

STEERING AND SAILING RULES.

Preliminary.—Risk of Collision.

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass-bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

Art. 17.—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, viz. :—

- a. A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- b. A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- c. When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- d. When both are running free, with 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.
- e. A vessel which has the wind aft shall keep out of the way of the other vessel.

Art. 18.—When two steam-vessels are meeting end-on, or nearly end-on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where vessels are meeting end-on, or nearly end-on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end-on, or nearly end-on, to the other—in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and, by night, to cases in which each vessel is in such a position as to see both the sidelights of the other.

It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Art. 19.—When two steam-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 of the other.

Art. 20.—When a steam-vessel and a sailing-vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing-vessel.

Art. 21.—Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed.

NOTE.—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (See Articles 27 and 29.)

Art. 22.—Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Art. 23.—Every steam-vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed, or stop, or reverse.

Art. 24.—Notwithstanding anything contained in these rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam—*i.e.*, in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's sidelights—shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing