



# Steering and Sailing Rules



14 questions

10 questions

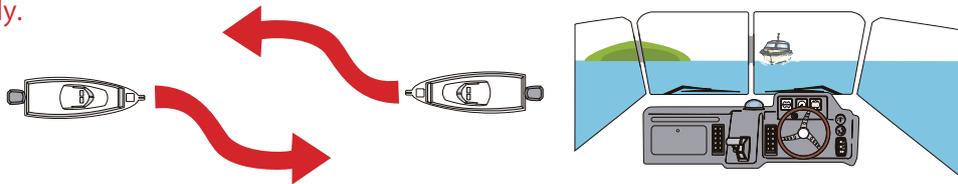
## Traffic in General Sea Area-Law for Preventing Collisions at Sea

These Rules shall apply to all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.

- (a) The term "power driven vessel" means any vessel propelled by machinery.
- (b) The term "sailing vessel" means any vessel under sail provided that propelling machinery, if fitted, is not being used.
- (c) The term "vessel engaged in fishing" means any vessel fishing with nets, lines, trawls, or other fishing apparatus which restrict maneuverability, but does not include a vessel fishing with trolling lines or other fishing apparatus which do not restrict maneuverability.
- (d) The term "vessel restricted in her ability to maneuver" means a vessel which from the nature of her work is restricted in her ability to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel.
- (e) The term "vessel not under command" means a vessel which through some exceptional circumstance is unable to maneuver as required by these Rules and is therefore unable to keep out of the way of another vessel.
- (f) The word "underway" means a vessel is not at anchor, or made fast to the shore, or aground.
- (g) The term "restricted visibility" means any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms and any other similar causes. (Dark night is not included in it)
- (h) The words "length" and "breadth" of a vessel mean her length overall and greatest breadth.

### Head-on Situation

- (a) 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 and by night she could see the masthead lights in line or nearly in line and/or both sidelights and by day she observes the corresponding aspect of the other vessel.
- (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.



### Crossing Situation/Action by Give-way Vessel/Action by Stand-on Vessel

#### 1. Crossing Situation

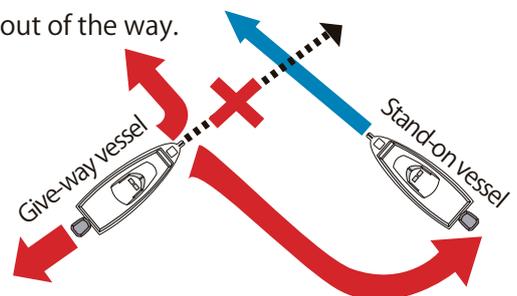
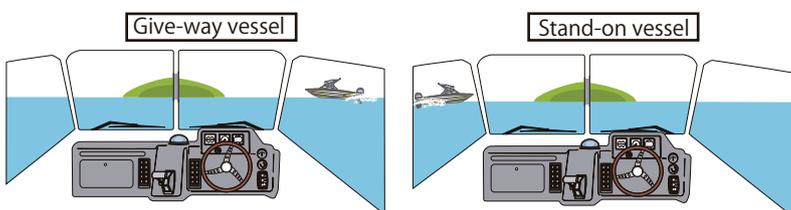
When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

#### 2. 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.

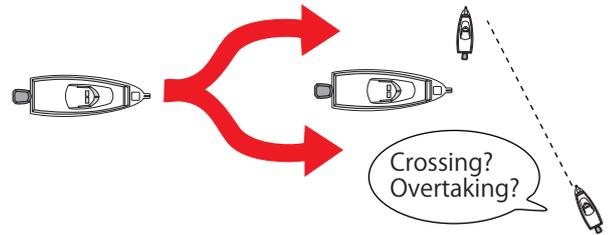
#### 3. Action by Stand-on Vessel

- (a)
  - (i) Where one of two vessels is to keep out of the way of the other shall keep her course and speed.
  - (ii) The latter vessel may however take action to avoid collision by her maneuver 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 accordance 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.
- (c) A power-driven vessel which takes action in a crossing situation in accordance with subparagraph (a)(ii) of this Rule to avoid collision with another power-driven vessel shall, if the circumstances of the case admit, not alter course to port for a vessel on her own port side.
- (d) This Rule does not relieve the give-way vessel of her obligation to keep out of the way.



## Overtaking

- Any vessel overtaking any other shall **keep out of the way of the vessel being overtaken**.
- A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights.
- When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and **act accordingly**.
- Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.



## Responsibilities Between Vessels



**Note** This does not apply to "overtaking vessel".

## Look-out / Safe Speed / Risk of Collision

### 1. Look-out

Every vessel shall at **all times** maintain a proper look-out by sight as well as by hearing as well as **by all available means** (eyesight, hearing ability, using a radar, listening to the radio report...etc) appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

### 2. Safe speed

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action **to avoid collision** and be stopped within a distance appropriate to the prevailing circumstances and conditions.

**In determining a safe speed the following factors shall be among those taken into account:**

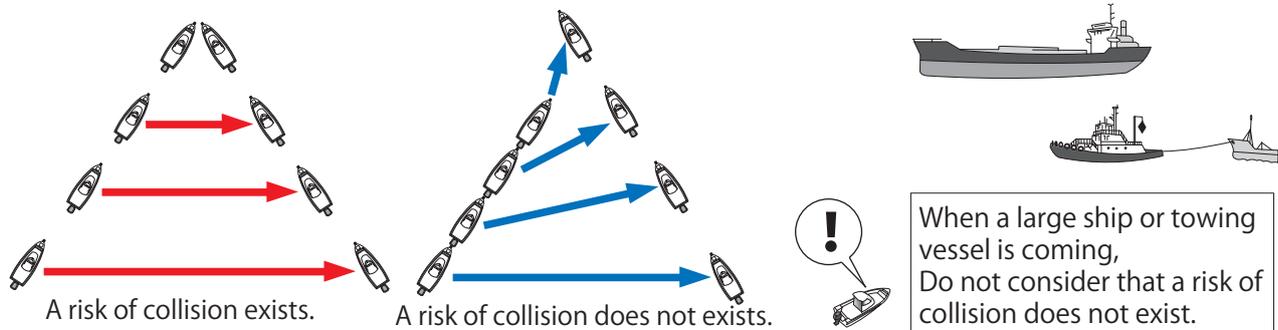
- The state of **visibility**;
- The traffic density** including concentrations of fishing vessels or any other vessels;
- The manageability of the vessel** with special reference to stopping distance and turning ability in the prevailing conditions;
- At night the presence of background light** such as from shore lights or from back scatter from her own lights;
- The state of wind, sea and current, and the proximity of navigational hazards;
- The draft in relation to the available depth of water.

### 3. Risk of collision

Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. **If there is any doubt such risk shall be deemed to exist.**

**In determining if risk of collision exists the following considerations shall be among those taken into account:**

- Such risk shall be deemed to exist if **the compass bearing** of an approaching vessel does not appreciably change;
- Such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a **very large vessel or a tow** or when approaching a vessel at close range.



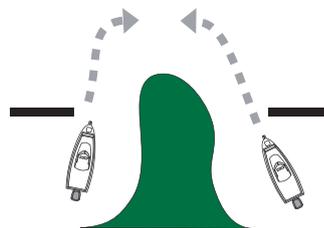
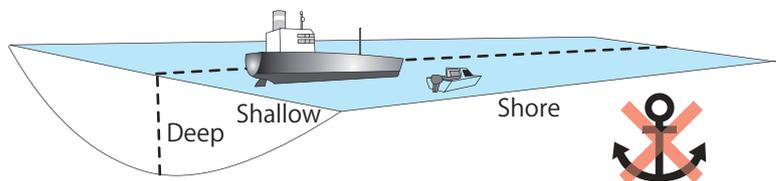
### 4. Special situations with imminent danger

- Take care to avoid special situations of imminent danger.
- In the event of special situations, it is permissible to deviate from the navigation rules set forth in the Law on Preventing Collisions at Sea in order to avoid danger.
- Do not fail to take the necessary precautions, even under special situations.  
( "the ordinary practice of seaman" the responsibility of the captain/owner of the ship)
- This provision also applies to the Port Regulations Law and the Maritime Traffic Safety Law.

## Narrow Channel or fairway/ Restricted Visibility

### 1. Navigation in a narrow channel or fairway

- (a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies **on her starboard side as is safe and practicable**.
- (b) **A vessel of less than 20 meters in length** or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.
- (c) A vessel nearing a bend or an area of a channel or fairway where other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with **a prolonged blast** by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.
- (g) Any vessel shall, if the circumstances of the case admit, **avoid anchoring** in a narrow channel.



### 2. Navigation in restricted visibility

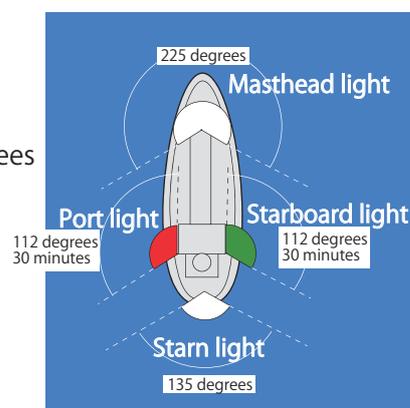
- (a) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and condition of restricted visibility. A power-driven vessel shall **have her engines ready for immediate maneuver**.
- (b) A vessel which detects by radar alone the presence of another vessel shall determine if 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 in 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 toward a vessel abeam or abaft the beam.
- (c) 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 be 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.

## Lights and Shapes PWC

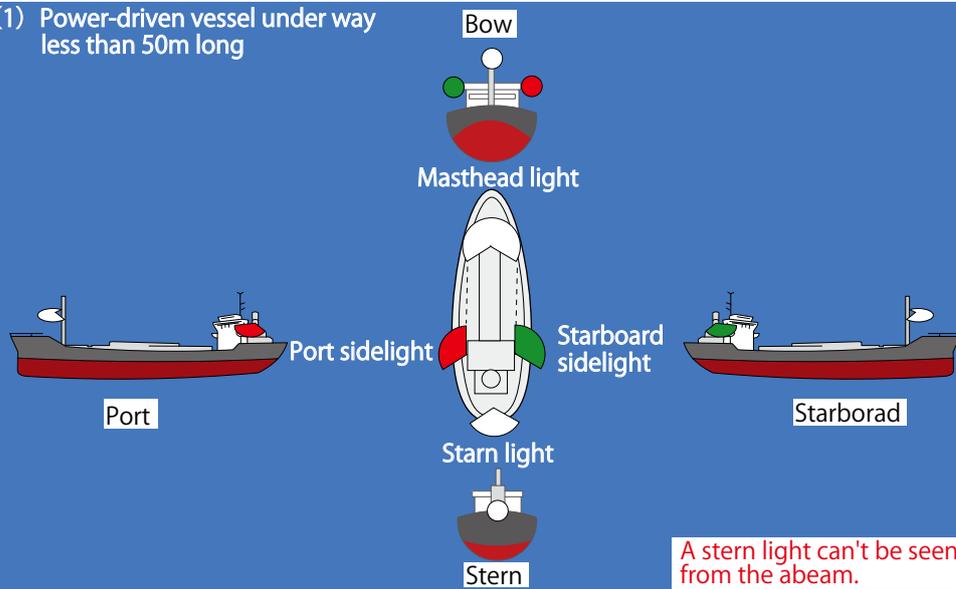
- (a) Rules in this part shall be complied with in all weathers.
- (b) The Rules concerning lights shall be complied with **from sunset to sunrise**, and during such times no other lights shall be exhibited, except such lights which cannot be mistaken for the lights specified in these Rules or do not 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.

### Definitions

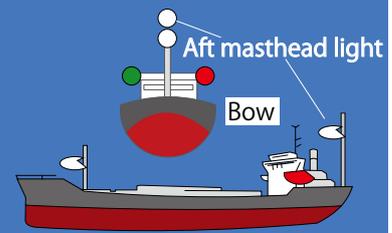
- (a) "Masthead light" means a white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of horizon of 225 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on either side of the vessel.
- (b) "Sidelights" means a **green light** on the **starboard side** and a **red light** on the **port side** each showing an unbroken light over an arc of horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on the respective side. In a vessel of less than 20 meters in length the sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel.
- (c) "Sternlight", means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.
- (d) "Towing light" means a **yellow light** having the same characteristics as the **"sternlight"**.
- (e) "All round light" means a light showing an unbroken light over an arc of horizon of 360 degrees.
- (f) "Flashing light" means a light flashing at regular intervals at a frequency of 120 flashes or more per minute over an arc of horizon of 360 degrees..



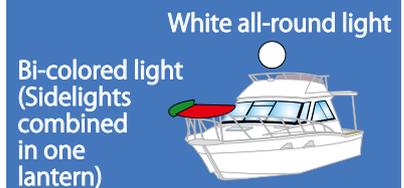
(1) Power-driven vessel under way less than 50m long



(2) Power-driven vessel under way more than 50m long



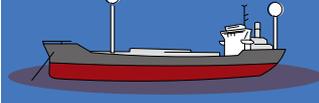
(3) Power-driven vessel under way less than 12m long



(4) The vessel at anchor less than 50m long



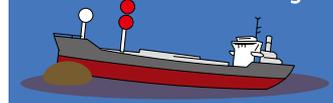
(5) The vessel at anchor more than 50m long



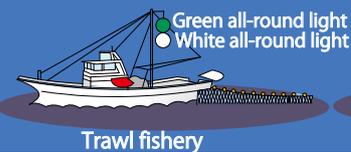
(6) The vessel not under command



(7) The vessel aground



(8) The vessel engaged in fishing



(9) The vessel engaged in towing more than 200m long



(10) The vessel restricted in her ability to maneuver



(11) The sailing vessel under way



(12) Rowboat and The sailing vessel less than 7m



When a vessel has a log speed, a starboard light, a port light and a stern light are turned on.

※ The light which can't be actually seen from the abeam is indicated.

## Variety of prescribed shape

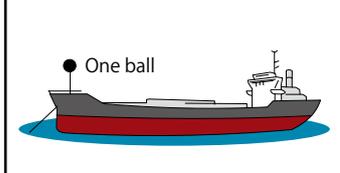
(a) The Rules concerning shapes shall be complied with by day.

(b) Shapes shall be black and of the following sizes:

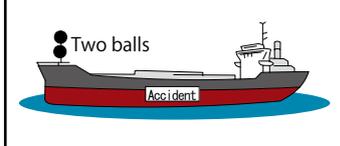
(c) Shapes shall have a size of not less than 0.6 meter;

(d) In a vessel of less than 20 meters in length shapes of lesser dimensions but commensurate with the size of the vessel may be used and the distance apart may be correspondingly reduced.

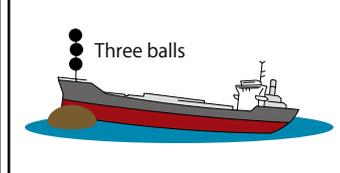
(1) The vessel at anchor



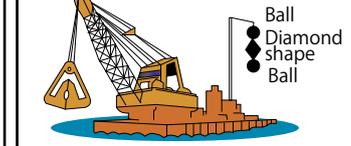
(2) The vessel not under command



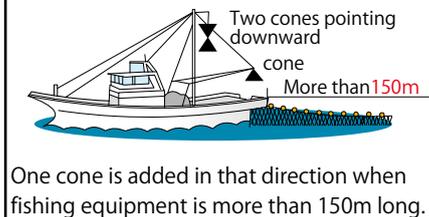
(3) The vessel aground



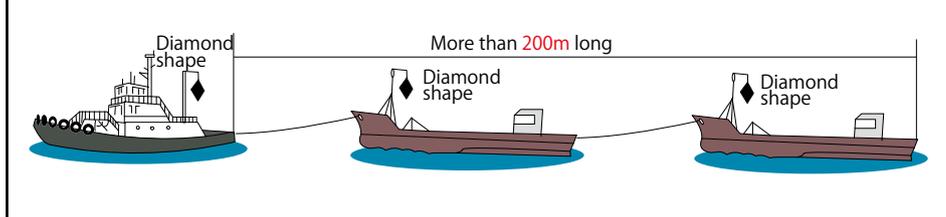
(4) The vessel restricted in her ability to maneuver



(5) The vessel engaged in fishing



(6) The vessel engaged in towing more than 200m long



# Signal

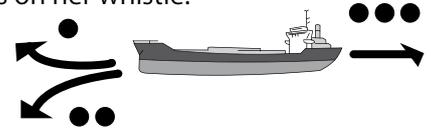
## 1. Sound signal

- (a) The term "short blast" means a blast of about **one second's** duration.
- (b) The term "prolonged blast" means a blast **from four to six seconds'** duration.

## 2. Maneuvering signals

When vessels are in sight of one another, a power-driven vessel under way, when maneuvering as authorized or required by these Rules, shall indicate that maneuver by the following signals on her whistle:

- one short blast** to mean "I am altering my course to **starboard**";
- two short blasts** to mean "I am altering my course to **port**";
- three short blasts** to mean "I am operating **astern** propulsion".



## 3. Warning signal

**Five rapid short blasts.**

## 4. A signal in narrow channel

**One prolonged blast.** (An answer signal is one prolonged sound, too.)

## 5. The signals of overtaking in narrow channel

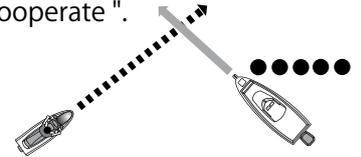
When cooperation of the other vessel is necessary, it must be sounded.

The vessel can't overtake without agreement of the other vessel.

Two prolonged blasts followed by one short blast to mean "I intend to overtake you on your starboard side";

Two prolonged blasts followed by two short blasts to mean "I intend to overtake you on your port side".

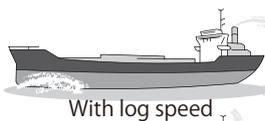
One prolonged, one short, one prolonged and one short blast to mean "I agree, I will cooperate".



## 6. Sound signal in restricted visibility

A decided steam whistle signal is repeated in the interval which doesn't exceed two minutes.

- (a) Power-driven vessel under way



making way through the water

**One prolonged blast**

**One prolonged blast**



making no way through the water

**Two prolonged blast**

**Two prolonged blast**

- (b) The vessel except for the power-driven vessel



**One prolonged blast and Two short blast**

Within two minutes

**One prolonged blast and Two short blast**



**Efficient sound signal**



**Efficient sound signal**



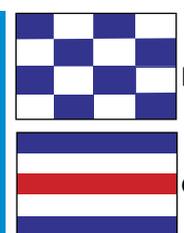
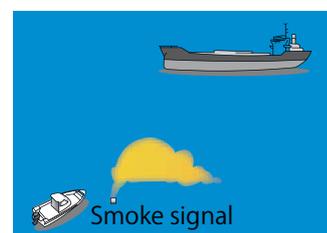
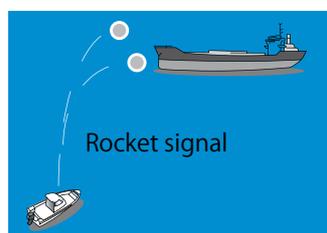
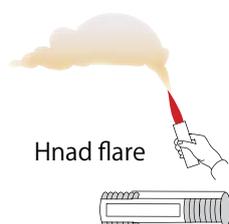
- (c) A vessel of less than 12m



## 7. Distress signals

※Efficient sound signal • • whistle, air(jet)-horn..etc

- (a) **Slowly and repeatedly raising and lowering arms outstretched to each side;**
- (b) **Hand flares**
- (c) **Rocket signal** • • red star signal
- (d) **A smoke signal giving off orange-colored smoke;**
- (e) The International Code Signal of distress indicated by N.C.;
- (f) A continuous sounding with any fog-signalling apparatus;
- (g) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.);



N flag

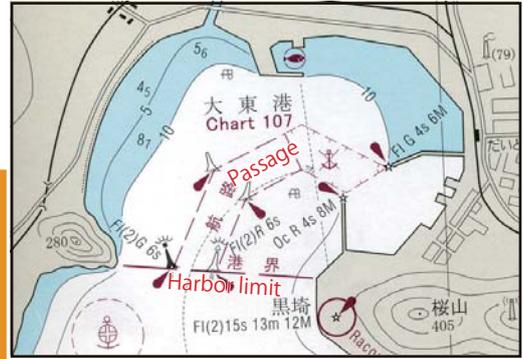
C flag

# Traffic in Port • • Japan Port Regulation Law

The purpose of this Act is to ensure the safety of marine traffic and good order in a port.

This Law has priority over Law for Preventing Collisions at Sea in scope of application. The matter which is not particularly settled in Port Regulation Law apply Law for Preventing Collisions at Sea.

- ① **Within a port** • • The range that it is mentioned in the chart  
(The outside of the break water is contained in a port.)
- ② **Launch, etc** • • Power driven vessel less than 20G.T., barge, or boat, a ship that is operated solely (or mainly) using oars and paddles
- ③ **Vessel other than launch, etc** • • Large vessel (ferry, cargo vessel, etc) power driven vessel of 20G.T. or more.

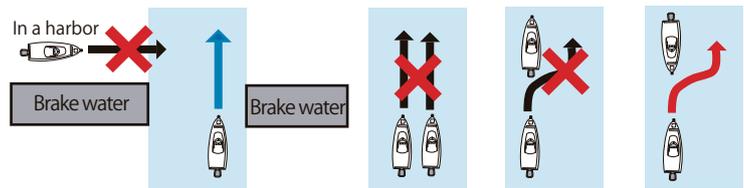


## Navigation in a Passage

- (a) When **vessels except launch, etc** enter into or leave from or go through the Specified Port, they shall use **the passage**.
- (b) Vessels shall **not anchor** or release a tugging vessel in the Passage except for the following items.
  - (i) When they intend to keep away from a marine accident
  - (ii) When they lose operability
  - (iii) When they engage in the rescue of human lives or a vessel facing an imminence peril
  - (iv) When they engage in construction or work with a permission of the Captain of the port

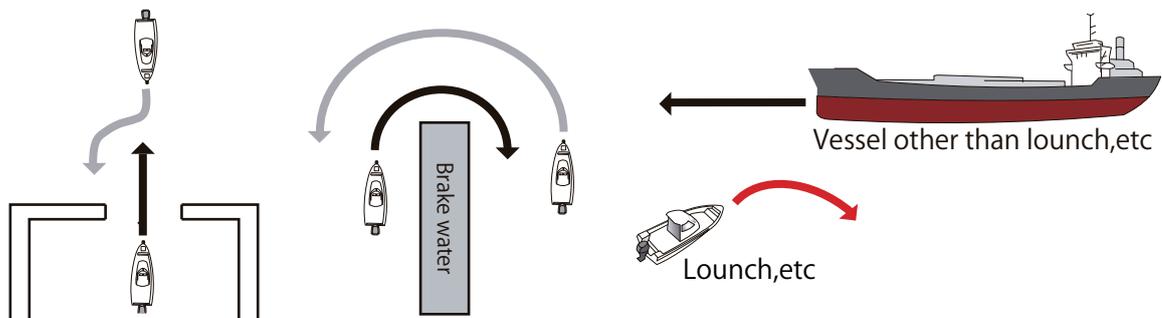
### Navigation

- (a) Vessels entering into the Passage from outside or going out of the Passage shall keep out of the way of other vessels navigating the Passage.
- (b) Vessels shall **not navigate in parallel** in the Passage.
- (c) When vessels pass each other in the Passage, they shall navigate on **the right side**.
- (d) Vessels shall **not overtake** other vessels in the Passage.



## Navigation in a Port

- 1. A limit of speed in a Port** Vessels shall navigate at such speed that would not cause a peril to other vessels in a port or in the vicinity of a boundary of a port.
- 2. The priority of departing vessel**  
When a steamship can come across other steamships at an entrance of a breakwater of a port or in its vicinity, an entering steamship shall wait outside the breakwater to **keep out of the way of a departing power driven vessel**
- 3. Starboard-close • Port-away**  
In a port, when vessels navigate seeing a breakwater, a quay, a headland of other structures or berthing vessels on their **starboard side**, they shall navigate by approaching them as **closely** as possible, and when they navigate seeing them on their **port side**, they shall navigate by getting away from them as **far** as possible.
- 4. Launch, etc** In a port, **launch, etc shall keep out of the way of vessels other than launch, etc** (It gives priority to this rule over "the priority of a vessel to navigate along a passage" or "the priority of departing vessel".)
- 5. Sailing vessel** A sail boat shall navigate by reducing sails or using a tugboat in a port.



## The Limitation Items inside the Port

- (a) Any person shall not dump ballast, waste oil, cinders, garbage or other wastes of similar kinds without good reason in the Specified Port or in the water surface within **10,000 meters** outside the boundary of the port.
- (b) Vessels shall not blow a whistle or a siren in a port without good reason.
- (c) Persons who intend to hold a **boat race** or other events in the Specified Port shall obtain a permission of the Captain of the port in advance.
- (d) Any person shall not use a strong lamp without good reason that could interfere with marine traffic in a port or in the vicinity of the boundary of the port.
- (e) Fishery at a place in a port shall not be done without good reason where such fishery could interfere with marine traffic.
- (f) Vessels in the Specified Port having a whistle or siren shall, when a **fire occurs** in such vessels, blow a **prolonged sound five times** by using the whistle or siren as an warning for notifying a fire, except for cases in which they are navigating.
- (g) Oar boat or a **sailboat under the length 7m** shall display in a port white portable lamps or **lighted white lamps**. At night, a oar boat or a **sailboat under the length 7m** must always indicate a **white light** or a **white electric torch**.
- (h) In a port, any person shall **not smoke** or treat a fire in the vicinity of a **tanker** without paying due attention.
- (i) In a port, **Miscellaneous Vessels** and rafts shall **not be moored at mooring buoys** or other vessels without good reason or shall not be berthed or stayed at a place that could obstruct the traffic of other vessels.



※ Specific port • • The port which the vessel of the deep draft and a foreign vessel can enter



## Traffic in a Specific Sea Area • • The Maritime Traffic Safety Law

This Law has priority over Law for Preventing Collisions at Sea in scope of application.

The matter which is not particularly settled in Port Regulation Law apply Law for Preventing Collisions at Sea. 

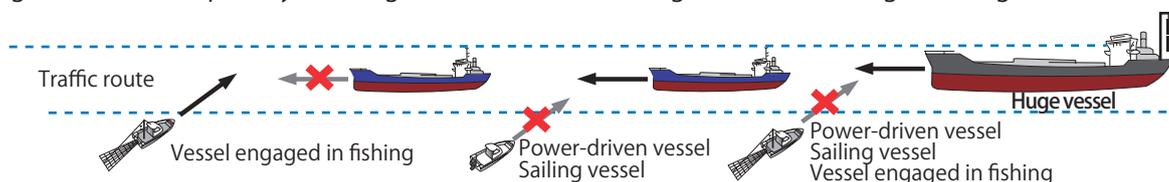
### Application sea area and traffic route

- 1. Tokyo Wan** (1)Uruga Suidou Traffic Route (The whole section speed limitation/Crossing limitation)  
(2)Nakanose Traffic Route (The whole section speed limitation)
- 2. Ise Wan** (1)Irago Suido Traffic Route (The whole section speed limitation)
- 3. Seto Naikai** (1)Akashi Kaikyo Traffic Route(2)Ukou Higashi Traffic Route(3)Ukou Nishi Traffic Route  
(4)Mizushima Traffic Route (The whole section speed limitation)  
(5)Bisan Seto Higashi Traffic Route (Crossing limitation) (6)Bisan Seto Kita Traffic Route  
(7)Bisan Seto Minami Traffic Route(8)Kurushima Kaikyo Traffic Route (Crossing limitation)



### Navigation in a traffic route

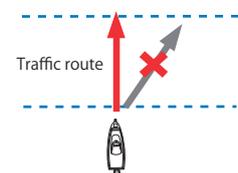
- (a) A vessel of **50 meters** or more in length shall navigate along a traffic route.
- (b) It gives priority to a vessel to navigate along a traffic route.(except for vessels engaged in fishing)
- (c) Within the traffic routes, **no vessel is allowed to anchor** (the words "to anchor" shall include any moorage to the vessel lying at anchor; hereafter the same): Provided that this shall not apply to the case where there are unavoidable reasons for the prevention of marine accident or the rescue of human life or other vessels.
- (d) An overtaking vessel equipped with a whistle, shall, when intending to overtake any other vessel in a traffic route, give the signal.
- (e) It gives maximum priority to a huge vessel(more than length 200m) to navigate along a traffic route.



- (f) A vessel shall not navigate at speed exceeding **12 knots** within some prescribed traffic routes.
- (g) Any vessel intending to cross a traffic route shall cross the route promptly at angles as close as possible to **the right angles** with the traffic route.

The provisions of the preceding paragraph shall not apply to the case where the vessel navigating the traffic route along the course of such route comes to cross another traffic route that intersects the former route.

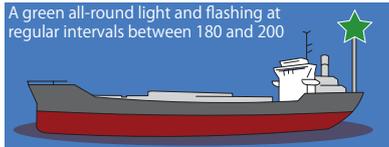
- (h) A vessel shall not cross some prescribed sections of some traffic routes.



# Prescribed shape and light

## 1. Light

① Huge vessel



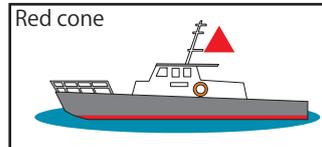
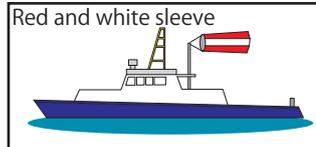
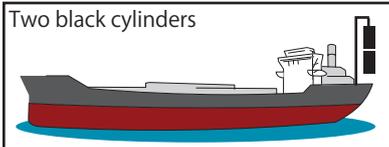
② Vessel for guarding the course



③ Vessel engaged in emergency work



## 2. Shape



# Traffic at Specific Area , Lake and River • • Prefectural ordinances

## 1. Traffic at specific area

- ① Observe these rules in scope and field of application of Law for Preventing Collisions at Sea and Port Regulation Law in a lake and a river.
- ② There are rules such as ordinances by local government or River Law of Ministry of Land, Infrastructure and Transport.
- ③ There are the safety training program of PWC, regulation of navigation (area, time) and noise regulation.
- ④ Police control the ordinances. Ordinances have a fine punishment and a penal servitude punishment, too.

## 2. River traffic signs



No navigation for power driven vessel



No navigation for vessel



No turns



Prohibit to moor



No meeting head on and overtaking



No overtaking



Navigable depth limit



Navigable height limit



Navigation channel width limit



No wake



Navigation method restricted for PWCs



No navigation for PWCs



Limitation of distance from shore



PWC may navigate



power driven vessel may navigate



Vessel may navigate



Turn OK



Possible to moor



No entry