

**ANSA Annual Skipper Review and Refresher  
Inland Rules Of The Road Exam  
Revised January 2010**

**Answer Rules and Explanations**

1. Rule 9 (d) states “A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within that channel or fairway. The latter vessel shall use the danger signal prescribed in Rule 34 (d) if in doubt as to the intention of the crossing vessel.”
2. Rule 3 (f) states “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.”
3. Rule 21 (d) states that “Towing light means a yellow light having the same characteristics as the ‘sternlight’ defined in paragraph (c) of this Rule.”
4. Rule 30 provides that “a vessel at anchor shall exhibit where it can best be seen: ( I ) in the fore part, an all-round white light or one ball, and (ii) at or near the stern and at a lower level than the light prescribed in subparagraph ( I ), an all-round white light.” The only special anchorage exception provided in Rule 30 is 30 (g) for vessels of less than 20 meters.
5. Rule 18 (d) provides that “A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation.”
6. Llana and Wisneskey, Handbook of the Nautical Rules of the Road, 2<sup>nd</sup> edition, p. 16, state “The presence of more than two vessels may preclude full compliance with the Rules; action required with respect to one vessel may conflict with the action required with respect to one or more of the others. Again special circumstances exist.
7. Rule 3 c provides that the term “sailing vessel” means a vessel under sail provided that propelling machinery is not being used.
8. Rule 7 (b) requires that “proper use shall be made of radar equipment if fitted and operational . . . to obtain early warning of risk of collision.”
9. Rule 5 requires that “Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.”
10. Rule 10 provides for two exemptions from compliance: “(k) A vessel restricted in her ability to maneuver when engaged in an operation for the maintenance of safety of navigation,” and “(l) a vessel restricted in her ability to maneuver when engaged in an operation for the laying, servicing, or picking up of a submarine cable.”

11. Rule 13 (d) explains that any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.
12. Sailing vessels apply Rule 12 whether crossing or approaching head-on. It is power-driven vessels (not sailing vessels!) which, in a head-on situation, must each alter course to starboard so that they pass port to port of each other as per Rule 14.
13. Two power-driven vessels approaching head-on, apply Rule 14 (a), each altering their course to starboard. (Note that this does not apply to two sailing vessels; they must apply Rule 12.)
14. Rule 35 states: “A vessel towed or if more than one vessel is towed the last vessel of the tow, if manned, shall at intervals of not more than two minutes sound four blasts in succession; namely, one prolonged followed by three short blasts.”
15. Rule 3 (b) defines a power-driven vessel as any vessel propelled by machinery. Consider a sailboat with machinery on board, but not in use. It does not become a power-driven vessel until it is propelled by machinery.
16. Although the phrase “making way” is not defined in the text of the rules, court interpretations indicate that a vessel is making way only when it is moving through the water as a result of its own propulsion. A vessel simply drifting with the wind or current is “underway” but not “making way,” and it will sound different fog signals and perhaps show different lights than a vessel that is moving through the water.
17. Rule 3 (k) defines the term “restricted visibility” as any condition in which visibility is restricted by fog, mist, falling snow, heavy rains, storms, sand storms, or any other similar causes.
18. Vessels are only in sight of each other when one can be visually observed from the other. See Rule 3 (j).
19. Rule 35 (f) and (g). Fog signals for vessels NOT underway (at anchor or aground) shall be sounded at intervals not to exceed one minute except for vessels engaged in fishing at anchor and vessels restricted in ability to maneuver at anchor.
20. Whistle signals for course changes or intentions of passing are only sounded for vessels within sight of each other. Rules 34 (a) and 3 (k) apply. You MUST continue to sound only fog signals until the other vessel is sighted.
21. Rule 35. All vessels underway sound one prolonged followed by two short blasts at intervals not to exceed two minutes EXCEPT:
  - a. Power-driven vessels underway making way – 1 prolonged blast at intervals not to exceed two minutes.
  - b. Power-driven vessels underway not making way - 2 prolonged blast at intervals not to exceed two minutes.

- c. Vessels being towed – 1 prolonged blast followed by three short blasts immediately following the towing vessel's signal.  
Note: Vessels engaged in fishing and vessels restricted in ability to maneuver sound the same 1 prolonged followed by two short at intervals not to exceed 2 minutes both underway and at anchor.
22. The only light you can see coming up astern of another vessel would be his sternlight which shines from dead astern to 67.5 degrees on each side of the stern of the other vessel. Arcs of visibility of the sternlight do not overlap with either the masthead lights or the sidelights. Rule 21.
23. Dayshapes shall be shown during daylight hours. See Rule 20 (d).
24. Rule 25 (e) requires that sailing vessels "also being propelled by machinery shall exhibit forward, where it can best be seen, a conical shape, apex downward. A vessel of less than 12 meters in length is not required to exhibit this shape, but may do so.
25. When towing astern and the length of the tow exceeds 200 meters, the vessel towing must display three masthead lights on either the forward or after mast. Rule 24 (a) (i).
26. Remember that towing lights are yellow with the same arc of visibility as the sternlight. Rule 24 (d). A towing light is shown ABOVE the sternlight when towing astern. Rule 24 (a) (iv).
27. Each and every vessel being towed astern at night shall exhibit sidelights and a sternlight. Masthead lights are never shown on vessels being towed. Rule 24 (e).
28. At night, vessels not under command will display 2 all-round red lights in a vertical line plus sidelights and sternlight when making way. By day they display 2 black balls in a vertical line. Rule 27 (a).
29. Small vessels engaged in diving operations where it is impracticable to exhibit all the lights and shapes for vessels restricted in maneuverability shall display a rigid replica of code flag "A" so that it can be seen through 360 degrees. Rule 27 (e).
30. Rule 20 (c) requires lights to be shown from sunset to sunrise and at all times during periods of restricted visibility.
31. A sailing vessel underway shall exhibit sidelights and a sternlight when underway. They never show masthead lights. Rule 25 (a). A sailing vessel underway of less than 20 meters (65.6 feet) may show a tri-color light at the top of the mast in lieu of the sidelights and stern light on deck. Rule 25 (b). As yet another option, a sailing vessel underway may show sidelights and a sternlight plus optional red over green all-round lights near the top of the mast. ("Red over green, sailing machine.") Rule 25 (c).
32. The only possible choice is a vessel towing. The only time a vessel could display 3 lights in a vertical line as viewed from a position dead ahead would be a vessel towing. Rule 24 (a).

33. The yellow light is a towing light which has the same characteristics as the sternlight, and is shown above the sternlight by a towing vessel towing astern. Rule 24 (a) (iv).
34. Vessels being towed are required to show sidelights and a sternlight. Rule 24 (e).
35. A vessel engaged in underwater operations shall exhibit two red lights in a vertical line on the obstructed side, and two green lights on the unobstructed side at night. By day she shall display two black balls on the obstructed side and two black diamond shapes on the unobstructed side. Rule 27 (d) (i).
36. Vessels aground show three black balls in a vertical line. Rule 30 (d) (ii).
37. Law enforcement vessels may display a flashing blue light when engaged in direct law enforcement activities. Annex V to the Rules, sub-section 88.11.
38. The short blast has a duration of about 1 second. A prolonged blast has a duration of 4 to 6 seconds. There is no long blast. Rule 32 (b).
39. Three short blasts mean, “I am operating astern propulsion.” Remember: vessels must be within sight of each other to use this signal. Rule 34 (a) (i).
40. Rule 34 (a) (i) states that when two power-driven vessels are meeting on Inland Waters, one short blast would mean, “I intend to leave you on my port side.”
41. Rule 14 (a) provides that in Inland waters where two power driven vessels are meeting head to head or nearly so, each shall alter course to starboard so as to pass on the port side of the other. Rule 34 (a) states that vessels shall indicate this intention by sounding one short blast on the whistle to mean, “I intend to leave you on my port side.”
42. In a meeting situation in Inland Waters, the vessels are required to reach agreement by sounding the same signal. In this situation where agreement is not made, you should sound the danger signal of 5 or more short rapid blasts of the whistle. This indicates doubt about the other vessel’s intentions. See Rule 34 (a) and (d).
43. Rule 17 (a) requires the stand-on vessel to maintain course and speed.
44. Rule 17 (a) (ii) states that the stand-on vessel MAY take appropriate action to avoid collision as soon as she determines that the give-way vessel is not taking appropriate action in compliance with the Rules.
45. Vessels must be within sight of each other in order to have a stand-on and give-way vessel. Rule 11.
46. ANY vessel overtaking ANY vessel must keep clear and therefore is the give-way vessel. See Rule 13 (a).

47. Rule 12 applies. For the purpose of this Rule, the windward side shall be deemed to be the side opposite to that on which the mainsail is carried. If the boom is close to centerline, look to see how the sail is filled. Then apply “Starboard Tack (stand-on) over Port Tack (give-way)” and, “Leeward (stand-on) over Windward (give-way).”
48. Rule 14 (a) requires two power-driven vessels meeting head-on to alter course to starboard and pass on the port side of each other. The words “risk of collision” do not mean that there is imminent danger of collision. It simply means that the vessels are approaching and the steering and sailing rules apply.
49. Where one vessel is required to keep out of the way of another vessel, the other vessel is the stand-on vessel and must maintain course and speed. Rule 17 (a) (i).
50. Rule 15 (a) states that the give way vessel in a crossing situation should avoid crossing ahead of the stand-on vessel.
51. When approaching a bend in the channel where you cannot see around the bend, you should sound one prolonged blast. When vessels come within sight of each other they should sound passing signals as, and if, appropriate. Rule 34 (e).
52. Rule 2 (b) states: Due regard shall be had to all dangers of navigation and collision and to any special circumstances which makes departure from the Rules necessary to avoid immediate danger.
53. The danger signal consists of five or more short and rapid blasts on the whistle. This may be supplemented by five or more flashes of a white light. Do not confuse the danger signal with a distress signal. Rule 34 (d).