

Collision Regulations

Vessels in sight of one another

Station 60 – Comox Valley
Crew Course



This video is part of a series on Collision Regulations for RCM SAR
Station 60, Comox Valley

Section II – Rules 11 to 18

- Conduct of Vessels in Sight of One Another



Section II of the COLREGS deals with vessels that are within sight of one another.

Collision Regulations

Section II – Conduct of vessels in sight of one another

Rule 11 Application

Rule 12 Sailing Vessels

Rule 13 Overtaking

Rule 14 Head-on

Rule 15 Crossing Situations

Rule 16 Action by the Give-way Vessel

Rule 17 Action by the Stand-on Vessel

Rule 18 Responsibilities Between Vessels



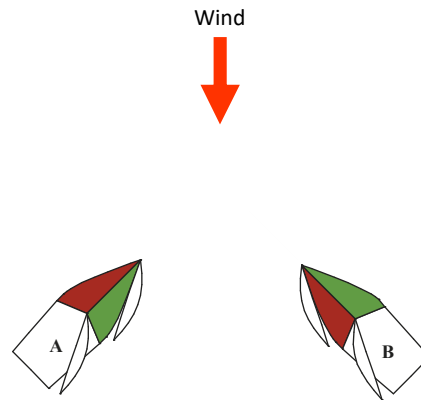
Rules 11 simply specifies that the rules in this section apply to vessels in sight of one another. That is Rule 12 through Rule 18.

Rule 12 – Sailing Vessels

- Wind on different sides

When sailing vessels have the wind on different sides, the vessel that has the wind on the port side shall keep out of the way of the other.

- A keeps clear of B.



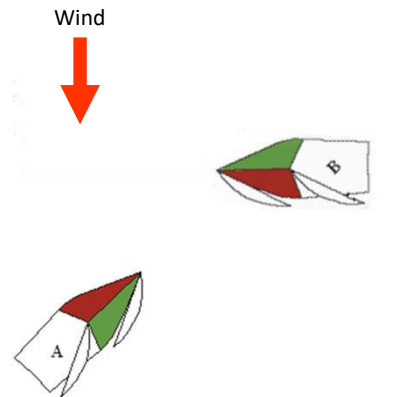
Rule 12 covers sailing vessels. Recall that a sailing vessel if it is using an engine for propulsion is considered power-driven vessels. So this rule is for sailing vessels not using their engines.

While the vessels at Station 60 are both power-driven vessels, it is good to know how sailing vessels interact so you can anticipate what they might do.

When two sailing vessels meet when on different tacks – wind on different sides of the boats – the vessel with the wind on its port side gives way.

Rule 12 – Sailing Vessels

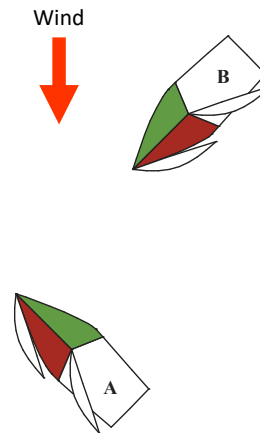
- If a sailing vessel with the wind on the port side sees a sailing vessel to windward and cannot determine with certainty whether the other sailing vessel has the wind on the port or starboard side, it shall keep out of the way.



If a sailing vessel with wind on its port side sees another sailing vessel to windward and cannot determine if the other has wind on its starboard side or port side, it should keep away from the other vessel.

Rule 12 – Sailing Vessels

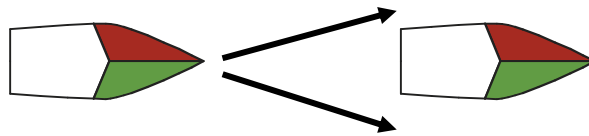
- Wind on the same sides
- When both sailing vessels have the wind on the same side, the vessel which is the closest to the wind (windward) shall keep out of the way of the vessel which is to leeward.
 - B keeps clear of A



When two sailing vessels are meeting and both have the wind on the same side, the boat to windward shall keep clear.

Rule 13 – Overtaking

- Rule 13 overrides all the other give-way rules
 - The overtaking vessel (even if sailing) must keep out of the way of the vessel being overtaken
 - You can pass on either side of the vessel, but keep well clear – the other vessel may not have seen you
 - If you are being overtaken, hold your course and speed until the other vessel is past and well clear



Now, we will no longer focused on sailing vessels. Rule 13 applies to **all** vessels when they are within sight of each other.

When a vessel is overtaking another, it can pass on either side. But it becomes the give-way vessel and must keep clear of the vessel being overtaken.

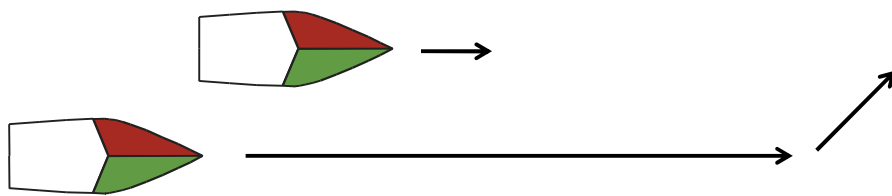
The vessel being overtaken is the stand-on vessel and must maintain its course and speed.

But be aware that boaters in our area often neglect to look over their shoulders and may not be aware they are being overtaken. So be especially careful when overtaking other vessels. Be prepared for them to make unexpected manoeuvres.

Note that Rule 13 applies even when a sailing vessel overtakes a power-driven vessel.

Rule 13 – Overtaking

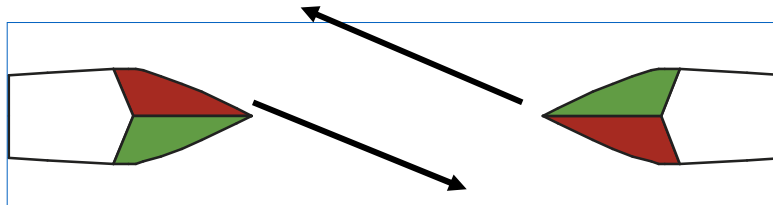
- “Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel”
- “... duty of keeping clear of the overtaken vessel until she is finally past and clear”



If you do overtake another vessel ensure that do not cut across its bow after passing. You must be what is called “past and clear”. In this example, if you are overtaking and anticipate you will eventually want to turn to port, it would be best to overtake on the port side ... as long as it is safe. Then you can make the turn to port without crossing the other vessels bow.

Rule 14 – Head on

- Both power-driven vessels must alter course to starboard (“ideally” pass port to port)
- If the other vessel turns the wrong way, you should turn even more to starboard, slow down, or stop your vessel



For power-driven vessels meeting head on, you treat it much like vehicles on the highway. Each vessel alters to starboard and brings the other vessel down its port side.

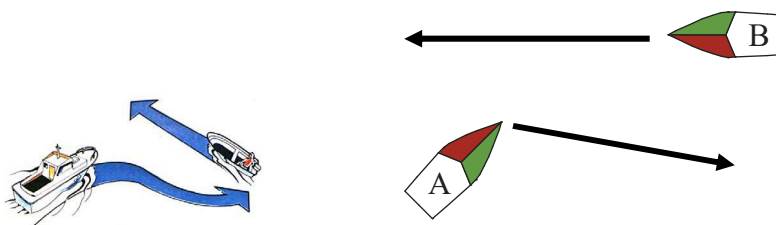
If the other vessel fails to follow this procedure, turn further to starboard. Or, if it warrants it, slow down or even stop the boat.

Note that if the vessels have widely separated, one vessel may determine there is no risk of collision when the other – more cautiously – feels the risk is there. In this case if a vessel determines there is no risk of collision, it will not feel bound by Rule 14 and may steer across the bow of the other vessel.

Note we will see sound signals later where you can indicate you are going to make a turn to starboard.... And remove any ambiguity.

Rule 15 – Crossing Situation

- If the other vessel is on your starboard side it has right of way and you must keep clear: you must either turn to starboard, slow down to let the other vessel pass ahead of you – or do both.
- A gives way to B



When two power-driven vessels are approaching so one will cross the other's path, or where a collision might ensue, the vessel with the other on its starboard side will give way.

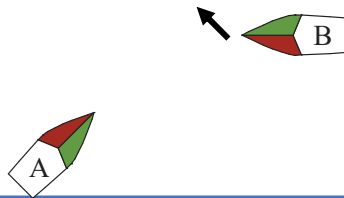
A handy reminder is to think of the sidelights of the two vessels, when they are switched on. The one that must give way will see a RED sidelight – red for STOP ... or at least give way ... or be cautious. The other will see a green sidelight... green for GO.

Generally the give-way vessel will turn to starboard and proceed around the stern of the stand-on vessel. After it has made its turn to starboard, each boat will see the RED side light of the other... once the bow of vessel A points behind the stern of vessel B. Since vessel B will have A on its port side and see its port (RED) sidelight it should be clear to B that A will pass to its stern.

Vessel A might be able to keep clear of vessel B if it sped up and turned to port to cross in front. But the COLREGS recommendation is to “avoid crossing ahead of the other vessel”. Users of power-driven vessels should anticipate their engine may quit at unexpected times, and it could end up dead in the water sitting right in the other vessel's path ... with nothing left to say but OOPS!

Rule 15 – Crossing Situation

- If the other vessel is on your port side, you have right of way and should hold your course and speed.
- However, if you think the other vessel is leaving it too late, you have to take action yourself. The “right rule” still applies: if you alter course, alter to starboard. Or you can slow down, or do both.



In a crossing situation where you are the stand-on vessel – B – and the give-way vessel – A – appears to be holding its course, Rule 2 will kick in where only your own action will avoid a collision.

In such a case altering to starboard or slowing down may be your options... under Rule 2 where you depart from the COLREGS to apply good seamanship.

You may wish to demonstrate that you feel A has failed to follow the COLREGS by sounding five short blasts. Indeed, sounding five short blasts can be used to show the other vessel that you may not follow Rule 15 of COLREGS to stand on, and will be forced to follow Rule 2.

Rules 13-15: Vessels in Sight and in Risk of Collision (Review)

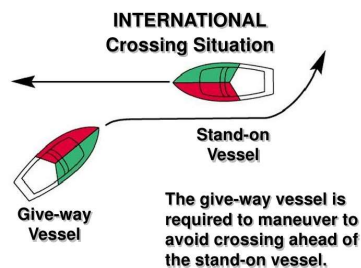
	HEAD ON	OVERTAKING	CROSSING
Description	Meeting on reciprocal courses, masthead lights in line, both sidelights visible.	Overtaking another vessel more than 22.5 abaft the beam, at night only the sternlight visible.	Two vessels crossing, risk of collision exists.
Action	Both vessels turn to starboard to pass port-to-port.	Overtaking vessel keeps out of the way on the overtaken vessel.	The vessel which holds the other on her starboard must keep out of the way of the stand-on vessel.



This table summarizes Rules 13, 14, and 15. Note that the head-on rule and crossing rule apply to power-driven vessels. The overtaking rule applies to all vessels.

Rule 16 – Give-way Vessel

- Take early and substantial action to stay out of the way of the stand-on vessel.



Rule 16 covers the actions of the give-way vessel. The illustration is of a crossing situation. However, the requirement to take early and substantial action applies to a give-way vessel in any situation. It must take action, and the action must be such that the stand-on vessel recognizes that the give-way vessel understands its obligation to give way.

Rule 17 – Stand-on Vessel

- Maintain course and speed
- Sound 5 short rapid blasts if concerned
- Take action if the give-way vessel is not taking substantial action to avoid collision
- If risk of collision exists and if circumstances allow, avoid altering course to port
- If collision is imminent, any action that will avoid collision or mitigate it is permitted (See Rule 2)



We have seen several examples of stand-on vessels. Once it is clear you are the stand-on vessel, Rule 17 requires you to maintain your course and speed.

If you are maintaining course and speed and a vessel that should give way is not doing so, you may indicate your concern by sounding five short blasts.

If the other vessel still fails to give way, you may need to resort to Rule 2 and depart from the COLREGS, changing your course or your speed or both.

As we have seen, altering course to port is rarely a good option. Once a collision is imminent and cannot be avoided by any action of the other vessel, you **MUST** act and your divergence from the COLREGS is covered by Rule 2.

Rule 18 – Responsibilities Between Vessels

- Vessels in order of priority
 - Vessel not under command
 - Restricted in ability to manoeuvre
 - Vessel constrained by draft
 - Vessel engaged in fishing
 - Sailing vessels
 - Power-driven vessels
 - Seaplanes
- Except where Rules 9, 10 and 13 otherwise require, follow the list



The list under Rule 18 gives priority for privilege on the water. A vessel in a particular class must keep clear of any vessels in the classes above.

Thus for the power-driven vessels in Station 60, we must keep clear of all vessels in the classes above. And we have some specific rules when one of our power-driven vessels meets another power-driven vessel ... head on or crossing.

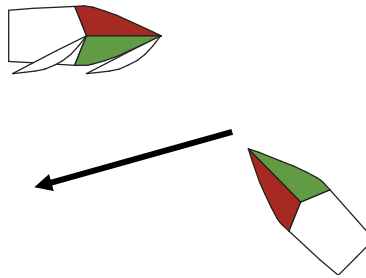
Note that the class of vessels “constrained by draft” is not used in the Canadian modifications to the international COLREGS. If you encounter a large vessel that would normally be treated as constrained by draft, it will be privileged as restricted in ability to manoeuvre and still be higher on the list that you are.

Seaplanes are required to keep clear of our vessels if there is risk of collision, but it probably prudent to stay well clear of seaplanes even so.

Rule 9 is “Narrow Channel”, Rule 10 is “Traffic Separation Scheme”, and Rule 13 is “Overtaking”.

Rule 18 – Power meets sail

- In general, power vessels have to keep out of the way of sailing and fishing vessels, and vessels that are hampered by such tasks as dredging, cable laying and so on.



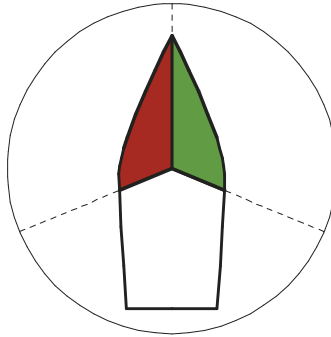
Rule 18 requires that power-driven boats keep clear of all other classes of vessel. Well, all but the seaplanes.

There can be seaplane activity in Comox Harbour. Harbour Air operates a float plane service to Vancouver Harbour from a jetty in the Comox Valley Marina. There are also some privately owned float planes that operate in the vicinity of the Courtenay Airpark. They might be encountered if you are well up the Courtenay River.

Rule 18 says that a seaplane on the water, when there is risk of collision, has to give way to power-driven vessels ... and to all other classes too. But float planes generally have poor visibility when on the water and limited manoeuvrability. It will make everyone's life easier to give them a wide berth .

Operating rule

Port: If a power-driven vessel approaches within this sector, ***maintain your course and speed*** with caution.



Starboard: If any vessel approaches within this sector, ***keep out of its way.*** (Note: this rule may not always apply if one or both vessels are sailboats.)

Stern: If any vessel approaches this sector, maintain your course and speed with caution.



If you are a power-driven vessel and you see a power-driven vessel on your port side, you are the stand-on vessel. You are showing the other vessel a RED sidelight – as in highway rules, a RED light indicates you should not proceed as intended.

If the other vessel is on a collision course or one that will take it across your bow, you likely will see its GREEN (or starboard) sidelight – GREEN means go on the highway. So, you should go ahead, and that vessel should eventually take action to keep clear of you.

If it is on your port side and showing a RED sidelight it will be passing down your port side. If you see its WHITE stern light it should be moving away.

There are some peculiar cases where you should not use the other vessels sidelights as indicators. For example the other vessel might show its stern light but be moving in reverse. Or a vessel might show its RED sidelight but with wind or current pushing it obliquely into your path. However, situations like these are not common.

If you see a power-driven vessel on your starboard side, you are the give-way vessel. And COLREGS recommend you not turn to port. Your best option is to turn to starboard to point behind the other vessel. That vessel will then see your port side in daylight or your port side-light at night and realize you will be passing to its stern.

An alternative is to slow or stop and allow the stand-on vessel to pass in front.

If you see astern of you RED or GREEN sidelights, or possibly both, that vessel might be intending to overtake you. In this case you are the stand-on vessel and should maintain course and speed.

The RIGHT rule

- The RIGHT rule is:
 - look to the *right*;
 - give way to the *right*;
 - turn to the *right*; and
 - stay to the *right*.



The “RIGHT” rule is a simple way to recall many of the COLREGS. Always pay particular attention to vessels on your RIGHT. A vessel in that sector will assume it will be treated as stand-on vessel, which it is, and that it can maintain course and speed. Give way to vessels that are on your RIGHT Turn to the RIGHT when you need to give way Stay to the RIGHT in narrow channels or when meeting other vessels head on

Questions?
Comments?



That concludes this video.

We have covered several situations when two vessels can see each other:

- Specific rules for two sailing vessels
- Overtaking situations
- Power-driven vessels when meeting head on or crossing
- Procedures for the give-way vessel and the stand-on vessel
- And the priority for privilege for different classes of vessel.

If you have questions or comments, please let us know.