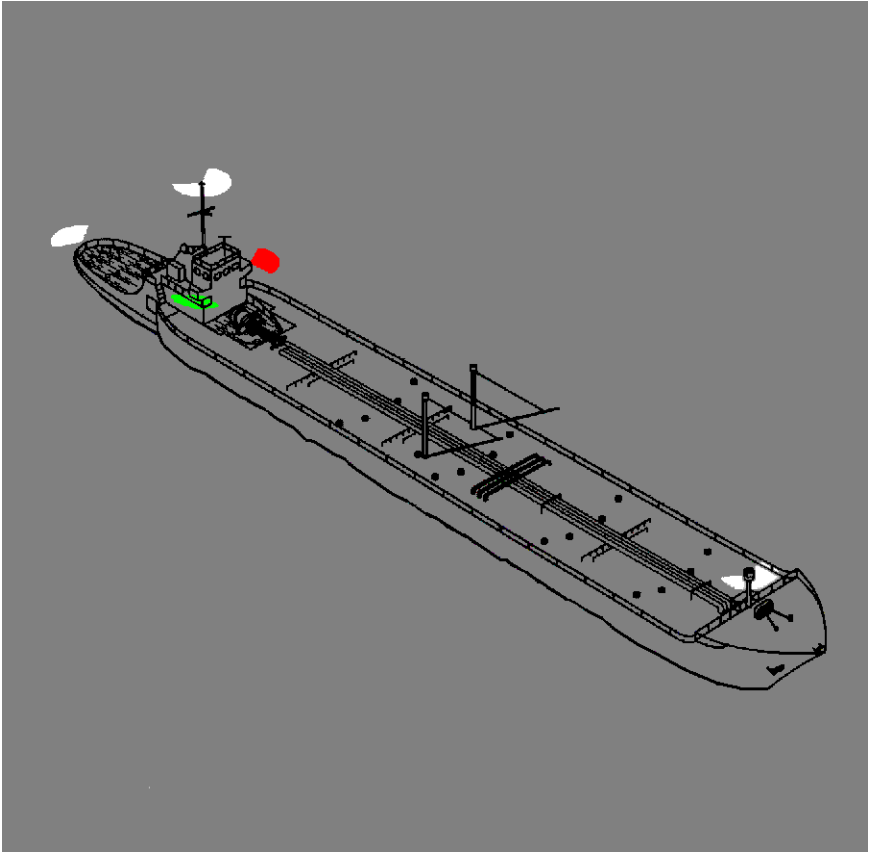


Power-driven vessel towing astern—towing vessel less than 50 meters in length; length of tow 200 meters or less. Same for International.

—INTERNATIONAL—  
*Lights and Shapes*

**RULE 24**  
*Towing and Pushing*

(b) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Rule 23.



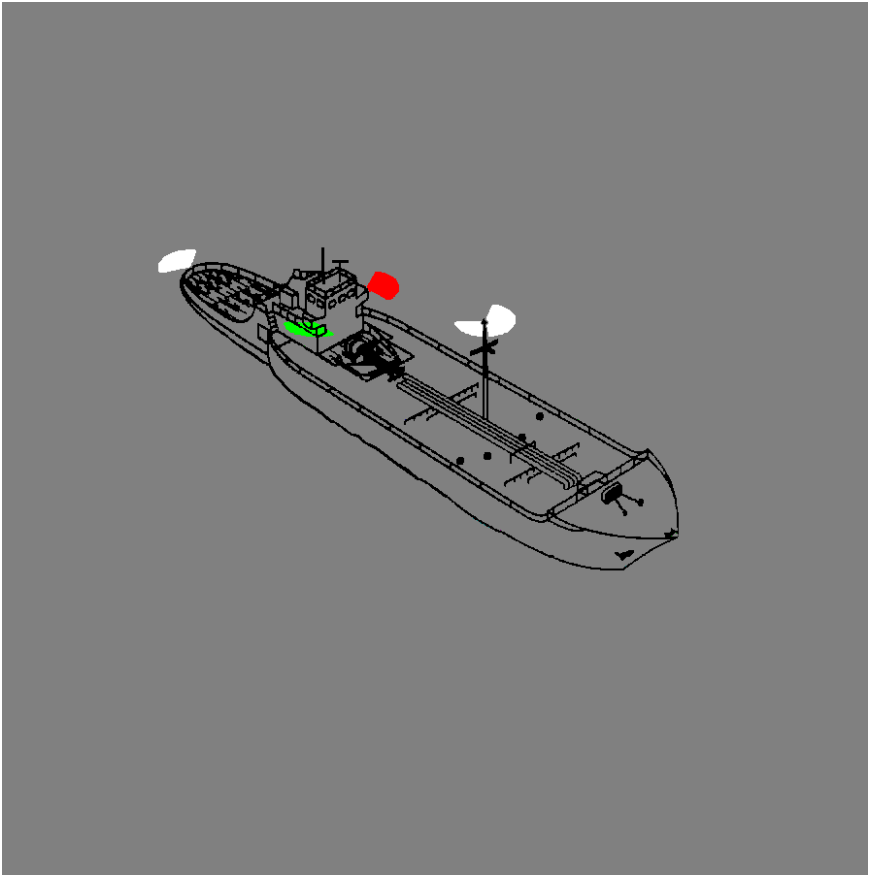
Composite unit underway. Same for Inland.



—INLAND—  
*Lights and Shapes*

**RULE 24—CONTINUED**

(b) When a pushing vessel and a vessel being pushed ahead are rigidly connected in a composite unit they shall be regarded as a power-driven vessel and exhibit the lights prescribed in Rule 23.



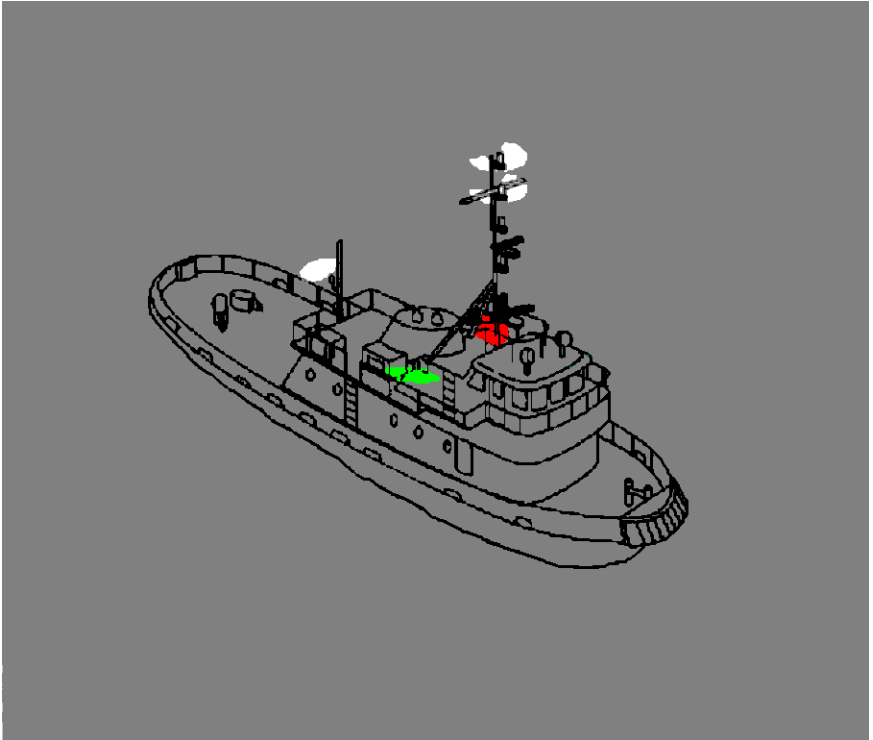
Composite unit underway—less than 50 meters in length.  
Same for International.

—INTERNATIONAL—  
*Lights and Shapes*

**RULE 24—CONTINUED**

(c) A power-driven vessel when pushing ahead or towing alongside, except in the case of a composite unit, shall exhibit:

- (i) instead of the light prescribed in Rule 23(a)(i) or (a)(ii), two masthead lights in a vertical line;
- (ii) sidelights;
- (iii) a stern light.



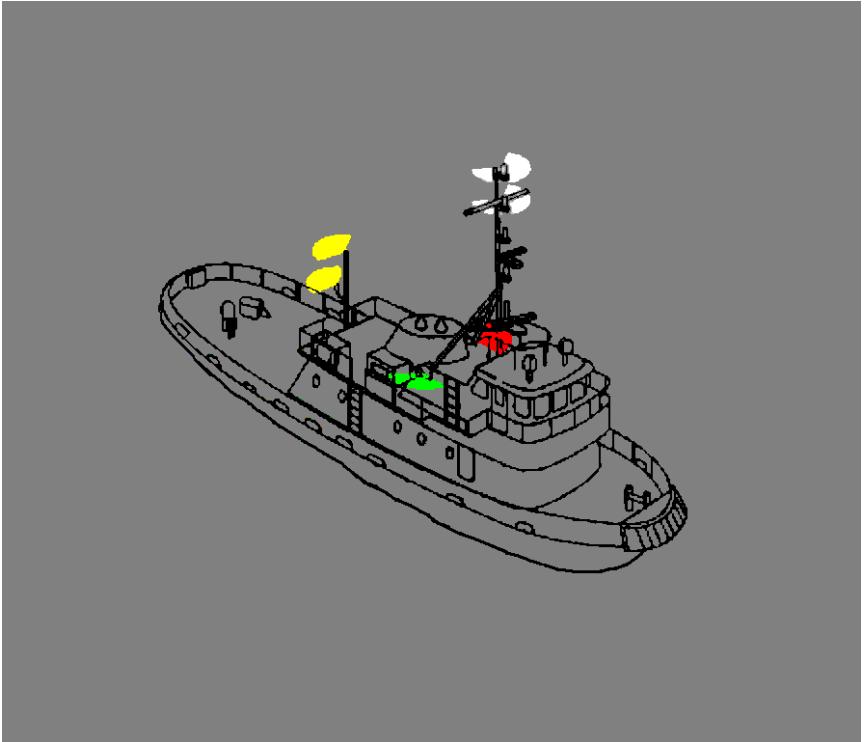
Power-driven vessel pushing ahead or towing alongside—towing vessel less than 50 meters in length.

—INLAND—  
*Lights and Shapes*

**RULE 24—CONTINUED**

(c) A power-driven vessel when pushing ahead or towing alongside, except as required by paragraphs (b) and (i) of this Rule, shall exhibit:

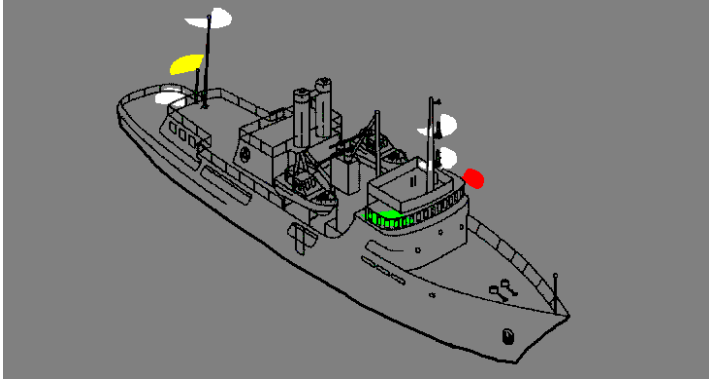
- (i) instead of the light prescribed either in Rule 23(a)(i) or 23(a)(ii), two masthead lights in a vertical line;
- (ii) (ii) sidelights; and
- (iii) two towing lights in a vertical line.



Power-driven vessel pushing ahead or towing alongside towing vessel less than 50 meters in length.

—INTERNATIONAL—  
*Lights and Shapes*  
**RULE 24—CONTINUED**

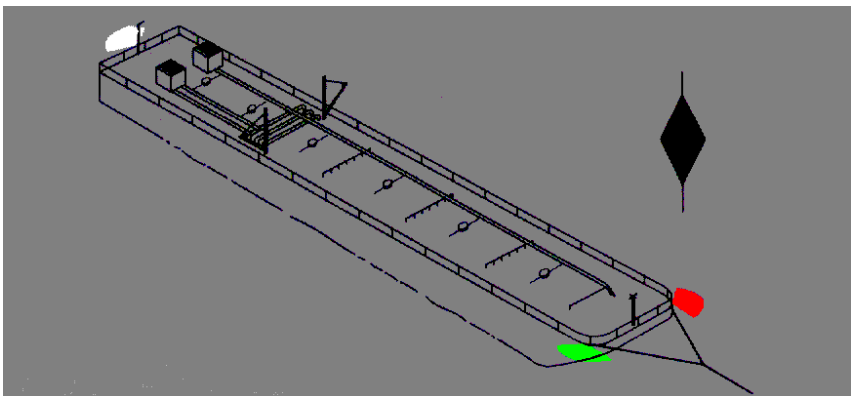
(d) A power-driven vessel to which paragraph (a) or (c) of this Rule apply shall also comply with Rule 23(a)(ii).



Power-driven vessel towing astern—length of tow 200 meters or less. The after masthead light is optional for vessel less than 50 meters in length. Same for Inland.

(e) A vessel or object being towed, other than those mentioned in paragraph (g) of this Rule, shall exhibit:

- (i) sidelights;
- (ii) a sternlight;
- (iii) when the length of the tow exceeds 200 meters, a diamond shape where it can best be seen.



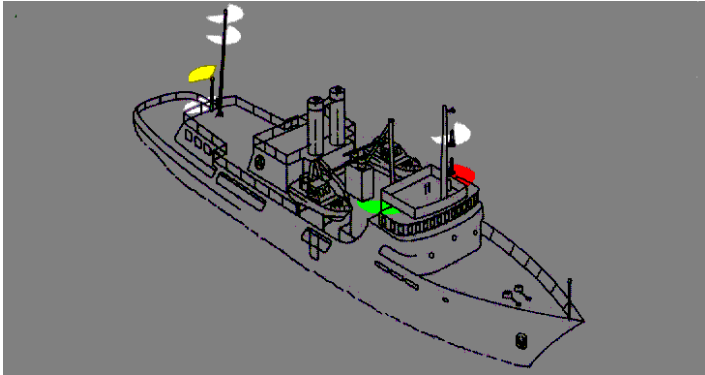
Vessel or object being towed—length of tow exceeds 200 meters. Same for Inland.

# —INLAND—

## *Lights and Shapes*

### **RULE 24—CONTINUED**

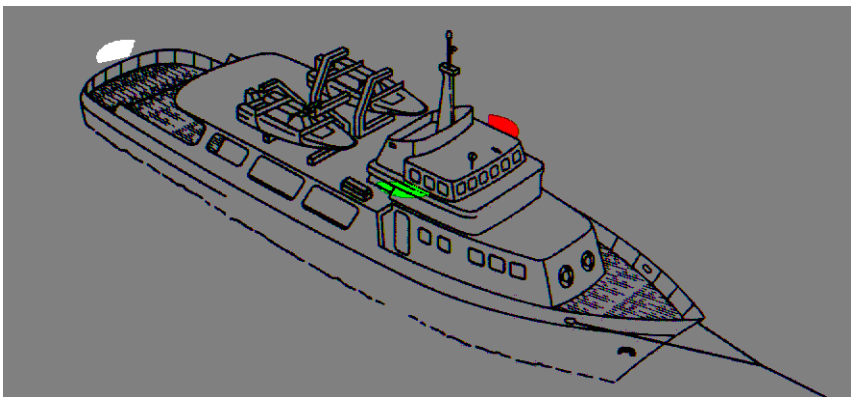
(d) A power-driven vessel to which paragraphs (a) or (c) of this Rule apply shall also comply with Rule 23(a)(i) and 23(a)(ii).



Power-driven vessel towing astern—length of tow 200 meters or less. When masthead lights for towing or pushing are exhibited aft, a forward masthead light is required. Same for International

(e) A vessel or object other than those referred to in paragraph (g) of this Rule being towed shall exhibit:

- (i) sidelights;
- (ii) a sternlight; and
- (iii) when the length of the tow exceeds 200 meters, a diamond shape where it can best be seen.

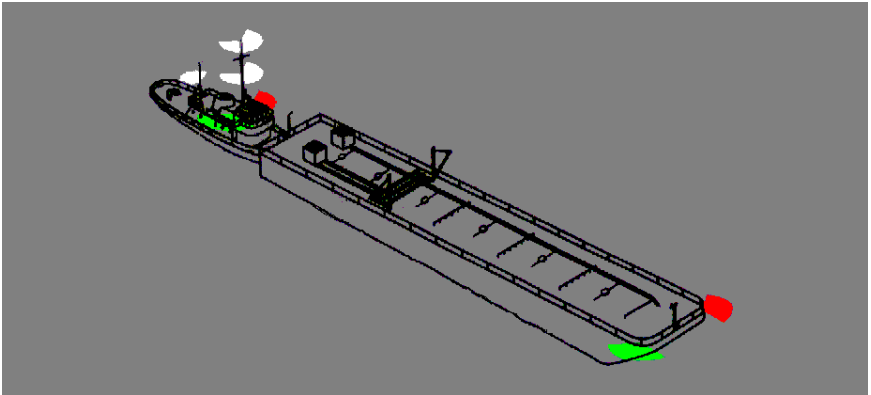


Vessel being towed—length of tow 200 meters or less. Same for International.

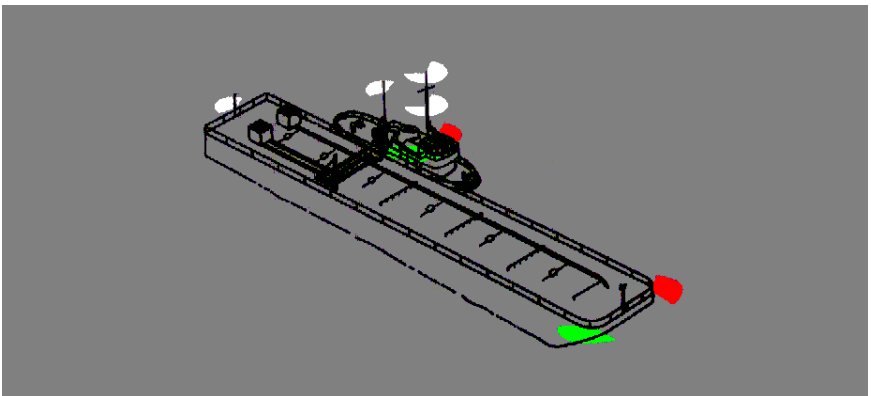
—INTERNATIONAL—  
*Lights and Shapes*

**RULE 24—CONTINUED**

- (f) Provided that any number of vessels being towed alongside or pushed in a group shall be lighted as one vessel,
- (i) a vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end, sidelights;
  - (ii) a vessel being towed alongside shall exhibit a sternlight and at the forward end, sidelights.



Vessel being pushed ahead, not being part of a composite unit.



Vessel being towed alongside.

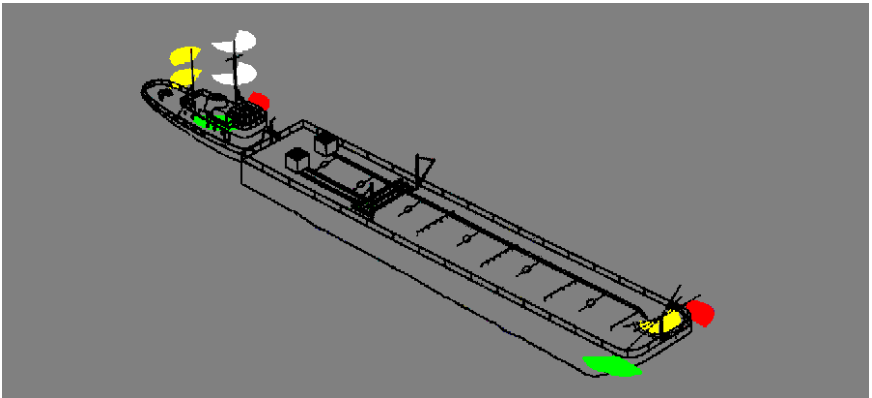
—INLAND—  
*Lights and Shapes*

**RULE 24—CONTINUED**

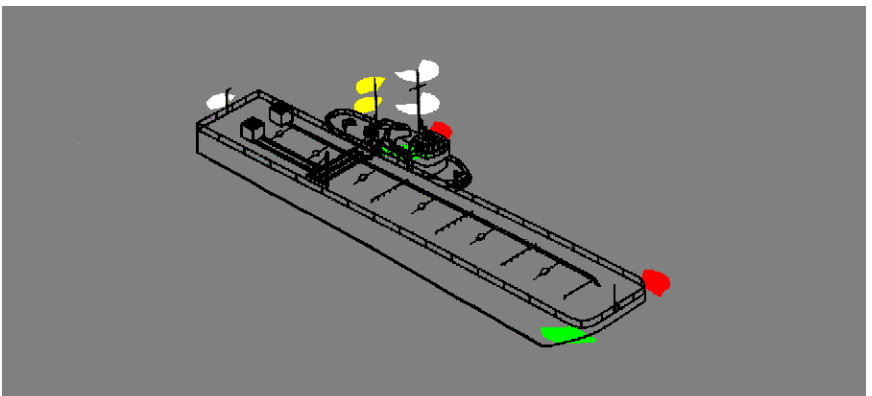
(f) Provided that any number of vessels being towed alongside or pushed in a group shall be lighted as one vessel:

(i) a vessel being pushed ahead, not being part of a composite unit, shall exhibit at the forward end sidelights, and a special flashing light; and

(ii) a vessel being towed alongside shall exhibit a sternlight and at the forward end sidelights.



Vessel being pushed ahead, not being part of a composite unit

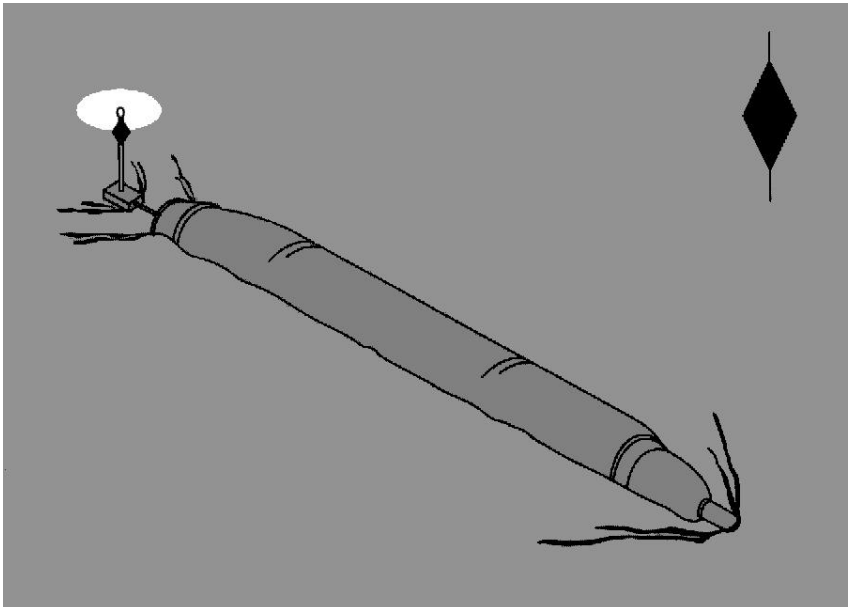


Vessel being towed alongside

—INTERNATIONAL—  
*Lights and Shapes*

**RULE 24—CONTINUED**

- (g) An inconspicuous, partly submerged vessel or object, or combination of such vessels or objects being towed, shall exhibit:
- (i) if it is less than 25 meters in breadth, one all-round white light at or near the forward end and one at or near the after end except that dracones need not exhibit a light at or near the forward end;
  - (ii) if it is 25 meters or more in breadth, two additional all-round white lights at or near the extremities of its breadth; (iii) if it exceeds 100 meters in length, additional all-round white lights between the lights prescribed in subparagraphs (i) and (ii) so that the distance between the lights shall not exceed 100 meters;
  - (iv) a diamond shape at or near the aftermost extremity of the last vessel or object being towed and if the length of the tow exceeds 200 meters an additional diamond shape where it can best be seen and located as far forward as is practicable.



Dracone being towed



—INLAND—  
*Lights and Shapes*

**RULE 24—CONTINUED**

(g) An inconspicuous, partly submerged vessel or object being towed shall exhibit:

(i) if it is less than 25 meters in breadth, one all-round white light at or near each end;

(ii) if it is 25 meters or more in breadth, four all-round white lights to mark its length and breadth;

(iii) if it exceeds 100 meters in length, additional all-round white lights between the lights prescribed in subparagraphs (i) and (ii) so that the distance between the lights shall not exceed 100 meters: *Provided*, That any vessels or objects being towed alongside each other shall be lighted as one vessel or object;

(iv) a diamond shape at or near the aftermost extremity of the last vessel or object being towed; and

(v) the towing vessel may direct a searchlight in the direction of the tow to indicate its presence to an approaching vessel.

—INTERNATIONAL—  
*Lights and Shapes*

**RULE 24—CONTINUED**

(h) Where from any sufficient cause it is impracticable for a vessel or object being towed to exhibit the lights or shapes prescribed in paragraph (e) or (g) of this Rule, all possible measures shall be taken to light the vessel or object towed or at least to indicate the presence of such vessel or object.

—INLAND—  
*Lights and Shapes*

**RULE 24—CONTINUED**

(h) Where from any sufficient cause it is impracticable for a vessel or object being towed to exhibit the lights prescribed in paragraph (e) or (g) of this Rule, all possible measures shall be taken to light the vessel or object towed or at least to indicate the presence of the unlighted vessel or object.

—INTERNATIONAL—  
*Lights and Shapes*

**RULE 24—CONTINUED**

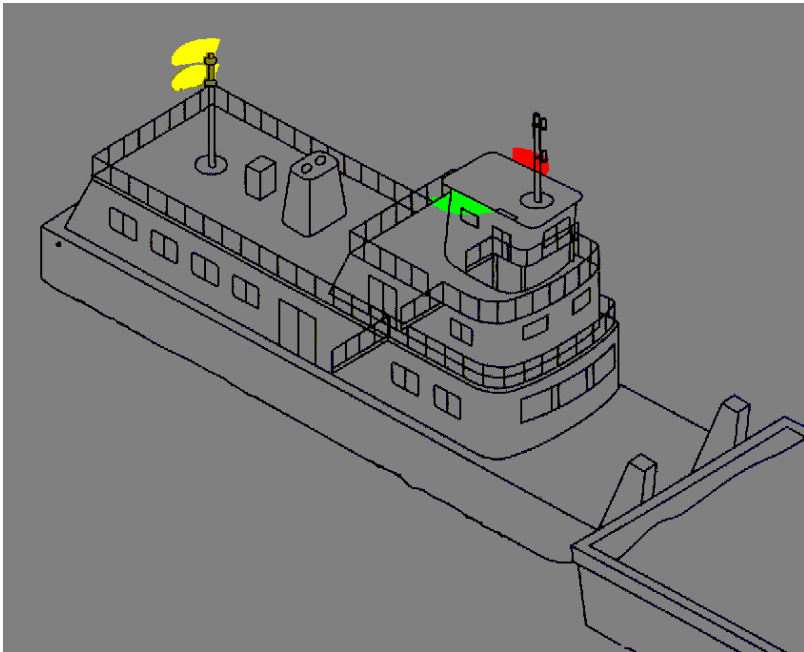
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—INLAND—  
*Lights and Shapes*

**RULE 24—CONTINUED**

(i) Notwithstanding paragraph (c), on the Western Rivers (except below the Huey P. Long Bridge on the Mississippi River) and on waters specified by the Secretary, a power-driven vessel when pushing ahead or towing alongside, except as paragraph (b) applies, shall exhibit:

- (i) sidelights; and
- (ii) two towing lights in a vertical line.



Power-driven-vessel pushing ahead on Western Rivers.  
(above the Huey P. Long Bridge on the Mississippi River)

—INTERNATIONAL—  
*Lights and Shapes*

**RULE 24—CONTINUED**

(i) Where from any sufficient cause it is impracticable for a vessel not normally engaged in towing operations to display the lights prescribed in paragraph (a) or (c) of this Rule, such vessel shall not be required to exhibit those lights when engaged in towing another vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing vessel and the vessel being towed as authorized by Rule 36, in particular by illuminating the towline.

—INLAND—  
*Lights and Shapes*

**RULE 24—CONTINUED**

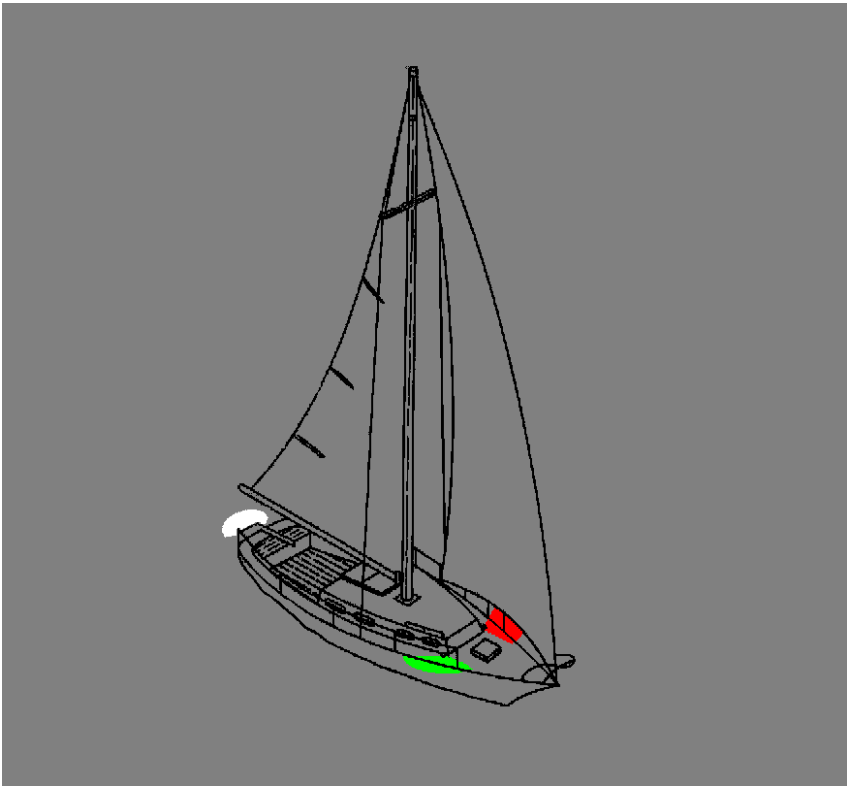
(j) Where from any sufficient cause it is impracticable for a vessel not normally engaged in towing operations to display the lights prescribed by paragraph (a), (c) or (i) of this Rule, such vessel shall not be required to exhibit those lights when engaged in towing another vessel in distress or otherwise in need of assistance. All possible measures shall be taken to indicate the nature of the relationship between the towing vessel and the vessel being assisted. The searchlight authorized by Rule 36 may be used to illuminate the tow.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 25**

*Sailing Vessels Underway and Vessels Under Oars*

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



Sailing vessel underway. Same for Inland

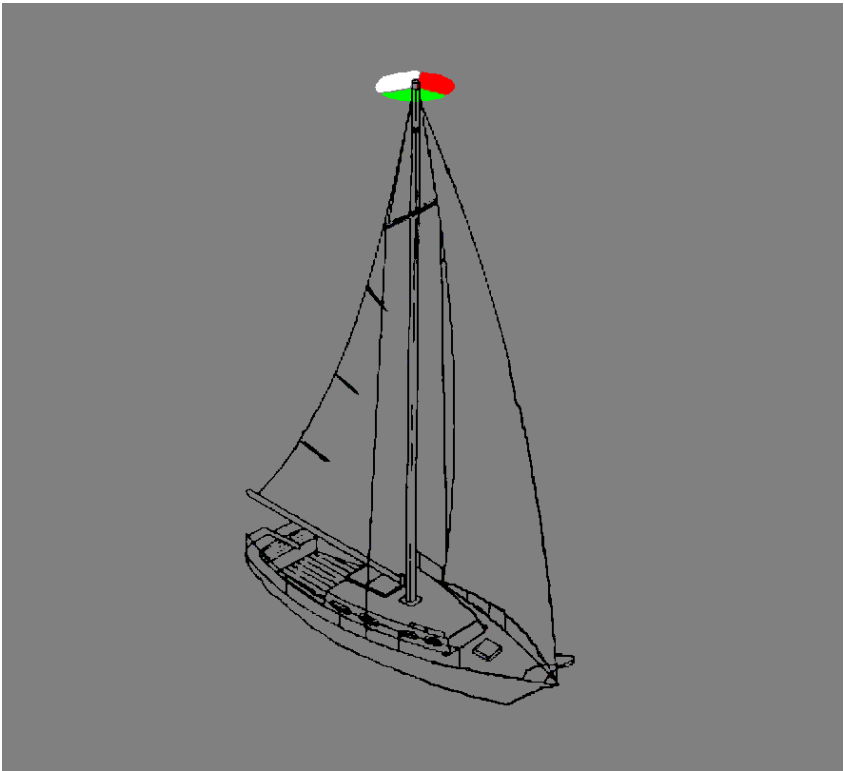


— INLAND —  
*Lights and Shapes*

**RULE 25**

*Sailing Vessels Underway and Vessels Under Oars*

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

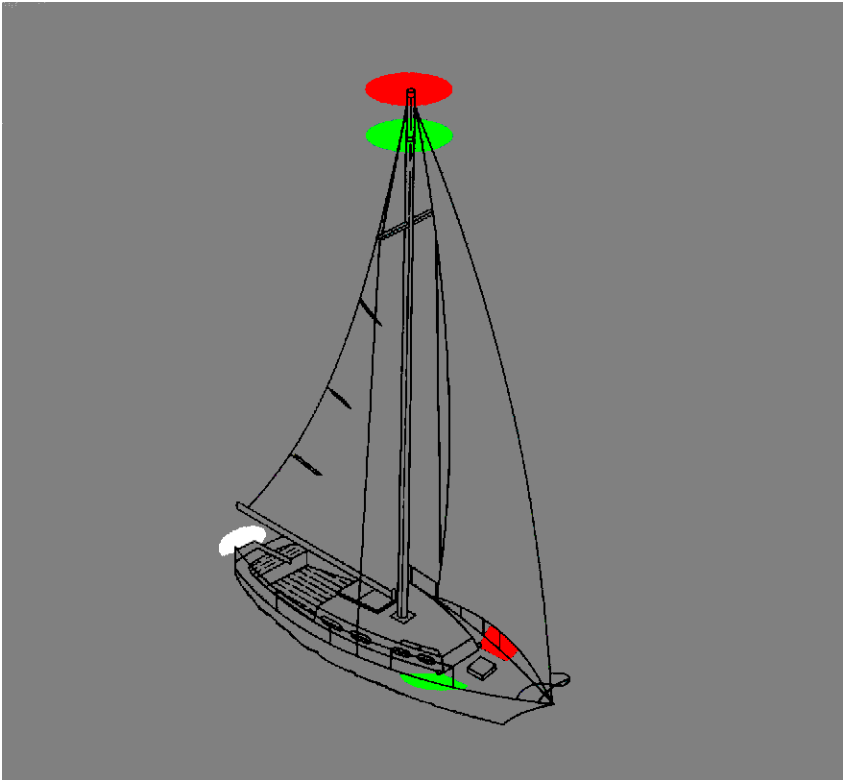


Sailing vessel underway—less than 20 meters in length.  
Same for International.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 25—CONTINUED**

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



Sailing vessel underway. Same for Inland.

— INLAND —  
*Lights and Shapes*

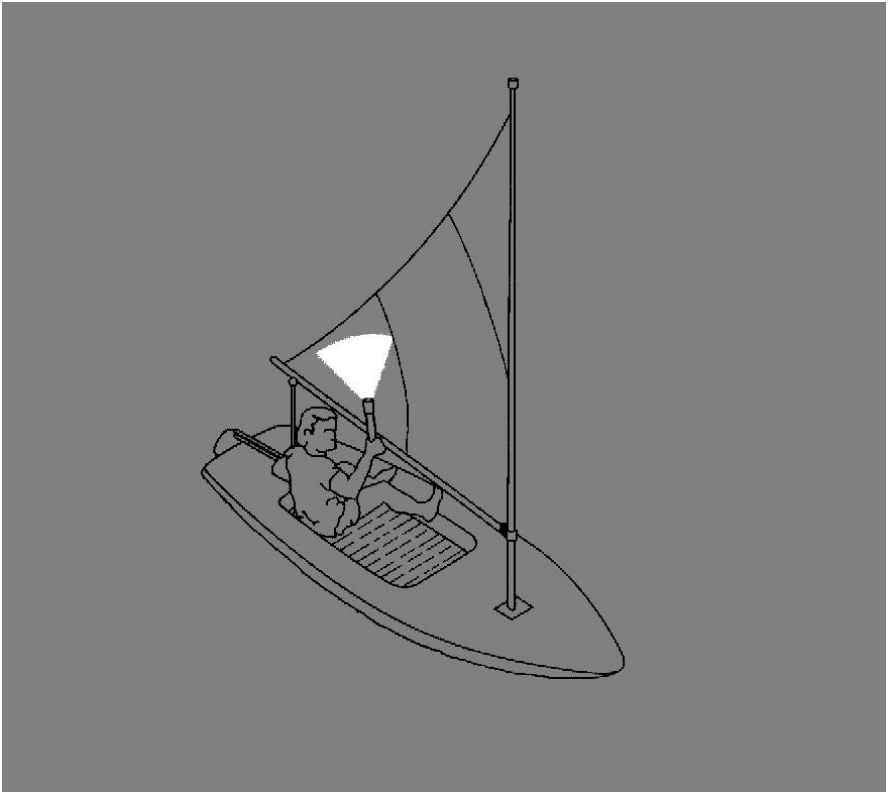
**RULE 25—CONTINUED**

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

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 25—CONTINUED**

- (d) (i) A sailing vessel of less than 7 meters in length shall, if practicable, exhibit the lights prescribed in paragraph (a) or (b) of this Rule, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.
- (ii) A vessel under oars may exhibit the lights prescribed in this Rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

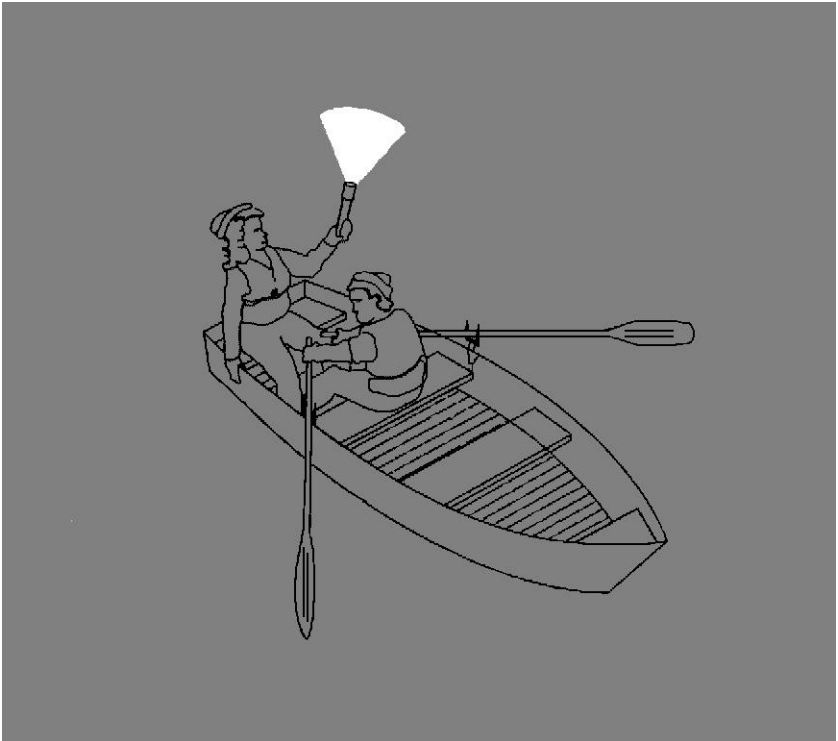


Sailing vessel underway—less than 7 meters in length. Same for Inland.

— INLAND —  
*Lights and Shapes*

**RULE 25—CONTINUED**

- (d) (i) A sailing vessel of less than 7 meters in length shall, if practicable, exhibit the lights prescribed in paragraph (a) or (b) of this Rule, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.
- (ii) A vessel under oars may exhibit the lights prescribed in this Rule for sailing vessels, but if she does not, she shall have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision.

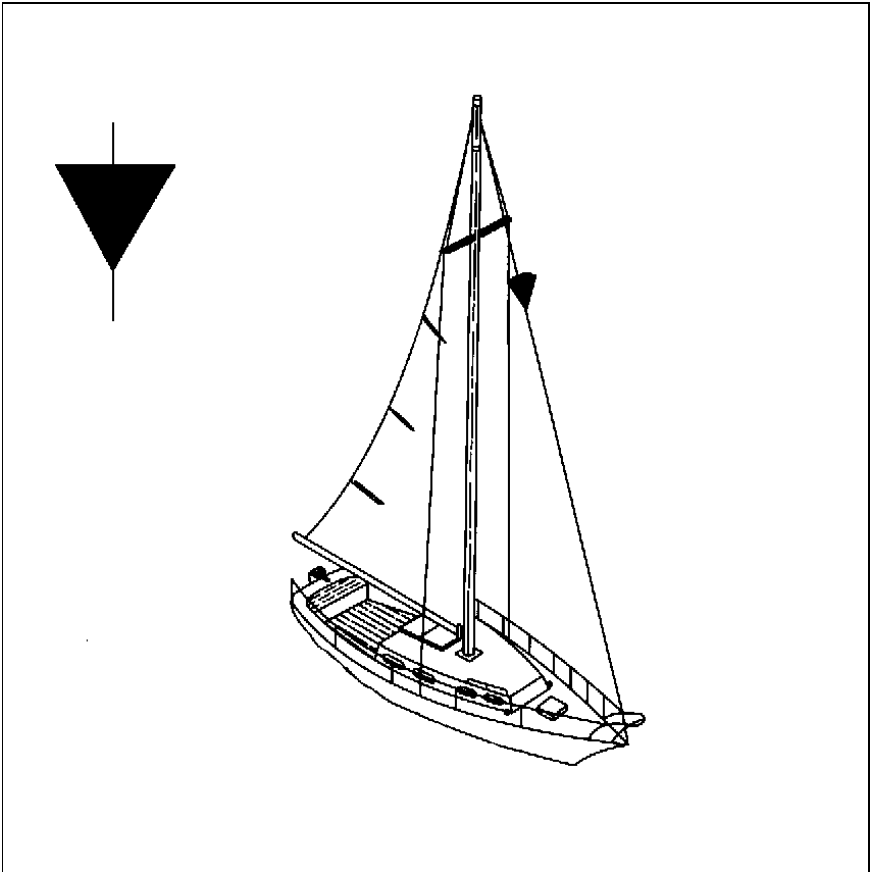


Vessel under oars. Same for International.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 25—CONTINUED**

(e) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downwards.



Vessel proceeding under sail when also being propelled by machinery.  
Same for Inland except that a vessel of less than 12 meters in length is not required to exhibit the dayshape.

— INLAND —  
*Lights and Shapes*

**RULE 25—CONTINUED**

(e) A vessel proceeding under sail when also being propelled by machinery shall exhibit forward where it can best be seen a conical shape, apex downward. A vessel of less than 12 meters in length is not required to exhibit this shape, but may do so.

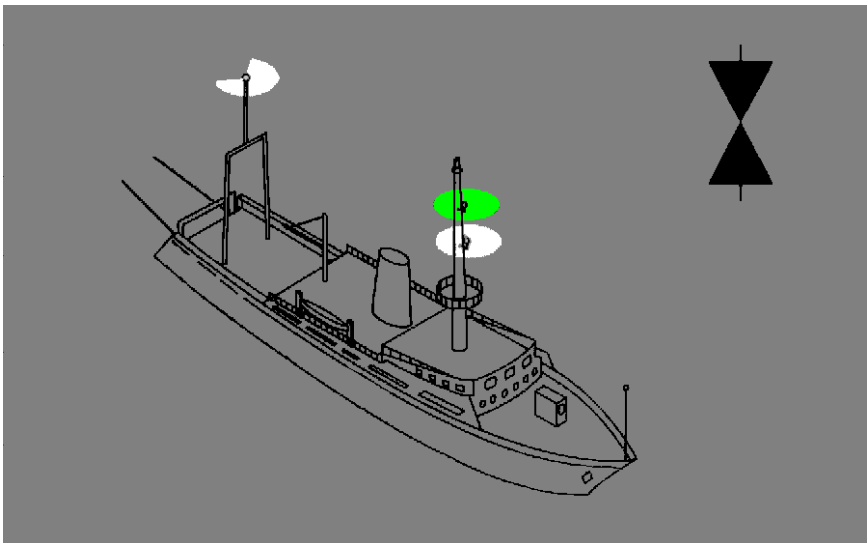
— INTERNATIONAL —  
*Lights and Shapes*

**RULE 26**  
*Fishing Vessels*

(a) A vessel engaged in fishing, whether underway or at anchor, shall exhibit only the lights and shapes prescribed in this Rule.

(b) A vessel when engaged in trawling, by which is meant the dragging through the water of a dredge net or other apparatus used as a fishing appliance, shall exhibit:

- (i) two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other;
- (ii) a masthead light abaft of and higher than the all-round green light; a vessel of less than 50 meters in length shall not be obliged to exhibit such a light but may do so;
- (iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.



Vessel engaged in trawling—not making way. Same for Inland.



# — INLAND —

## *Lights and Shapes*

### **RULE 26**

#### *Fishing Vessels*

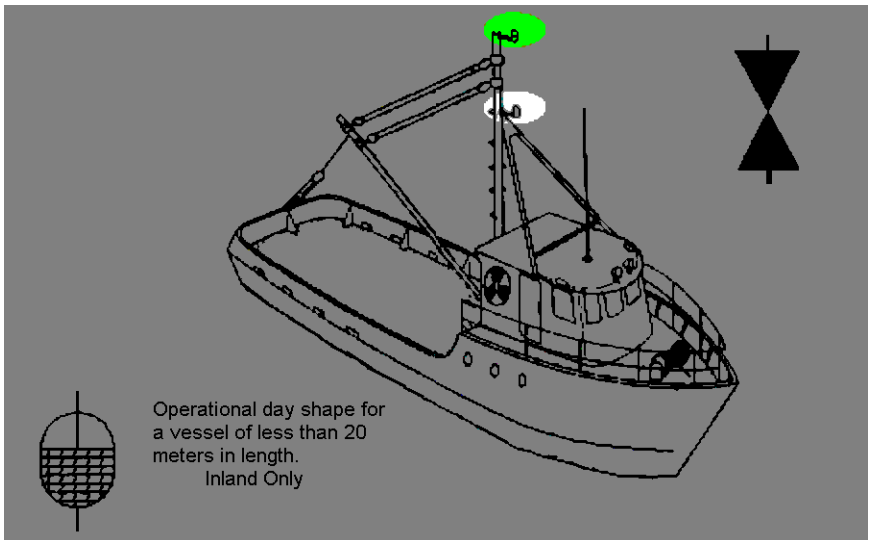
(a) A vessel engaged in fishing, whether underway or at anchor, shall exhibit only the lights and shapes prescribed in this Rule.

(b) A vessel when engaged in trawling, by which is meant the dragging through the water of a dredge net or other apparatus used as a fishing appliance, shall exhibit:

(i) two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other; a vessel of less than 20 meters in length may instead of this shape exhibit a basket;

(ii) a masthead light abaft of and higher than the all-round green light; a vessel of less than 50 meters in length shall not be obliged to exhibit such a light but may do so; and

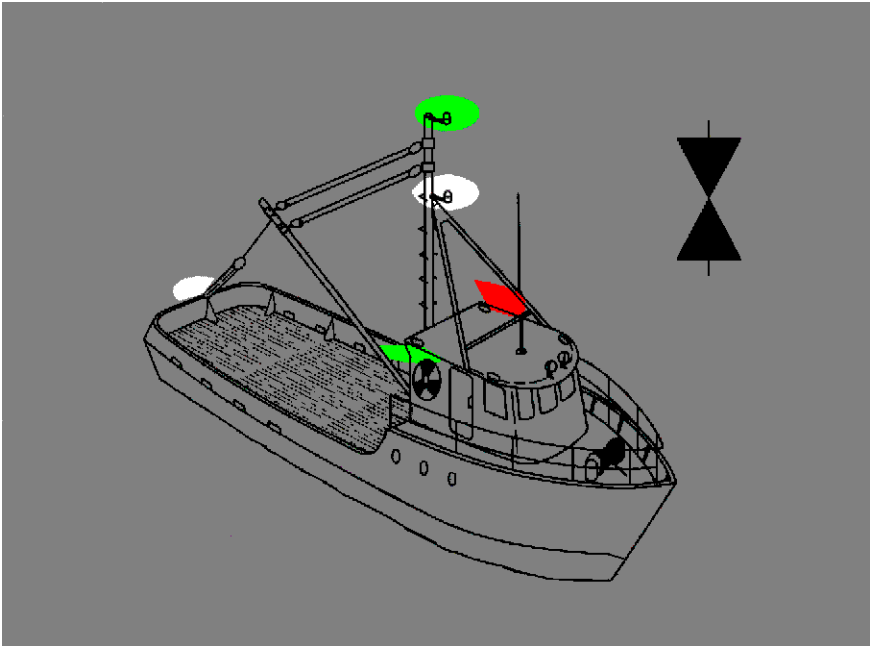
(iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.



Vessel engaged in trawling—not making way; vessel less than 50 meters in length. Same for International.

— INTERNATIONAL —  
*Lights and Shapes*

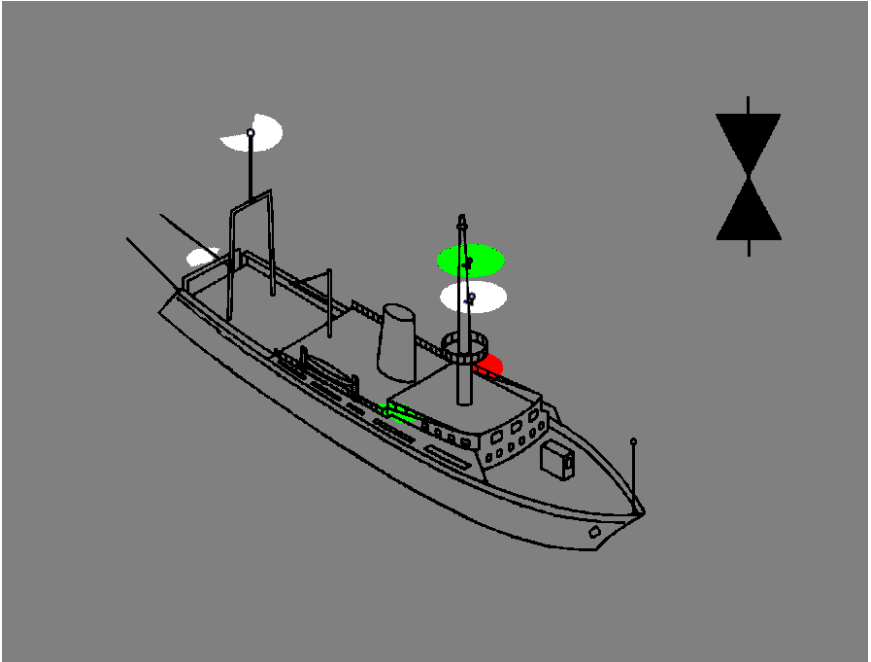
**RULE 26—CONTINUED**



Vessel engaged in trawling—making way; vessel less than 50 meters in length. Same for Inland.

— INLAND —  
*Lights and Shapes*

**RULE 26—CONTINUED**

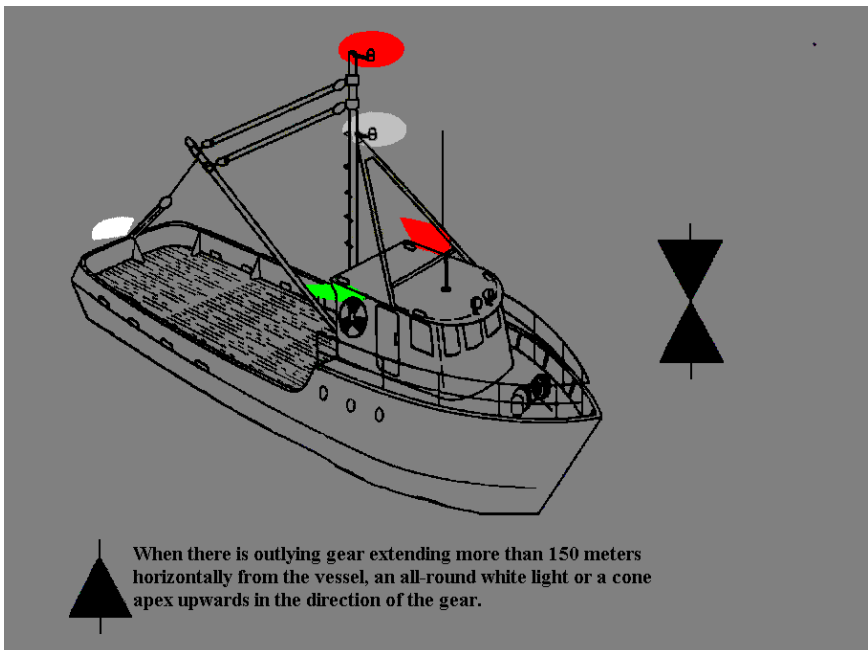


Vessel engaged in trawling—making way. Same for International.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 26—CONTINUED**

- (c) A vessel engaged in fishing, other than trawling, shall exhibit:
- (i) two all-round lights in a vertical line, the upper being red and the lower white, or a shape consisting of two cones with apexes together in a vertical line one above the other;
  - (ii) when there is outlying gear extending more than 150 meters horizontally from the vessel, an all-round white light or a cone apex upward in the direction of the gear; and
  - (iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.

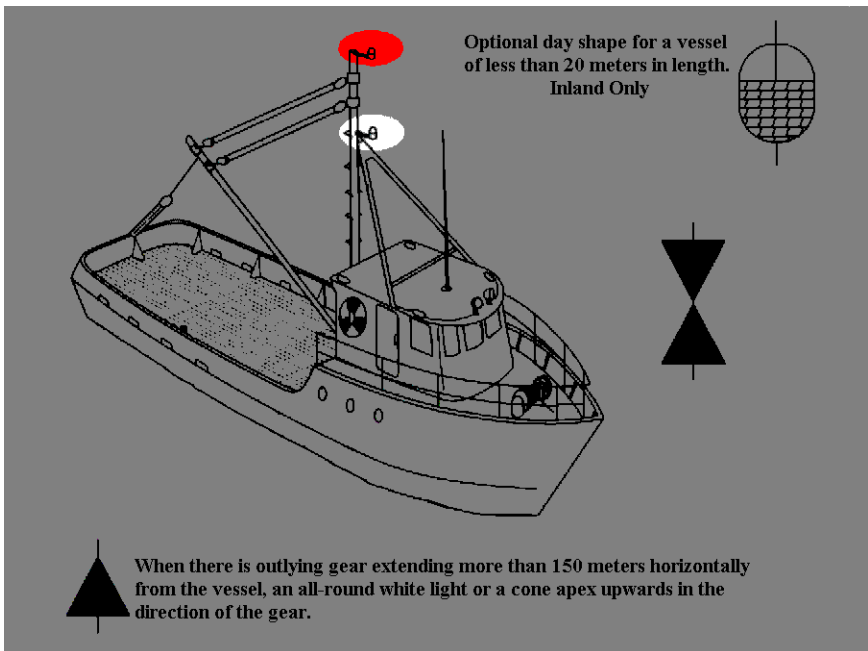


Vessel engaged in fishing other than trawling—not making way.  
Same for International.

— INLAND —  
*Lights and Shapes*

**RULE 26—CONTINUED**

- (c) A vessel engaged in fishing, other than trawling, shall exhibit:
- (i) two all-round lights in a vertical line, the upper being red and the lower white, or a shape consisting of two cones with apexes together in a vertical line one above the other; a vessel of less than 20 meters in length may instead of this shape exhibit a basket;
  - (ii) when there is outlying gear extending more than 150 meters horizontally from the vessel, an all-round white light or a cone apex upward in the direction of the gear; and
  - (iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.



Vessel engaged in fishing other than trawling—not making way.  
Same for International.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 26—CONTINUED**

(d) The additional signals described in Annex II to these regulations apply to a vessel engaged in fishing in close proximity to other vessels engaged in fishing.

(e) A vessel when not engaged in fishing shall not exhibit the lights or shapes prescribed in this Rule, but only those prescribed for a vessel of her length.

— INLAND —  
*Lights and Shapes*

**RULE 26—CONTINUED**

(d) A vessel engaged in fishing in close proximity to other vessels engaged in fishing may exhibit the additional signals described in Annex II to these Rules.

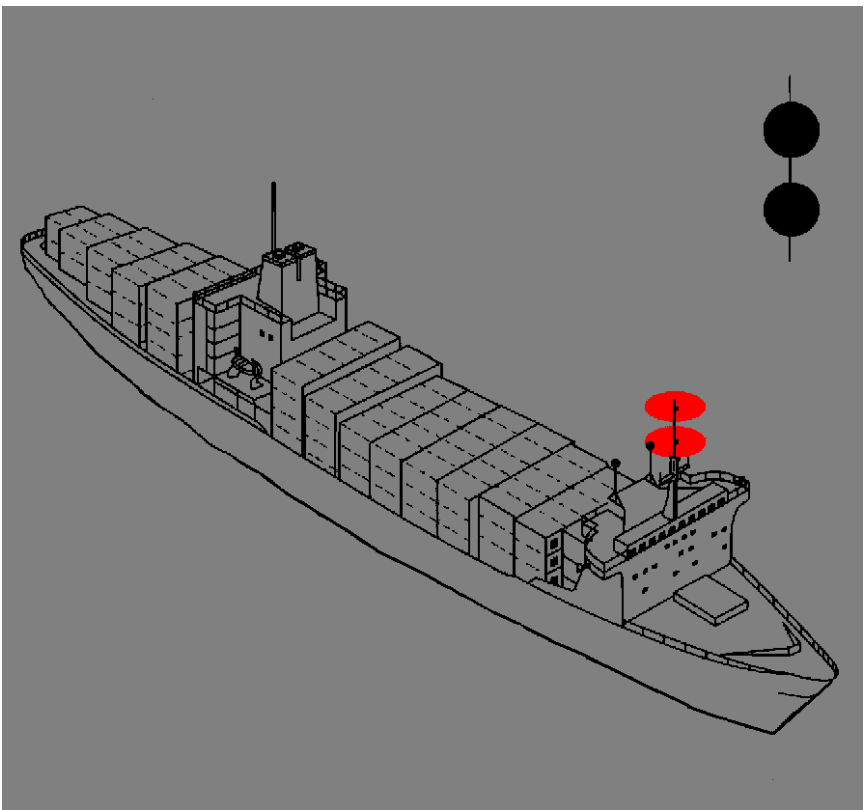
(e) A vessel when not engaged in fishing shall not exhibit the lights or shapes prescribed in this Rule, but only those prescribed for a vessel of her length.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 27**

*Vessels Not Under Command or Restricted in Their Ability to Maneuver*

- (a) A vessel not under command shall exhibit:
- (i) two all-round red lights in a vertical line where they can best be seen;
  - (ii) two balls or similar shapes in a vertical line where they can best be seen;
  - (iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.



Vessel not under command—not making way. Same for Inland.

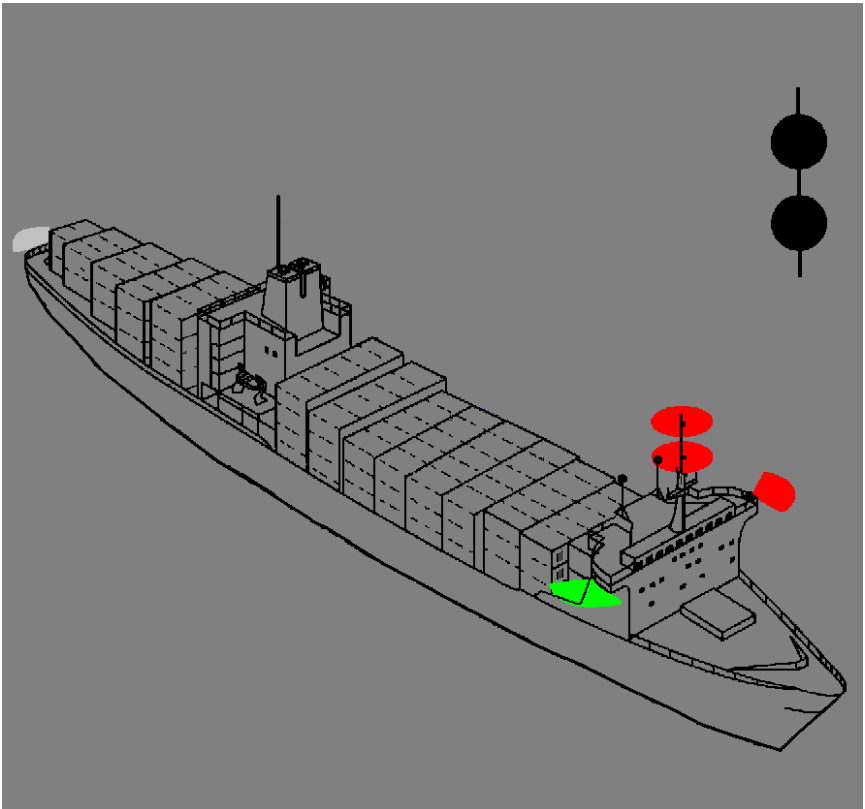


— INLAND —  
*Lights and Shapes*

**RULE 27**

*Vessels Not Under Command or Restricted in Their Ability to Maneuver*

- (a) A vessel not under command shall exhibit:
- (i) two all-round red lights in a vertical line where they can best be seen;
  - (ii) two balls or similar shapes in a vertical line where they can best be seen; and
  - (iii) when making way through the water, in addition to the lights prescribed in this paragraph, sidelights and a sternlight.



Vessel not under command—making way. Same for International.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 27—CONTINUED**

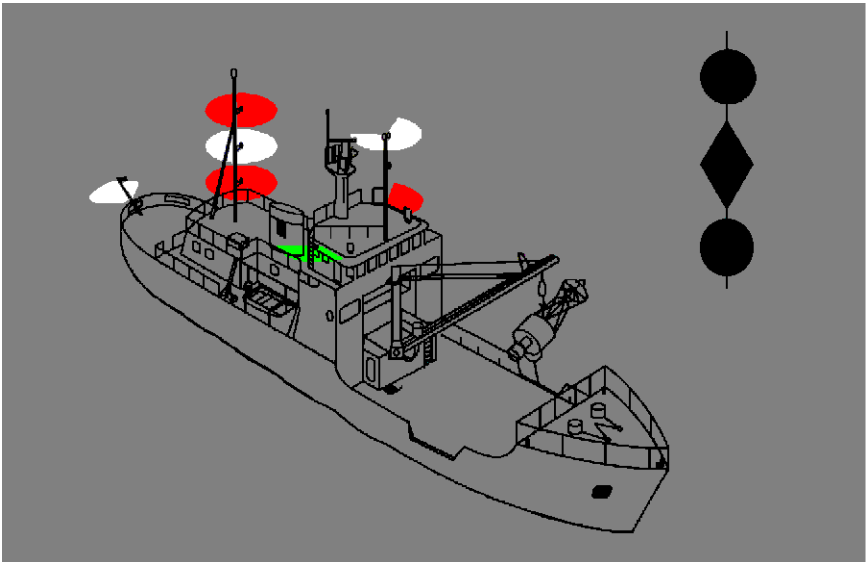
(b) A vessel restricted in her ability to maneuver, except a vessel engaged in mineclearance operations, shall exhibit:

(i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;

(ii) three shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond;

(iii) when making way through the water, a masthead light or lights, sidelights and a sternlight, in addition to the lights prescribed in subparagraph (i);

(iv) when at anchor, in addition to the lights or shapes prescribed in subparagraphs (i) and (ii), the light, lights or shape prescribed in Rule 30.



Vessel restricted in her ability to maneuver—making way; vessel less than 50 meters in length. Same for Inland.

— INLAND —  
*Lights and Shapes*

**RULE 27—Continued**

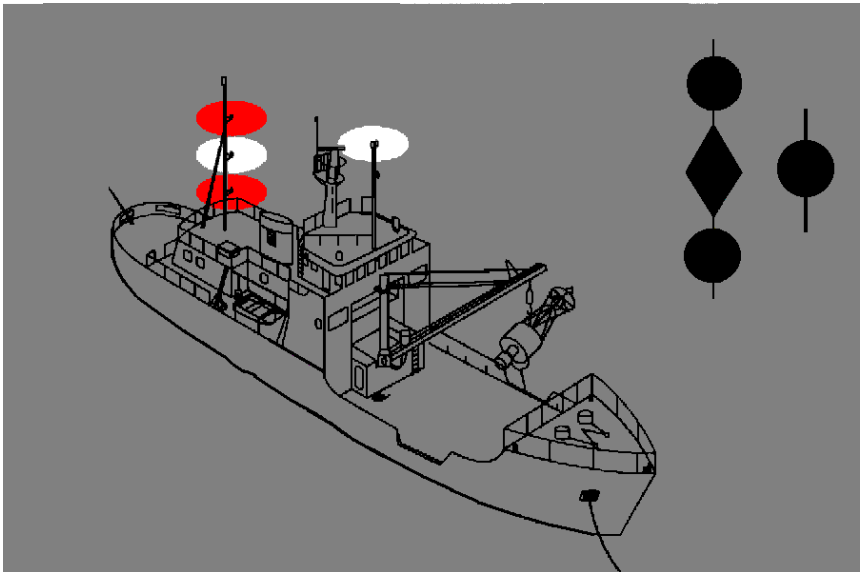
(b) A vessel restricted in her ability to maneuver, except a vessel engaged in mineclearance operations, shall exhibit:

(i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;

(ii) three shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond;

(iii) when making way through the water, masthead lights, sidelights and a sternlight, in addition to the lights prescribed in sub-paragraph (b)(i); and

(iv) when at anchor, in addition to the lights or shapes prescribed in subparagraphs (b)(i) and (ii), the light, lights or shapes prescribed in Rule 30.



Vessel restricted in her ability to maneuver—at anchor; vessel less than 50 meters in length. Same for International.

— INTERNATIONAL —  
*Lights and Shapes*

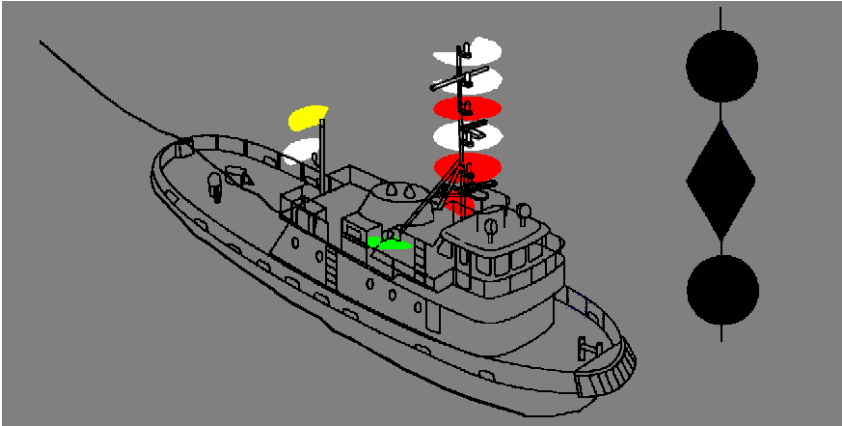
**RULE 27—CONTINUED**

(c) A power-driven vessel engaged in a towing operation such as severely restricts the towing vessel and her tow in their ability to deviate from their course shall, in addition to the lights or shapes prescribed in Rule 24(a), exhibit the lights or shapes prescribed in sub-paragraphs (b)(i) and (ii) of this Rule,

— INLAND —  
*Lights and Shapes*

**RULE 27—CONTINUED**

(c) A vessel engaged in a towing operation which severely restricts the towing vessel and her tow in their ability to deviate from their course shall, in addition to the lights or shapes prescribed in subparagraphs (b)(i) and (ii) of this Rule, exhibit the lights or shape prescribed in Rule 24.



Vessel engaged in towing operation which severely restricts towing vessel and her tow in their ability to deviate from their course—length of tow does not exceed 200 meters; towing vessel less than 50 meters in length. Same for International.

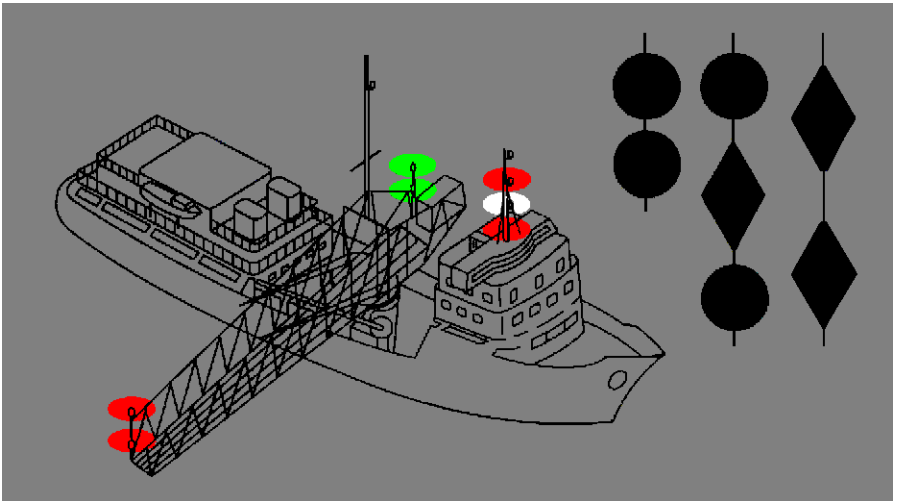


— INLAND —  
*Lights and Shapes*

**RULE 27—CONTINUED**

(d) A vessel engaged in dredging or underwater operations, when restricted in her ability to maneuver, shall exhibit the lights and shapes prescribed in subparagraphs (b)(i), (ii), and (iii) of this Rule and shall in addition, when an obstruction exists, exhibit:

- (i) two all-round red lights or two balls in a vertical line to indicate the side on which the obstruction exists;
- (ii) two all-round green lights or two diamonds in a vertical line to indicate the side on which another vessel may pass; and
- (iii) when at anchor, the lights or shape prescribed by this paragraph, instead of the lights or shapes prescribed in Rule 30 for anchored vessels.



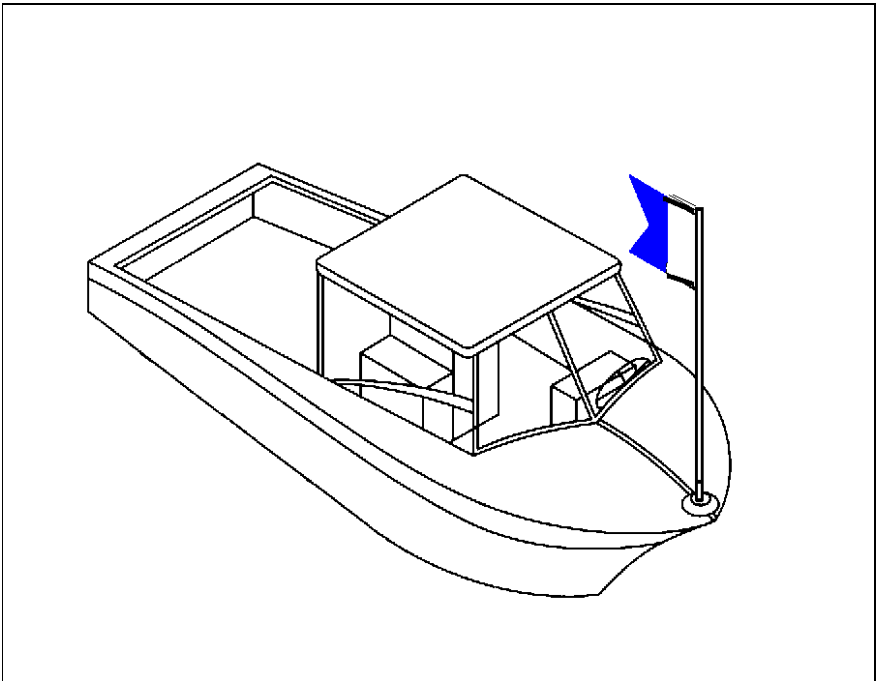
Vessel engaged in dredging or underwater operations when restricted in ability to maneuver—not making way with an obstruction on the starboard side. Same for International.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 27—CONTINUED**

(e) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit all lights and shapes prescribed in paragraph (d) of this Rule, the following shall be exhibited:

- (i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;
- (ii) a rigid replica of the International Code flag "A" not less than 1 meter in height. Measures shall be taken to ensure its all round visibility.



Small vessel engaged in diving operations. Same for Inland.

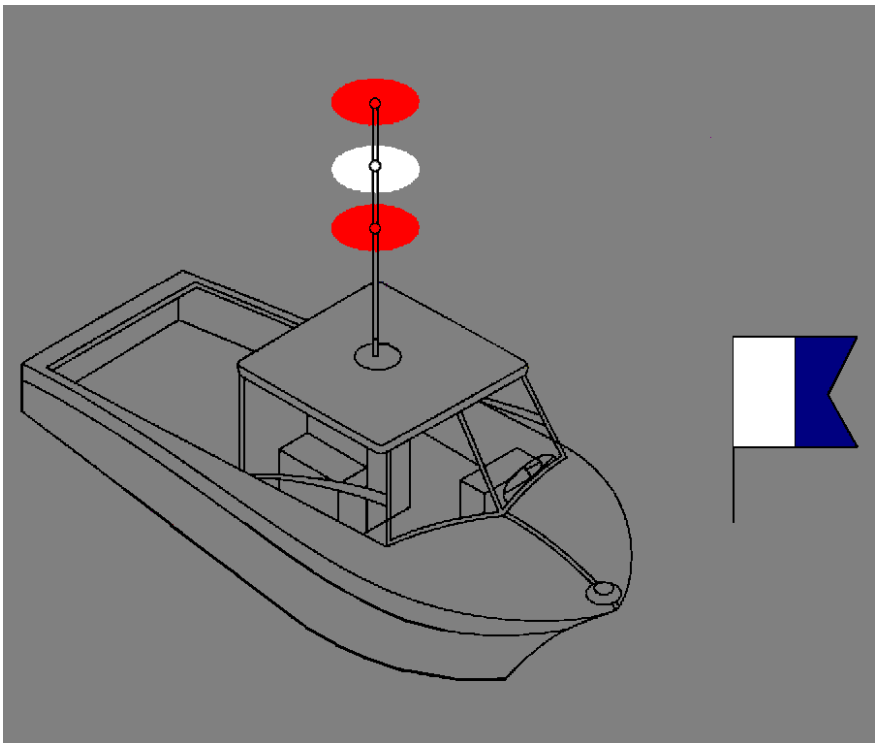


— INLAND —  
*Lights and Shapes*

**RULE 27—CONTINUED**

(e) Whenever the size of a vessel engaged in diving operations makes it impracticable to exhibit all lights and shapes prescribed in paragraph (d) of this Rule, the following shall instead be exhibited:

- (i) Three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white;
- (ii) A rigid replica of the international Code flag "A" not less than 1 meter in height. Measures shall be taken to insure its all-round visibility.

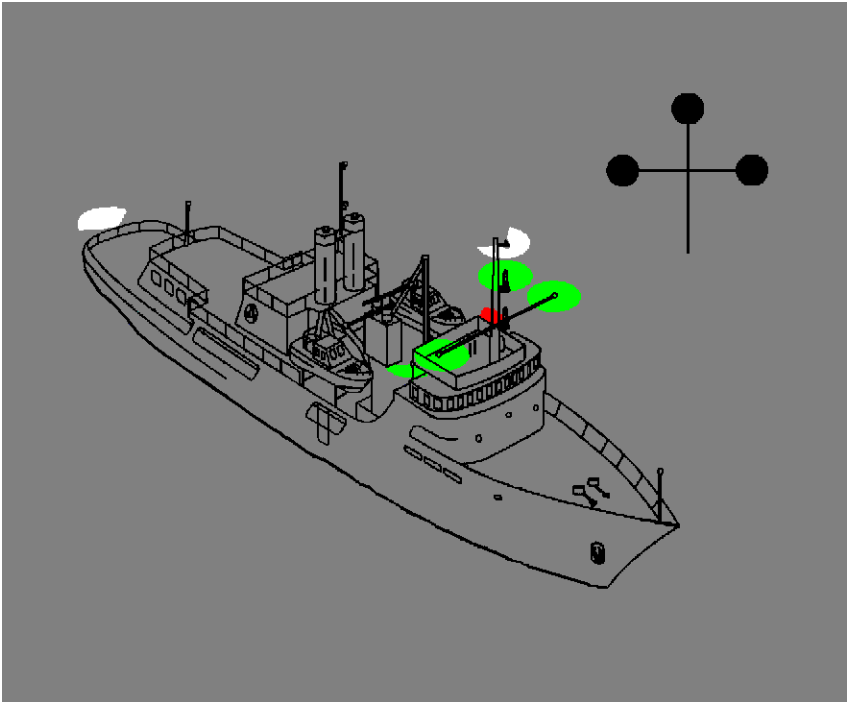


Small vessel engaged in diving operations. Same for International.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 27—CONTINUED**

(f) A vessel engaged in mineclearance operations shall in addition to the lights prescribed for a power-driven vessel in Rule 23 or to the lights or shape prescribed for a vessel at anchor in Rule 30 as appropriate, exhibit three all-round green lights or three balls. One of these lights or shapes shall be exhibited near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach within 1000 meters of the mineclearance vessel.

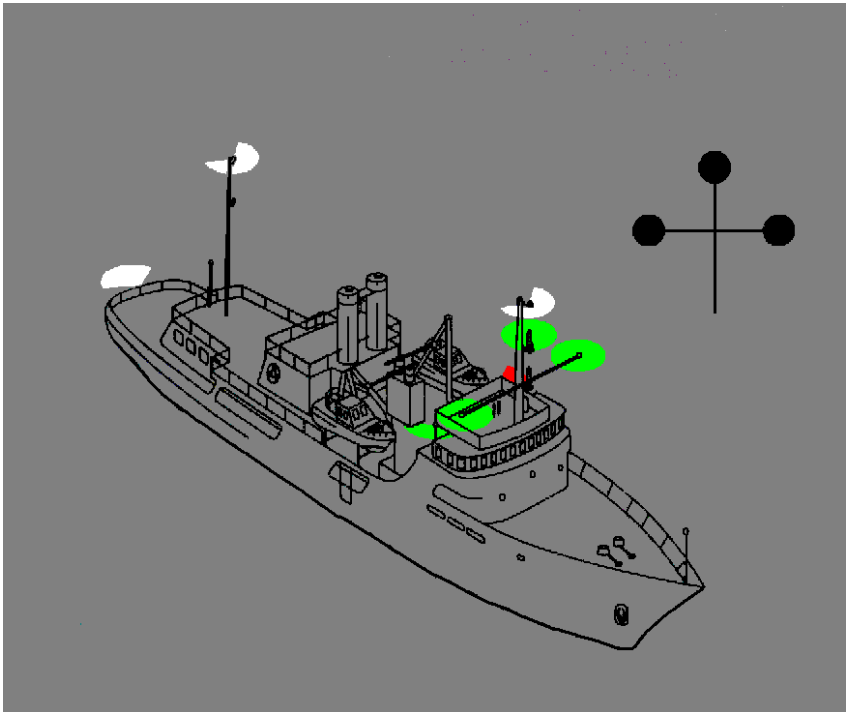


Vessel engaged in mineclearance operations—vessel less than 50 meters in length. Same for Inland.

— INLAND —  
*Lights and Shapes*

**RULE 27—CONTINUED**

(f) A vessel engaged in mineclearance operations shall in addition to the lights prescribed for a power-driven vessel in Rule 23 or to the lights or shape prescribed for a vessel at anchor in Rule 30 as appropriate, exhibit three all-round green lights or three balls. One of these lights or shapes shall be exhibited near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach within 1000 meters of the mineclearance vessel.



Vessel engaged in mineclearance operations.  
Same for international.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 27—CONTINUED**

(g) Vessels of less than 12 meters in length, except those engaged in diving operations, shall not be required to exhibit the lights and shapes prescribed in this Rule.

(h) The signals prescribed in this Rule are not signals of vessels in distress and requiring assistance. Such signals are contained in Annex IV to these Regulations.

— INLAND —  
*Lights and Shapes*

**RULE 27—CONTINUED**

(g) A vessel of less than 12 meters in length, except when engaged in diving operations, is not required to exhibit the lights or shapes prescribed in this Rule.

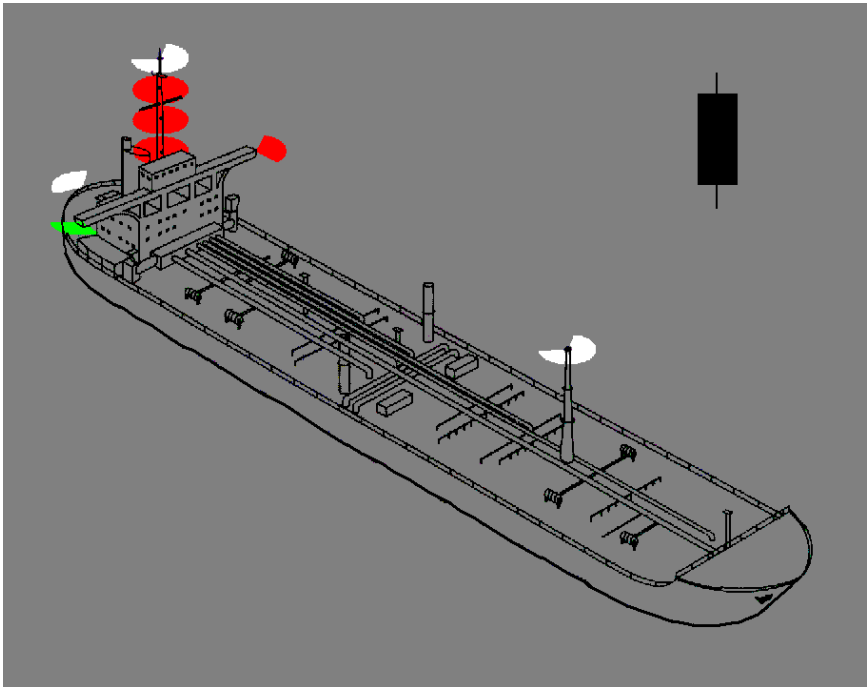
(h) The signals prescribed in this Rule are not signals of vessels in distress and requiring assistance. Such signals are contained in Annex IV to these Rules.

— INTERNATIONAL —  
*Lights and Shapes*

**RULE 28**

*Vessels Constrained by their Draft*

A vessel constrained by her draft may, in addition to the lights prescribed for power-driven vessels in Rule 23, exhibit where they can best be seen three all-round red lights in a vertical line, or a cylinder.



Vessel constrained by her draft.

— INLAND —  
*Lights and Shapes*

**RULE 28**  
*[Reserved]*