

## **Rule 16**

### **ACTION BY GIVE-WAY VESSEL**



## **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.

### **KEEP EVERYONE HAPPY**

Rule 16 is one of the shortest rules but it makes life easier for everyone. The basic points are:

- Do not hesitate – alter course or speed **early**.
- Do not make small alterations – only a **big alteration** of course or speed will show the other vessel exactly what you are doing.
- Do not assume anything – keep checking the CPA and keep taking compass bearings to make sure your action has the desired effect.
- **Keep everybody happy.**

Following Rule 16 makes life easier for all vessels. If the other vessel is happy with your alteration there is less chance of it doing something unexpected. Treat other vessels as you would like to be treated yourself. Good seamanship includes **courtesy and common sense**.

### **SUMMARY**

**Always give way to a stand-on ship early, clearly and courteously.**

## **Rule 17**

### **ACTION BY STAND-ON VESSEL**



### **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.
- (a) (ii) The latter vessel may however take action to avoid collision by her manoeuvre 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.

#### **IS IT GIVING WAY?**

Rule 17 is one of the harder rules to understand and to follow. If you are the 'stand-on vessel' then you cannot relax.

Rule 17 has **three** stages and you **must** identify and assess each of them:

- Rule 17 (a) (i): when you are the 'stand-on vessel', you must keep your course and speed. You must not do anything unexpected.
- Rule 17 (a) (ii): 'as soon as it becomes apparent' that the give-way vessel is not taking appropriate action, then you **may** take your own action to avoid a collision.
- Rule 17 (b): when a collision cannot be avoided by the give-way vessel alone, then you **must** take the best action you can to avoid colliding. Your action under Rule 17(b) must still be in time to avoid a collision so you must not leave it too late

But **do not go to port in a crossing situation** – if the other ship goes to starboard, as it should, then both ships will turn towards each other.

Do not forget the 'wake up' signal under Rule 34(d) on manoeuvring and warning signals. Blow your horn and flash your lights at the other vessel but think twice before calling it on VHF, because that always takes valuable time during which the **risk of collision** will increase.

#### **SUMMARY**

**When approaching a give-way ship, maintain course and speed but always be prepared to take action to avoid a collision.**

## ***Rule 19***

# 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 manoeuvre.
- (c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the 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;
  - (ii) an alteration of course towards 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 her course. She shall if necessary take all her way off and in any event navigate with extreme caution until danger of collision is over.

### **RESTRICTED VISIBILITY CHANGES EVERYTHING**

Different rules apply in restricted visibility. Restricted visibility includes fog, mist, snow, heavy rain and sandstorms – any situation where you cannot see the other ship or its navigation lights.

There are no ‘stand-on’ or ‘give-way’ vessels in restricted visibility. Every vessel must take action and **every vessel must proceed at a safe speed** with its engines ready for immediate manoeuvre.

You must assess if your ship is getting close to another ship and/or if there is a **risk of collision**. In both cases you should:

- **avoid altering to port** for a vessel forward of the beam, except for a vessel you are overtaking (Rule 19 (d) (i))
- **avoid altering towards** any ship abeam or abaft the beam (Rule 19 (d) (ii)).

You should also remember Rule 7 on risk of collision – there is a risk of collision if you are in any doubt.

And remember Rule 5 on look-out – you must always maintain a proper look-out by sight and hearing.

### **SUMMARY**

**Always be prepared to give way to ships you cannot see.**