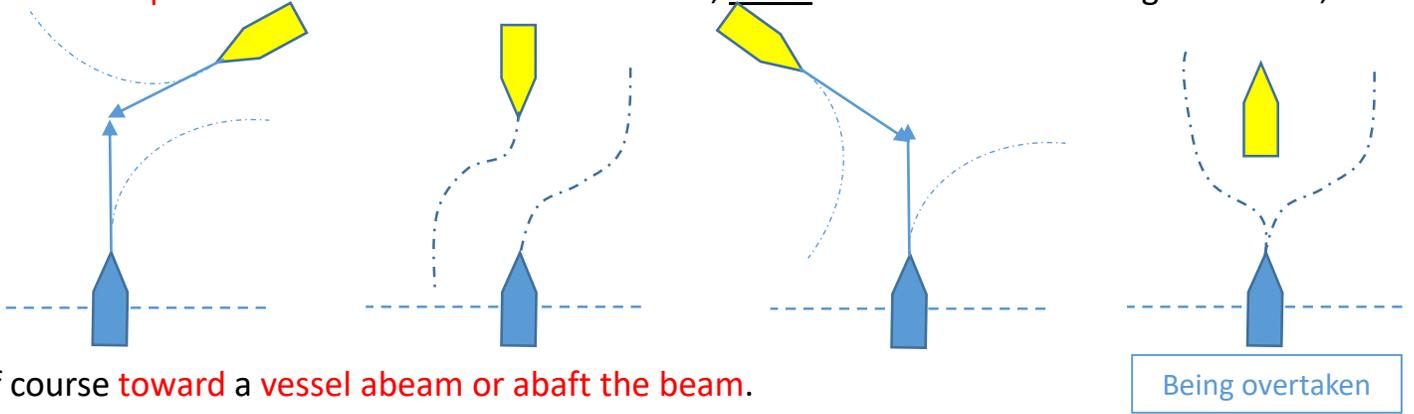


RULE 19 Conduct of Vessels in Restricted Visibility

- (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

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



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

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

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

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

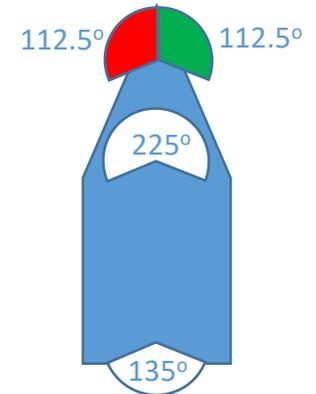
PART C—LIGHTS AND SHAPES - RULE 20 Application

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

RULE 21: Definitions

(a) “Masthead light” **white** light, centerline, unbroken arc of **225 degrees**, 22.5 degrees abaft the beam on either side. Except **vessel < 12 meters**, masthead light as **near** as practicable to **centerline**.

(b) “Sidelights” **green** light starboard, **red** light port, arc of **112.5 degrees**, ahead to 22.5 degrees abaft the beam. Vessel **< 20 meters**, may be **combined** in one lantern on centerline. Except vessel **< 12 meters**, sidelights when combined as **near** as practicable to **centerline**.



(c) “Stern light” **white** light, as near as practicable at stern, arc of **135 degrees**, 67.5 degrees from aft on each side.

(d) “Towing light” **yellow** light, same characteristics as the “stern light”.

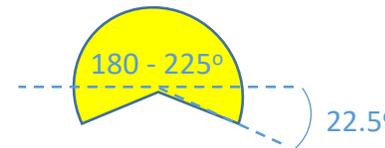


(e) “All-round light” arc of **360** degrees.

(f) “Flashing light” **120 flashes** or more per minute.

(g) “Special flashing light”

yellow light, flashing **50 to 70 flashes** per minute, as far forward and near centerline of the **tow**.



arc of **180 degrees nor more than 225** degrees, ahead to abeam and no more than 22.5 degrees abaft abeam.

—INLAND— Lights and Shapes

RULE 22: Visibility of Lights

The lights prescribed in these Rules ... visible at the following minimum ranges:

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

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