



Prevention of Collisions at Sea: Wrapping Up the COLREGs

by VINCENT T. PICA, II

Division Captain, Division 18 (1SR) - United States Coast Guard Auxiliary



As you can see below, we have now covered all the "Nav Rules", i.e., the Rules to Prevent Collisions at Sea. As with all Rules, there are amendments or, as they are called with respect to the COLREGs, Annex's. This column is to summarize these Annex's and to further lay out what we did, when. Remember, if you want reprints of any or all of the columns on the COLREGs, you can send an email to me at JoinUSCGAux2009@aol.com or go directly to www.atlanticmaritimeacademy.com/seamanshiparticles.html#colregs.

Annex I

Annex I is about the proper positioning of lights. Again, it only applies to vessels in excess of 20 meters (~66 feet) but what is important to know is that things like the vertical spacing in the positioning of lights (for example, like delineating a fishing vessel (see SSP, "Fishing the Deeps", 2/27/2008)) are set specifically so you don't get confused by the bane of all skippers at night - shore lights. The Annex goes on to specify horizontal spacing in the position of lights as well as the specific sizes of the day shapes that commercial vessel use when it isn't night time (see SSP, "Red over Red - The Captain is Dead!", 3/12/08).

Annex II

While there are 14 separate sections to Annex I, Annex II reserves itself for additional signals for fishing vessels fishing in close proximity - a familiar issue even if we aren't all commercial fishermen. In keeping with Annex I, it specifies what lights to use when

shooting nets, hauling nets or trying to unfoul them from the bottom..!

Annex III

Once you've set the technical specs for lights and shapes, there aren't many things left. One thing for sure is Sound Signal "Appliances", i.e., your whistle, horn, bell or gong. And, here, the exemption size isn't 20 meters (~66 feet), it is 12 meters (~39 feet.) That starts to get into "bay-sized" boats. The Annex specifies frequency, intensity and range that it is hearable over. Now, how are you supposed to measure that? You don't. You install devices that are certified by the manufacturer that it meets or exceeds USCG standards.

Annex IV

Another technical specification is distress signals (see SSP, "Hey You, Over There! Help!", 1/23/2008.) Rule 36 and Rule 37 tie directly into this Annex. It specifies what distress signals are and what they are not.

Annex V

Here is one where there is very little chance anybody reading this will care about. It is for Pilots - not the kind that fly planes but the kind that guide/assist large vessels into harbors. And this Annex refers only to situations with respect to the Inland Rules... The Forge River isn't mentioned!

Well, there you have it. With this column and those listed below for your convenience, you have a solid grounding in "The Rules", as they have been known to generations upon generations of mariners, even if we up-

date them every so often for new facts, new findings, new disasters or new technology.

COLREGS - Column Dates and Subjects (USCG titles)

Jan 9, 2008 Rule 1 - Application (International / Inland)
 Sept 19, 2007 Rule 2 - Responsibility
 Jan 9, 2008 Rule 3 - General Definitions
 Jan 9, 2008 Rule 4 - Application
 July 18, 2007 Rule 5 - Look-Out
 Oct 10, 2007 Rule 6 - Safe Speed
 July 25, 2007 Rule 7 - Risk of Collision
 July 25, 2007 Rule 8 - Action to Avoid Collision
 July 25, 2007 Rule 9 - Narrow Channels
 Dec. 3, 2008 Rule 10 - Traffic Separation Schemes/Vessel Traffic Services
 Jan. 9, 2007 Rule 11 - Application
 Dec. 3, 2008 Rule 12 - Sailing Vessels
 May 30, 2007 Rule 13 - Overtaking
 June 6, 2007 Rule 14 - Head-on Situation
 July 11, 2007 Rule 15 - Crossing Situation
 Jan. 9, 2008 Rule 16 - Action by Give-way Vessel
 Jan. 16, 2008 Rule 17 - Action by Stand-on Vessel
 Aug. 8, 2007 Rule 18 - Responsibilities Between Vessels
 Sept. 26, 2007 Rule 19 - Conduct of Vessels in Restricted Visibility
 Jan. 9, 2008 Rule 20 - Application
 Feb. 7, 2008 Rule 21 - Definitions (Arcs of Visibility Visual)
 Feb. 13, 2008 Rule 22 - Visibility of Lights
 Feb 13, 2008 Rule 23 - Power-driven Vessels Underway

Feb. 13, 2008 Rule 24 - Towing and Pushing
 Feb 20, 2008 Rule 25 - Sailing Vessels Underway and Vessels Under Oars
 Feb. 27, 2008 Rule 26 - Fishing Vessels
 Mar. 12, 2008 Rule 27 - Vessels Not Under Command
 Mar. 26, 2008 Rule 28 - Vessels Constrained by Their Draft
 Mar. 26, 2008 Rule 29 - Pilot Vessels
 Mar. 26, 2008 Rule 30 - Anchored Vessels and Vessels Aground
 Mar. 26, 2008 Rule 31 - Seaplanes
 Jan. 9, 2008 Rule 32 - Definitions
 Jan. 31, 2008 Rule 33 - Equipment for Sound Signals
 Jan. 31, 2008 Rule 34 - Maneuvering and Warning Signals
 Oct 3, 2007 Rule 35 - Sound Signals in Restricted Visibility
 Jan. 23, 2008 Rule 36 - Signals to Attract Attention
 Jan. 23, 2008 Rule 37 - Distress Signals
 Dec. 3, 2008 Rule 38 - Exemptions (International / Inland)
 Dec. 10, 2008 Annex I - Positioning and Technical Details of Lights and Shapes
 Dec. 10, 2008 Annex II - Signals for Fishing Vessels Fishing in Close Proximity
 Dec. 10, 2008 Annex III - Technical Details of Sound Appliances
 Dec. 10, 2008 Annex IV - Distress Signals
 Dec. 10, 2008 Annex V - Pilot Signals

BTW, if you are interested in being part of USCG Forces, email me at JoinUSCGAux2008@aol.com or go direct to Lisa Etter, who is in charge of new members matters, at FSO-PS@emcg.us and we will help you "get in this thing."

ITS' JUST SOMETHING I NOTICED...

story by RITA M. DiBELLA

The day after Thanksgiving, yes, black Friday, I went with my family to Manhattan. Not the best of days to visit the city, but my youngest was in from California with her boyfriend and he has never been to Manhattan! Go figure! So off we went on the busiest shopping day of the year. First stop, Macy's. After about 10 minutes of getting bumped into and shoved around, we all agreed this was not the place to be. I mean, this was the day we were going to start celebrating the holidays and we wanted to start it off on a good foot, not with someone stepping on our feet! So off to find a nice place to sit and have a good lunch. We found a great little pub with terrific burgers and it wasn't filled to the ceiling with people. Now my daughter's boyfriend is a native Californian. He really doesn't see crowds like he did that day and I think I heard him chanting "oom-mmm" for self-relaxation to get through this new experience! The rest of us may have been a bit aggravated at times but hey, we're from here and we knew what to expect!

It's part of being a New Yorker. (Really, who ever says it that way--its New Yawka!)

So the main reason for our trip to



Manhattan on this wonderful start to the merriest season was to go on the Circle Line and tour Manhattan via the waterway.

Yes, it was a bit cold and windy, but we were ready to get on board this boat with about 300 other people to see our great city. It was my first time on this tour and I was excited, but not sure if this was really something I wanted to do. (I think I was thinking of all the turkey leftovers at home and

making a squishy sandwich with a side of pie!)

To my surprise and delight, I was intrigued by what the tour guide on the microphone was describing to us as we chugged along. It was really a very educational two hours!

I learned that the Statue of Liberty has seven points on her crown, one for each continent. (I've polled a few people on this and they all thought it had 13 points, one for each colony!)

I know I must have learned all this stuff in school long ago but with all our lives take us through, it's easy to forget some of the interesting stuff. I couldn't believe the beauty of the hundreds of buildings and the bridges and all the history they hold. I now know why there is a village called Soho-it stands for south of Houston Street. And so on.

On our return trip it was dark out and the city took on a new and even more beautiful appearance.

The expression on many faces changed too. Yes, even on my daughter's boyfriend! You could almost feel the emotion that each person was experiencing.

We finished our tour and the memory of the hectic beginning of the day seemed to disappear.

I don't know if it was completely because of the boat ride or the many beautiful sites, the crowd of people all gasping and pointing when we got so close to the Statue or the quiet that fell upon all when we passed the emptiness of where the towers once stood, but something changed our moods.

Maybe it was because it's the holidays and being together was a wonderful way to start the season!

It's just something I noticed!!!!