

INLAND RULES OF THE ROAD

NAVIGATION RULES

The inland navigational rules, commonly called the “*Rules of the Road*,” govern the operation of boats and specify light and sound signals on inland waters in order to prevent collisions.

Existing law requires that a complete copy of the new inland navigational rules must be kept for reference on board all boats of 39 feet 4 inches (12 meters) or more in length operating on inland waters. A copy of the *Navigation Rules International - Inland* booklet, which is published by the Coast Guard, may be ordered from: USCG Navigation Center Navcen 7310, 7323 Telegraph RD. Alexandria, VA 20598.

There is a charge for this booklet. Please call (202) 512-1800 (Toll Free) or go to www.navcen.uscg.gov for availability and price.

RESPONSIBILITY

Nothing in the rules of the road shall exonerate the operator of a vessel from the consequences of neglecting to comply with the inland rules of the road, or from neglecting any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

In construing and complying with the inland rules of the road, 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 the rules of the road necessary to avoid immediate danger.

NAVIGATION SIGNALS

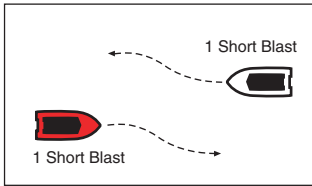
The law prescribes signals for vessels in sight of each other to indicate the intended course of a vessel when necessary for safe navigation.

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- One short blast (1 second) of the horn or whistle will show an intention to direct course of vessel to own starboard (right).
 - Two short blasts will show intention to direct course of vessel to own port (left).
 - Three short blasts will indicate the vessel's engines are going astern (in reverse).
 - Five or more short and rapid blasts is a danger signal used when the other vessel's intentions are not understood or where the other vessel's indicated course is dangerous.
 - Prolonged blast (4 to 6 seconds) will indicate situations of restricted visibility (see Fog Signals, page 12).
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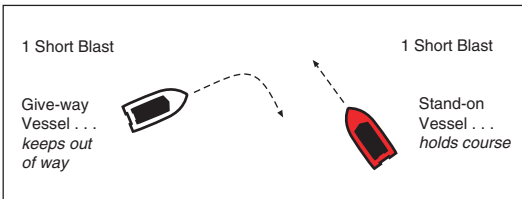
Motorboats should not use cross signals, that is, answering one blast with two blasts or two blasts with one blast.

MEETING OR CROSSING SITUATIONS

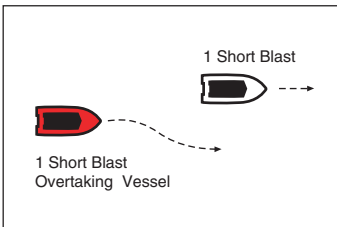
When motorboats are in sight of one another and meeting or crossing at a distance within half a mile of each other, each vessel shall indicate its intended maneuver with the following signals: one short blast – I intend to leave you on my port side, or two short blasts – I intend to leave you on my starboard side, or three short blasts – I am operating astern propulsion. Upon hearing the one- or two-blast signal, the other vessel shall, if in agreement, sound the same signal and take steps to effect a safe passing. If the proposed maneuver is unsafe, the danger signal (five or more short and rapid blasts) should be sounded and each vessel shall take appropriate action until a safe passing agreement is made.



When meeting head-on, or nearly so, either vessel shall signal its intention with one short blast which the other vessel shall answer promptly. Both vessels should alter their course to starboard (right) so that each will pass to the port (left) side of each other.

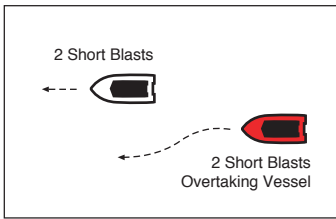


When crossing, the vessel which has the other on the starboard (right) side shall keep out of the way and avoid crossing ahead of the other vessel. The give-way vessel, the vessel directed to keep out of the way, shall take early and substantial action to keep well clear of the other vessel (stand-on vessel). This latter vessel should hold course and speed. However, it may, as the stand-on vessel, take action to avoid collision by maneuvering as soon as it becomes apparent that the vessel required to keep out of the way is not taking appropriate action.



OVERTAKING SITUATIONS

When two motorboats are running in the same direction and the vessel astern desires to pass, it shall give one short blast to indicate a desire to pass on the overtaken vessel's starboard. The vessel ahead shall answer with one blast if the course is safe.



If the vessel astern desires to pass to port of the overtaken vessel, it shall give two short blasts. The vessel ahead shall answer with two short blasts if the course is safe. If it is unsafe to pass, the vessel being overtaken should answer with the danger signal (five or more short and rapid blasts).

A vessel approaching another vessel from the stern and overtaking it shall keep out of the way of the overtaken vessel. The vessel being overtaken shall hold its course and speed.

OTHER SITUATIONS

- A boat nearing a bend in a channel where vessels approaching from the other direction cannot be seen shall signal with a prolonged blast (four to six seconds), which shall be answered with the same signal by an approaching boat within hearing. Should such signal be answered by a boat on the farther side of the bend, then usual signals for meeting and passing shall be given upon sighting. If the signal is unanswered, the channel may be considered clear.
- Boats shall keep to the starboard side of narrow channels whenever safe and practicable.
- Motorboats leaving a dock or berth shall sound one prolonged blast.
- Motorboats shall keep out of the way of sailing vessels where courses involve the risk of collision.
- In narrow channels, do not hamper the safe passage of vessels, such as deep-draft liners and freighters, which can navigate only inside such channels.

RULES FOR SAILING VESSELS

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

- When each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other.
- When both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- If a vessel with the wind on the port side sees a vessel to windward and cannot determine with certainty whether the other vessel has the wind on the port or on the starboard side, she shall keep out of the way of the other.

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. The international rules for sailing are the same as the above.

FOG SIGNALS

The law also prescribes signals to identify vessels navigating in or near areas of restricted visibility.

Upon hearing a fog signal apparently forward of the beam, the operator should reduce speed to the minimum at which the boat can be kept on course, unless it has been determined by radar or other means that the risk of collision does not exist. If necessary, the operator should use reverse propulsion. In any event, navigate with extreme caution until any danger is over.

Motorboats:

- Making way through the water, sound, at intervals of not more than two minutes, one prolonged blast.
- Under way but stopped and making no way through the water, sound, at intervals of not more than two minutes, two prolonged blasts in succession, with an interval of about two seconds between them.

Sailboats or Vessels Not Under Command, Restricted in Ability to Maneuver, Towing or Pushing Another Vessel, or Engaged in Fishing with Nets or Trawling:

- Sound at intervals of not more than two minutes, one prolonged followed by two short blasts.

Boats at Anchor:

- Ring, at intervals of not more than one minute, a bell rapidly for about five seconds. In addition, one short blast followed by one prolonged and one short blast may be sounded to give warning of position and of the possibility of collision to an approaching vessel.
- Boats less than 39 feet 4 inches (12 meters) in length may, instead of the above, make an efficient sound signal at intervals of not more than two minutes.
- Boats less than 65 feet 7 inches (20 meters) are not required to sound signals when anchored in a federally designated anchorage area.