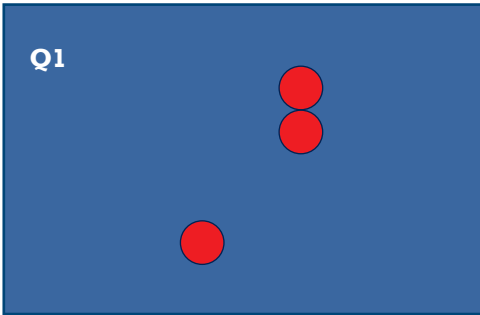


10 Self-test

Q1



- What is this vessel?
- What sound signal would it make in restricted visibility, and how often?
- What other sorts of vessels would make the same signal?

A1

- A vessel not under command, making way, viewed from the port bowlight quadrant.
- The signal (- · ·) at intervals of not more than 2 minutes.
- Not under command, Restricted in ability to manoeuvre, vessel Constrained by its draught, Sailing vessel, vessel Engaged in fishing, vessel engaged in Towing or pushing.**

'No Radar Can See Every Target'

Q2

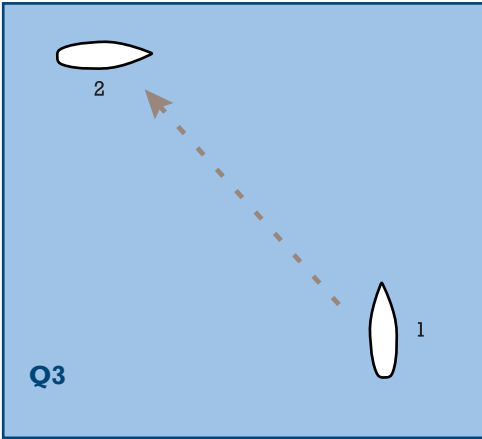
You are completely lost in thick fog after one of the crew tripped and spilled a bowl of steaming mulligatawny soup over the GPS. Sadly, it also soaked your Rule of the Road book, which has now become completely illegible, despite a gently appealing aroma of curry.

Somewhere in the impenetrable mists ahead of you, you hear: 3 distinct rings on a bell, 5 seconds ringing on a bell, 3 distinct rings on a bell.

- What is it?
- How often would you expect the signal to be repeated?
- Is this noise generated at the bow or the stern of the vessel?

A2

- A vessel aground, less than 100 metres in length, but over 12 metres in length.
- Intervals of not more than 1 minute.
- The bow. Vessels longer than 100 metres would sound a gong after the bell signal, in the after part of the vessel.

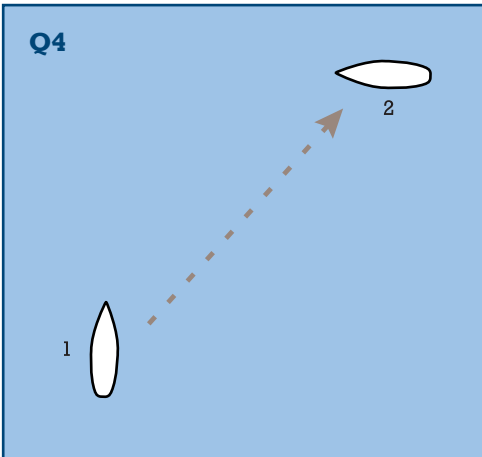


(1) = you in a power driven pleasure craft
 (2) = power driven canoe on a duck-hunting expedition. It is making way, and on a steady bearing
 a. Which is the give-way vessel?

- b. In what way is the give-way vessel most likely to alter?
- c. What sound signal must the give-way vessel make as he makes this alteration (assuming that the vessels are in sight of each other)?

A3

- a. The power driven canoe (2) is the give-way vessel: the ducks will have to wait a moment longer.
- b. You would expect him to make a bold alteration of course to starboard.
- c. One short blast – the manoeuvring sound



(1) = you in a power driven vessel
 (2) = sailing boat which is motor-sailing, making way, and on a steady bearing
 Both vessels are in sight of each other.
 a. Which is the give-way vessel?
 b. What shape should the other vessel be

- showing?
- c. What must the stand-on vessel do initially?
- d. At what stage **may** it take action to avoid a collision?
- e. When **must** it act?

A4

- a. The other vessel is the stand-on vessel. You must give way to him.
- b. A vessel motor-sailing should show a black cone apex downwards, shown in the forward part of the vessel where it can best be seen.
- c. As the stand-on vessel, the other craft should maintain its course and speed.
- d. The stand-on vessel **may** act as soon as it becomes apparent that the other vessel is not taking appropriate action.
- e. The stand on vessel **must** act when she finds her self so close to the other vessel that a collision cannot be avoided by the action of the give-way vessel alone.

Q5

You decide to go for a career change and throw in your multi-million pound banking job in the City to become a trawler man. You buy an old North Sea trawler, called the 'WHITE ELEPHANT', which leaks like a sieve and is 62 metres long. Some weeks later, you pluck up the courage to go out for your first day's fishing.

- a. What shape must you show when trawling by day?
- b. It gets dark: you are making way and engaged in trawling. What lights do you show?
- c. You come across a vessel towing that is not showing Restricted in Ability to Manoeuvre shapes: should you keep out

of his way, or vice versa?

A5

- a. The 'fish' shape: 2 cones, apex together, in a vertical line one above the other.
- b.
 - All-round green over all-round white.
 - A masthead steaming light, higher than, and abaft the green light (> 50 metres).
 - Sidelights and a stern light (but only when making way – which is just about the whole time when trawling).
- c. The towing vessel should keep out of the fishing vessel's way. If, however, the towing



Q6

You are a passenger on a small ferry crossing the Chesapeake Bay on a dark and stormy night. Suddenly there is a loud bang, and you look up to see that everyone on the bridge has been stunned by an explosion on the steering control box. The ferry is careering all over the place. On investigation you discover that you are the only person onboard with any knowledge of Rule of the Road.

- a. What lights should you show, and why?
- b. If it was daytime, what shapes would you be hoisting?
- c. To compound your problems, the chief engineer arrives on the bridge and says that the main engines have stopped: should you adjust your lights or not?

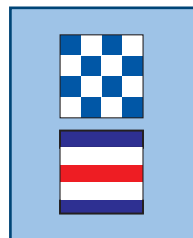
A6

- a. You are a vessel not under command, making way. Therefore you should show:
 - Two red all-round lights, one above the other, where they can best be seen (usually at or close to the masthead).
 - Sidelights and stern light.
 - Turn off the masthead steaming lights.
- b. Two black balls in a vertical line where they can best be seen.
- c. You are now a vessel not under command, under way but not making way. Therefore, you no longer need to show sidelights and a stern light: the two all-round reds are sufficient.

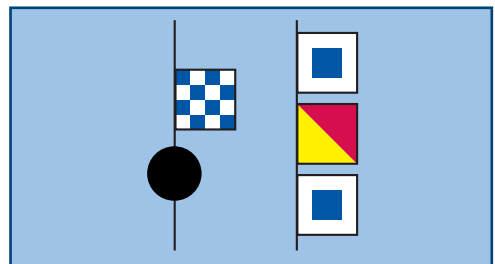
Q7

You come across a vessel with this flag hoist.

- a. What are the flags?
- b. What is it trying to tell you?
- c. Are there any other flag/shapes which would convey the same message?
- d. Name the two sound signals which would mean the same?



- A square flag with a ball (or something resembling a ball) either above or below it.



A7

- a. The flags are 'NOVEMBER CHARLIE'.
- b. This is a distress signal.
- c. There are in all 15 listed distress signals, but the other 2 distress signals involving flags and shapes are:

- A flag signal 'S O S'
- d. • A gun or other explosive device at intervals of about 1 minute.

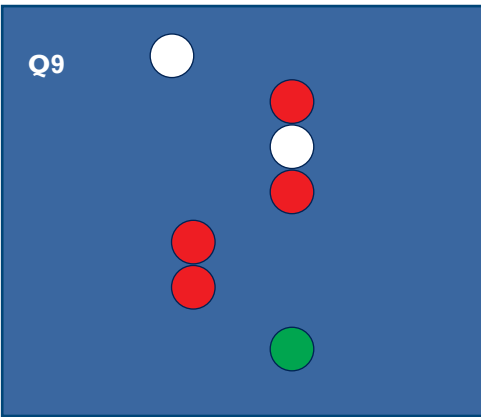
Q8

You are sailing down the Solent on a sunny afternoon when you see, approaching from the southeast at high speed, a merchant ship with a cylinder hoisted in its rigging. The crew think that this hoist means that there is a pilot embarked.

- a. Are they right?
- b. If not, what does it mean?
- c. Can you impose your right of way as a sailing vessel?
- d. What should you do?

A8

- a. No. They are wrong.
- b. This is the signal for a vessel constrained by its draught
- c. No: all vessels except those restricted in their ability to manoeuvre, and not under command must avoid impeding a vessel constrained by its draught.
- d. Anything at all as long as you get out of his way and let him know you are doing it. The quickest way would be to turn 90° to

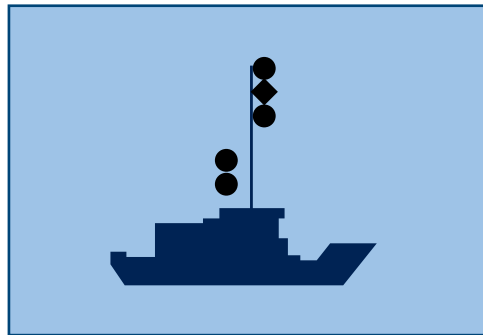


Q9

- a. What is it?
- b. Which side should you pass?
- c. Other than 'not very good looking', what would it look like by day?

A9

- a. A dredger, or a vessel engaged in underwater operations, restricted in its ability to manoeuvre. It is making way, less than 50 metres in length and you are looking at it from its starboard bowlight quadrant. An obstruction exists on its starboard side (ie this side).
- b. Certainly not this side: try the port side.
- c. By day it would look like this:



Q10

You are in a small motor boat in fog, eyes glued to the radar set. On the radar screen, you see a contact closing on a steady bearing from a relative bearing 45° on the starboard bow. Its range is now 2 miles.

- a. What should you do?
- b. What manoeuvring sound signal should you make?
- c. What reaction would you expect from the other vessel?

A10

- a. Provided that it does not interfere with other shipping, alter course to starboard to put the vessel on your port bow.
- b. None in restricted visibility unless you are in sight of the other vessel (which you aren't): you just carry on making the standard fog signals.
- c. Alter course to starboard too to put you on his port beam, or even his port quarter.

Q11

You have just picked up your new sailing boat 'LAME DUCK' from a second-hand car salesman in Dover and you decide to go to France for an afternoon of wine and seafood, crossing the Dover Straits separation scheme in the process. She is 15 metres in length. It is a clear day, but the wind is not strong enough to sail, so you are forced to rely on your totally unreliable 1950s lawn mower engine for propulsion.

- You meet the separation lane traffic flow from your port beam: should you give way or stand on?
- A short while after, you meet the traffic flow from your starboard beam. Should you give way or stand on?
- In the separation zone, between the two lanes, you come across a trawler. Is it fishing legally, according to the rules?

Could it fish in the lanes themselves?

A11

- You give way. Vessels less than 20 metres in length, or sailing vessels, should not impede the safe passage of a power-driven vessel following a traffic lane.
- Ditto.
- A fishing vessel can fish in a separation zone.

It can also fish in the separation lanes provided that it does not impede the safe passage of a power driven vessel following a separation lane.

Q12

- What lights does a pilot vessel show when under way?
- What shapes does it show by day?
- What sound signal is made by a pilot vessel under way?

A12

- Side lights, stern light and two all-round masthead lights, white over red.
- You will see the word 'P I L O T' on her side and she flies a pilot flag, divided horizontally into 2 halves: white over red.
- One prolonged blast at intervals of not more than 2 minutes.
May also sound 4 short blasts to identify her as a pilot vessel.

Q13

You are sailing your antique second-hand boat 'LAME DUCK' back from an abortive trip to France after one of your crew found that he was allergic to mussels. The wind is fair, and you are able to give your motor a rest. You are well clear of the separation schemes.

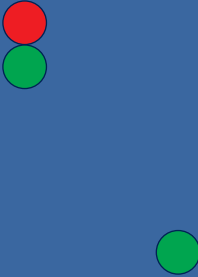
- You encounter a vessel engaged in fishing: who has right of way?
- Your crew is keen to anchor for lunch south of the Isle of Wight in order to relish the decomposing cheese that you bought in the supermarket. What shape should you hoist?
- Your anchor starts dragging: are you

technically under way, or made fast?

A13

- Sailing vessels must keep clear of fishing vessels: so you keep out of his way.
- A single black ball in the fore part of the boat.
- You are technically under way.

Q14



- What is this?
- Is the engine being used?
- You are in a motor boat and you come across this guy at night on a steady bearing, one mile away and 30° on your port bow. What should you do?

A14

- A sailing vessel viewed from the starboard bow light quadrant.
- No. If it were, the vessel would show the lights of a power driven vessel.
- It depends: you must give way. You could:
 - Slow down and let him pass ahead.
 - Alter course to port to pass under his stern.
 - Put him very much broader on your port side by altering to starboard, trying to overtake him.

Q15

Discovering a magic turn of speed in your trawler 'WHITE ELEPHANT', you decide to waste no time returning to harbour to put the total day's catch on the market. Two fish. On the way, you find that you overhaul your great rival, Hal Ibut, in his brand new vessel just as you enter the channel to your home port. Visibility is good, but unfortunately your VHF set is broken.

- You want to overtake him by passing down his starboard side. How could you signal that?
- He is happy. What is his reply

- So you decide to overtake. Just as you are pulling abeam of him, Hal alters course hard to starboard to avoid his Scottish crewman, Mac Arel, who has fallen overboard after drinking too much whisky. Who is responsible for collision avoidance?

A15

- Make the sound signal (— — •) to show that you want to overtake to starboard.
- He makes the signal (— • — •) to show that he is happy.
- You are unequivocally responsible for keeping out of his way until you are finally

Q16

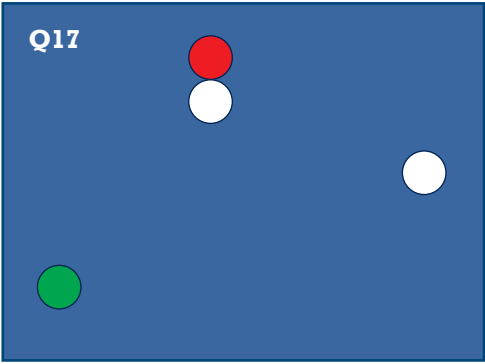
You are in a sailing boat, with the wind from right astern. Your boom is out on the starboard side.

- You are going so fast that you overtake a powerboat who, in turning round to admire your breath-taking turn of speed, swerves towards you. Who is responsible for taking keeping clear?
- Your heartbeat is beginning to recover when you meet another sailing boat on a steady bearing close hauled, approaching you on the starboard tack. Who has to give way?
- No sooner has he passed, than a second sailing vessel approaches you on the close-hauled port tack with a cone, apex downwards in the rigging. Who gives way now?

A16

- You are responsible for collision avoidance as the overtaking vessel, despite the fact that he is a powerboat.
- You are on different tacks. Regrettably, you are on the port tack and he is on starboard. Therefore, you must give way to him.
- The fact that he is on the port tack and close-hauled is irrelevant: he is technically a power driven vessel, and so must give way to you. If he was not operating his engine, he would be more close hauled than you, so you would have had to give way.

Q17

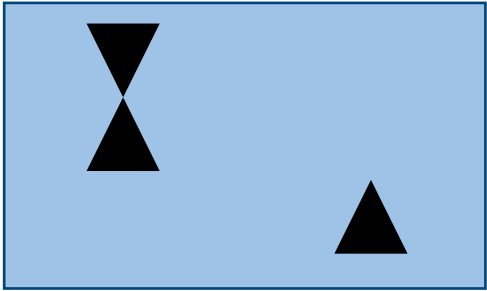


a. Tell me all you can about this vessel.
b. Can you safely pass on any side?
c. By day, what 2 shapes would it carry?

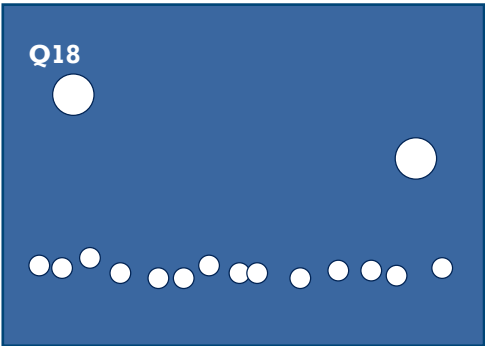
A17

a. It is a vessel engaged in fishing other than trawling, viewed from the starboard bow light quadrant.
It has gear outlying at least 150 metres in the direction of the white light, and the green sidelight indicates that it is making way.

b. Yes, but avoid passing close in the direction of the white light: if possible go round the back.



Q18



a. What is this?
b. What can you say about its length?
c. Is its bow to the right or the left?

A18

a. A vessel at anchor.
b. Not much for sure. However, the fact that it has 2 anchor lights indicates that it may be longer than 50 metres, and the working lights on the upper deck are compulsory for vessels greater than 100 m in length, optional for shorter vessels.
c. To the left.

Q19

You are appointed to command the tugboat 'INCAPABLE', 57 metres long and, despite the fact that she is 75 years old, she is your first command and you are proud of her. You are contracted to tow a consignment of coals to Newcastle. You are not restricted in your ability to manoeuvre.

a. You decide to measure the length of the tow: where do you measure it from and to?
b. The length is 206 m. What shapes do you show?
c. What lights do you need at night?

A19

a. From the stern of the towing vessel to the stern of the final vessel in the tow.
b. When the tow is longer than 200 metres, a diamond shape where best seen on the tug, and also on the tow.
c. Three masthead lights in a vertical line. A further masthead light higher than and abaft the forward three. Sidelights, stern light and yellow towing light.

Vessels being towed show sidelights and a sternlight.

Q20

You are still master of the antique 57-metre tug 'INCAPABLE', towing the load of coals to Newcastle. Your tow is 206 metres in length. You are not restricted in your ability to manoeuvre.

- In restricted visibility, what sound signal would you make, and how often?
- What signal would the final vessel in the tow make, and how often?

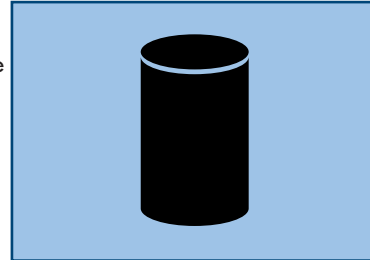
A20

- (- · ·) at intervals not exceeding 2 minutes.
- If manned, the final vessel in the tow makes (- · · ·) at intervals not exceeding 2 minutes, where possible directly after the signal made by the tug.

Q21

- What signals does a vessel constrained by its draught make in restricted visibility?
- Can a sailing vessel be constrained by its draught?
- What lights does it show by night?
- What shape does it display by day?

- A vessel constrained by its draught must be a power driven vessel.
- Three all-round red lights in a vertical line where they can best be seen,

**A21**

- (- · ·) at intervals not exceeding 2 minutes.

Q22

You are navigating a narrow channel in the Norwegian Fjords. You are in a large power driven bulk carrier with a cargo of high-quality aquavit that would go aground (and cheer up the locals immensely) if it left the channel.

- Which side of the channel should you keep as a matter of course?
- A vessel approaches from your starboard bow, crossing the channel. It is nearly on a steady bearing. Should you alter to avoid it?
- You approach a blind corner. What signal do you make? If there is anyone the other side of the corner, how would he reply?

A22

- Starboard.
- If necessary, yes. But as a crossing vessel, it should not impede your passage.
- One prolonged blast. He would reply with one prolonged blast also.

Q23

- When should navigation lights be shown (3 occasions)?
- What lights in general should a yacht's tender show when propelled by oars?

A23

- Between sunset and sunrise.
 - Restricted visibility
 - All other circumstances when it might be necessary.
- A white electric torch or lighted lantern.

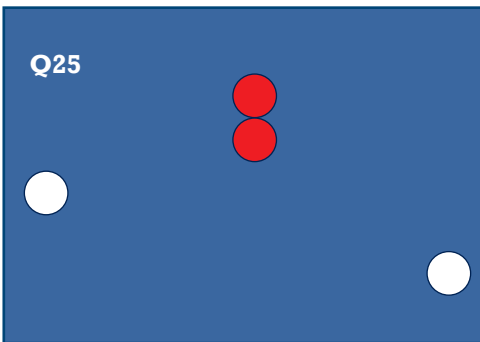
Q24

Name the 6 categories of 'Restricted in Ability to Manoeuvre'.

A24

- A vessel engaged in laying, servicing or picking up a Navigation mark, submarine cable or pipeline.
- A vessel engaged in dredging, surveying or Underwater operations.

- A vessel engaged in Replenishment or transferring persons, provisions or cargo while underway.
- A vessel engaged in launching or recovery of Aircraft.
- A vessel engaged in Mineclearance operations.
- A vessel engaged in Towing operations that seriously restricts the towing vessel and tow in their ability to deviate from their course.



Q25

A25

- a. Not particularly. He is aground.
- b. The forward end is the one with the higher of the two white all-round lights.
- c. 3 distinct rings on a bell, 5 seconds rapid ringing, and 3 distinct rings. Repeated every minute.

If longer than 100 metres in length, this will be followed by 5 seconds sounding of a gong aft.

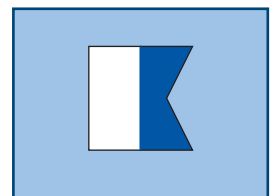
- a. Do you envy the skipper? If so, why?
- b. Which is its forward end?
- c. What sound signal would he make in fog?

Q26

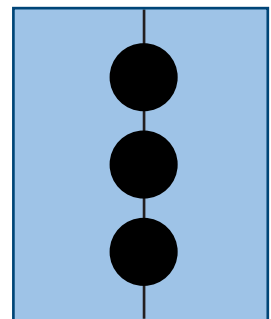
- a. Is 'Not Under Command' a distress signal?
- b. What shapes should a diving boat show if it cannot sensibly display RAM shapes?
- c. What shapes are shown by a vessel aground?

A26

- a. No.
- b. A rigid 'Flag Alpha'



- c. Three black balls in a vertical line



Q27

- What lights will a vessel show when pushing ahead?
- What will the vessels being pushed ahead show?
- Is there any difference if they are pushed ahead or towed alongside?

A27

- 2 masthead lights in a vertical line. Sidelights and sternlight. A third masthead light if required, abaft and above the forward lights.
- Sidelights only.
- Yes. Vessels being towed alongside also

Q28

- Where do the rules apply?
- Can they be modified locally?
- What is the definition of 'a short blast'?
- What is the definition of a 'prolonged

blast'?

A28

- On the high seas and in all waters connected therewith navigable by seagoing vessels, except where modified by local rules.
- Yes.
- A blast of about 1 second's duration.

Q29

You are entering Baltimore Harbour in your 120-foot superyacht. It is a beautiful sunny day. The paparazzi are out in force, admiring your filmstar looks and those of your partner. There are boats everywhere.

- You have to turn to port: what manoeuvring signal do you make?
- One of the paparazzi boats makes 3 short blasts: what does this mean?
- You are worried that someone is getting in your way. Is there a sound signal you can make to tell him to keep clear?

A29

- Two short blasts.
- It is operating astern propulsion.
- At least 5 short and rapid blasts on the whistle.

Q30

You are in a small motor boat without radar and the fog is so thick that you have just lost your coffee mug in the cockpit.

- You hear a fog signal '— · ·' from forward of the beam. What could it be?
- Do you have to accord it any special priority?
- You are under way, making way. What signal do you make, and how often?

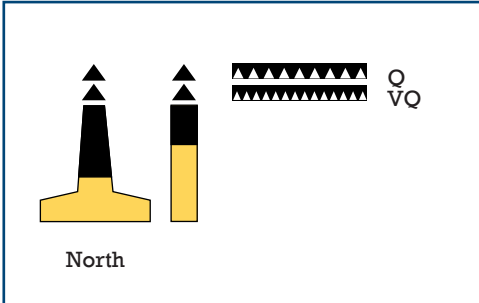
A30

- NUC
 - Constrained by draught
 - RAM
 - Sailing boat
 - Vessel engaged in fishing
 - Vessel towing or pushing.
- No. In fog, every vessel has to take its own avoiding action. These are, however, vessels to keep especially clear of.
- One prolonged blast at intervals of not

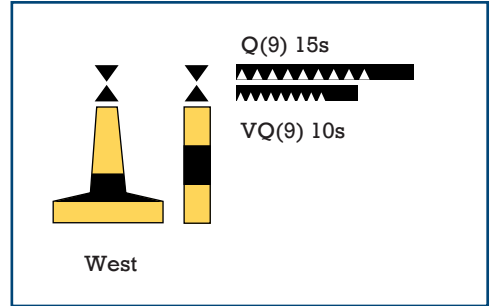
Q31

- Sketch a northerly cardinal buoy, including colours, topmark and light characteristics.
- Which side must you pass it?
- Do the same for a westerly cardinal buoy.
- And an easterly cardinal.

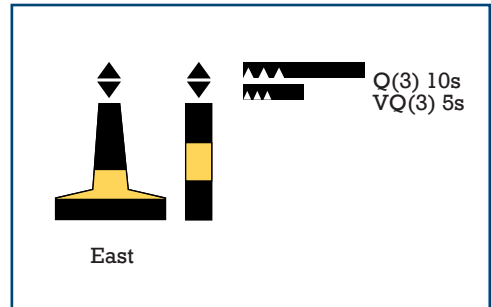
A31



-
- You must pass to the north of it.



c.



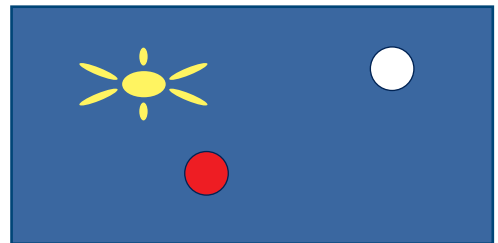
Q32

- What is the difference between 'under way' and 'making way'?
- What lights does a non-displacement vessel show when under way?
- What lights would you expect to see from a police boat?

A32

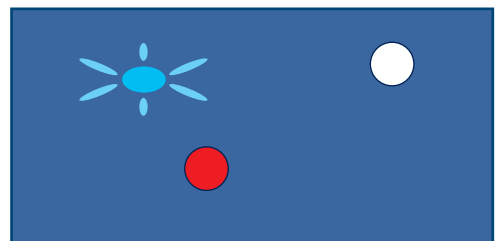
- 'Under way' means not at anchor or attached to the shore.
 - A vessel is 'making way' when it is moving

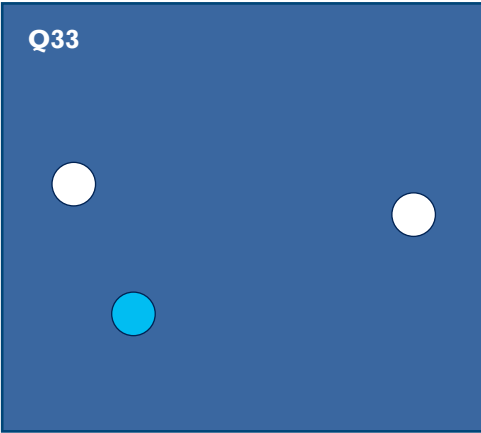
- through the water.
- Standard lights for a power driven vessel.



Plus an all-round flashing yellow light

- Standard lights for a power driven vessel.
Plus an all-round flashing blue light (when



Q33

- What is it?
- How long is it?
- If it is approaching you on a steady bearing from your port bow in open water, what do you do?

A33

- A power driven vessel under way, viewed from the starboard navigation light quadrant.
- From the lights, it could be any length.
- Stand on.

Q34

- From what relative bearing is an approaching vessel considered to be overtaking?
- Over what arcs do the sidelights shine?
- Are you authorised to set off distress flares to celebrate your great aunt's good fortune in winning the

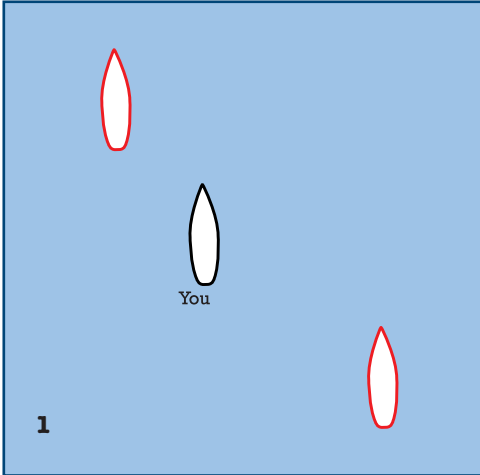
National Lottery?

A34

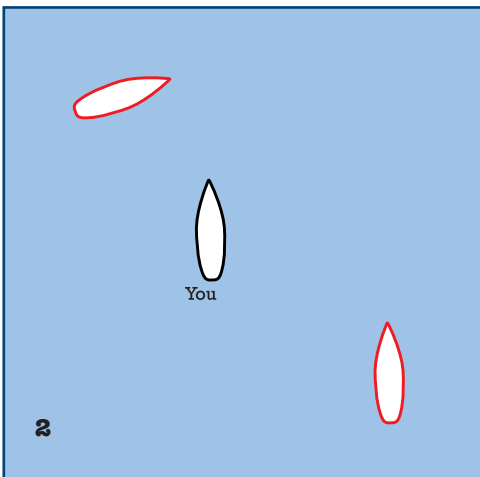
- It is considered to be overtaking when approaching from within the arc of the stern light. ie from further aft than 22.5 degrees abaft the beam.
- From the bow to 22.5 degrees abaft each respective beam.

Q35

You are in a power driven vessel in good visibility, proceeding along a busy shipping lane. You find that you are steadily overtaking a vessel on your port bow, at a range of about half a mile. On your starboard quarter there is a third vessel, which is not overtaking, but making about the same course and speed as you, about three quarters of a mile distant:



Suddenly, the vessel on your port bow swerves 75° to starboard:

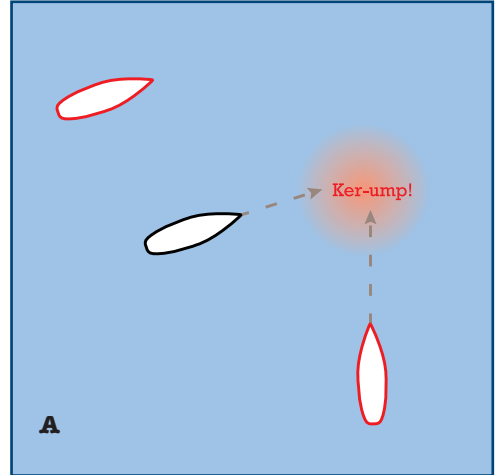


What should you do?

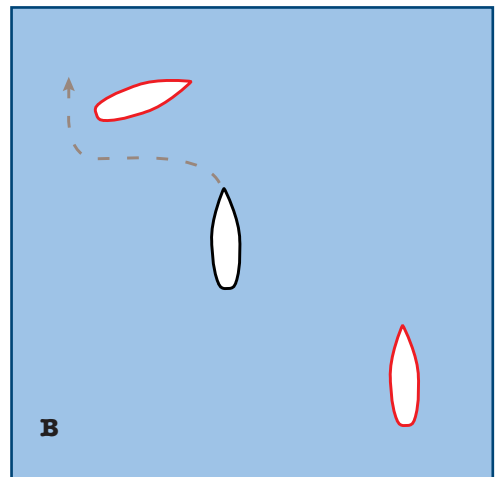
A35

You are bound to keep clear of the vessel being overtaken, no matter what he does.

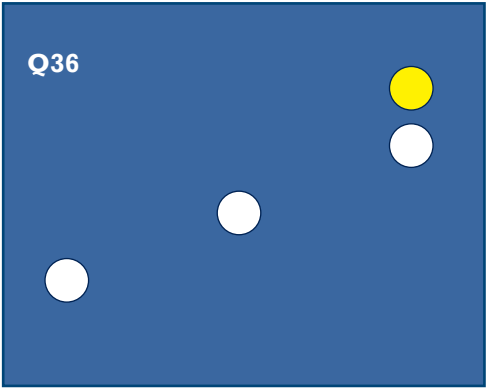
However, if you alter to starboard to keep clear of him, you will be crossing the third vessel's bows – and since you are on his port bow, he would be the stand-on vessel. Turning to starboard would therefore be a dangerous manoeuvre:



You could stop or slow down in order to let them all sort themselves out. You might then choose to come a little bit to port to clear the first vessel's stern:



Q36



a. What is it?
b. What would you hear in fog?

A36

a. A tug and tow, with 2 vessels in tow, viewed from the stern light quadrant on the starboard side.
b. The tug would make a signal (— · ·) every 2 minutes. If the last vessel in the tow is manned, it would follow this with a further signal (— · · ·).

Q37
You are 10 miles offshore on a coastal passage by night in good visibility.

You see, some way from you, a single white light. Name 3 things that it could be?

A37

- A vessel's stern light
- A vessel at anchor
- A masthead light, hull-down
- The working lights of a fishing vessel (this is not in the rules, but in reality a very likely source of the light).
- Dracone under tow.

It might also be a shore light.
I am embarrassed to say that once, when there was an indistinct horizon, I mistook a bright, low altitude star for a ship closing

Q38
You are in fog (again). After a long night on the helm you get your head down, leaving the morning watch to your father-in-law, a retired naval stoker who has recently become a little hard of hearing. Twenty seconds after you drop off, he comes below and gives you a shake, saying that he has heard a fog signal out there. When asked what it was, he says he couldn't say exactly, but it was one of 3 possible signals. Namely:

a. · · · · ·
b. — · · ·
c. · · · · ·

What could the vessel be, and at what interval should each signal be sounded?

A38

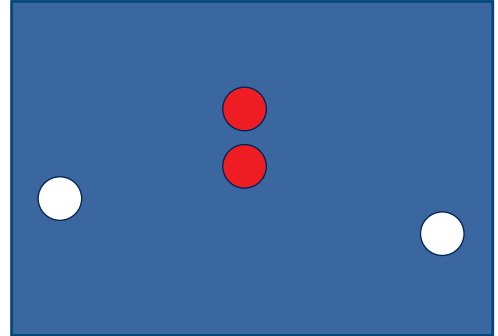
a. It is unlikely to be this one. This is the 'please get out of my way' signal used only when vessels are in sight of each other. Signalled whenever necessary.
b. Could be this. This is the fog signal used by the last vessel in a tow, when manned. It is sounded every 2 minutes, as far as practical immediately after the (— · ·) of the towing vessel.
c. A pilot vessel on pilotage duty. Sounded whenever necessary to identify it as a pilot vessel. It is used in addition to the standard sound signal for the vessel itself.

Q39

- a. What is the difference in the lights shown by a vessel aground and a vessel not under command, not making way?
- b. What is the difference between a cone apex up and a cone apex down?
- c. Name 2 things that show a shape consisting of 2 cones, apex together.

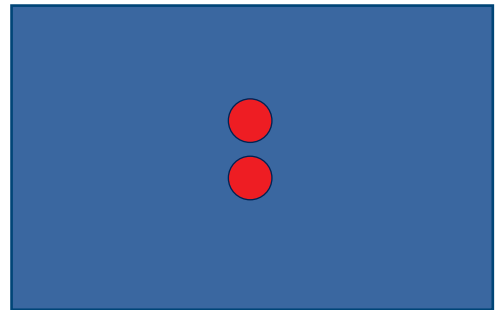
A39

a.



A vessel aground:

A vessel not under command,



not making way:

- b.
 - Cone apex up is a fishing vessel with gear extending more than 150 metres in the direction of the cone.
 - Cone apex down is a sailing vessel manoeuvring under power.
- c.

Q40

In Europe, you are entering harbour (with the flood stream). You see a green buoy.

- a. Which side do you leave it?
- b. What shape is it likely to be?
- c. What numbers will it carry: odd or even?
- d. If you were in the United States, which side would you leave it, would it be odd or even

numbered, and what shape would it be?

A40

- a. To starboard.
- b. Conical.
- c. Odd.
- d. To port ('Red - Right - Returning'). It would also have an odd number and be of a rectangular can shape.

Q41

You own a powerboat and decide to go on holiday down the coast with another family in their boat. Two days into the trip, the other boat reports a major engine problem and asks you to tow him back to your home marina.

- With the tow hitched up, what lights and shapes should you display?
- If this is impractical, what lights may you display?
- How many drinks does he owe you when you get home?

A41

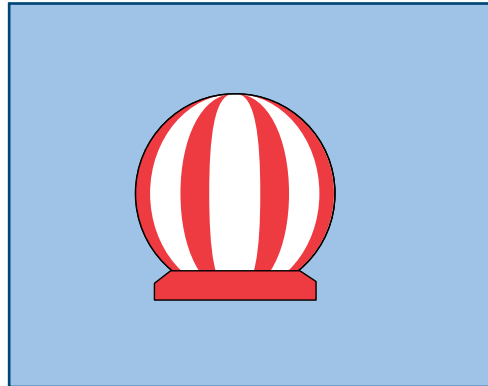
- Unless the tow exceeds 200 m, no shapes. By night, you show standard lights for a power driven vessel plus a second masthead light, directly under the first, and an additional stern light, coloured yellow. He shows side lights and a stern light.
- Do everything possible to indicate the existence of the tow, and in particular illuminate the towline. In this case, you

Q42

- In US waters, when entering harbour, do you keep the green buoys to port or starboard?
- How will you know in the US that you are proceeding from the International COLREGs to the Internal Waters Rules?
- What does a safe water mark look like?

A42

- Port. (Red – Right – Returning.)
- A 'COLREGS Demarcation Line' has been established by the USCG and is generally

**Q43**

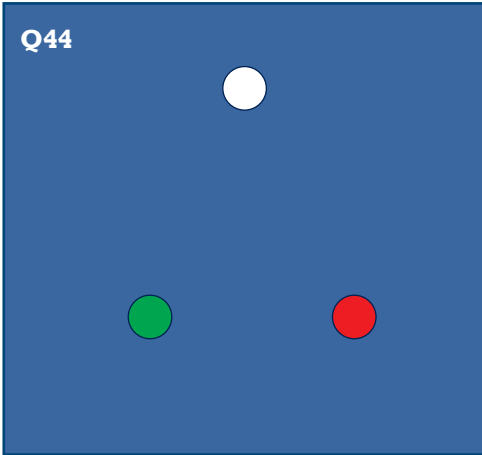
It is thick fog and you are motoring along, keeping an eye on your radar. On the screen there is a vessel approaching you from your starboard quarter – on a steady bearing at green 160. 'No need to alter,' says Dumbo the mate, 'he is the overtaking vessel.'

- Is he right?
- If not, what should you do?
- The debate continues. Eventually, the other vessel emerges from the mist at half a mile's range. What should you do now?

A43

- No. Unless you can see the other vessel, the 'overtaking rule' does not apply.
- This is one occasion when you should alter to port. The rule for restricted visibility says that you shouldn't alter towards a vessel on your beam or abaft it.
- When it does emerge from the mist it becomes the overtaking vessel: you should then stand on and let him take the appropriate action.

Q44



- a. What is it?
- b. How long is it?
- c. Tough question: is there any way it could be longer than this?

A44

- a. A power driven vessel less than 50 metres in length, coming straight at you.
- b. Less than 50 metres in length.
- c. It could be longer than 50 metres: warships, for instance, sometimes show only one masthead steaming light, even when they are longer than 50 metres.

Q45

- a. Can you be arrested for infractions of the rules?
- b. Are you allowed to proceed down a separation lane the wrong way?
- c. Are you allowed to anchor in a narrow channel or fairway?
- d. Or fish?

A45

- a. Yes.
- b. No. The only vessels that are authorised to do this are those engaged in the maintenance of safety of navigation, or those laying, servicing or picking up a submarine cable.
- c. Only *in extremis*. The rules say that vessels ‘...shall, if the circumstances of the case admit, avoid anchoring in a narrow channel or fairway.’
- d. Yes. Vessels may fish but should avoid

Q46

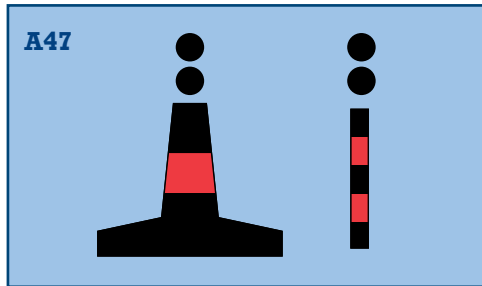
- a. How close to a mine countermeasures vessel can you go?
- b. What lights would it show by night (assuming that it is less than 50 metres in length and engaged in mine clearance operations under way)?
- c. What are the corresponding shapes by day?

A46

- a. 1000 metres when the vessel is engaged in mineclearance operations.
- b. Lights for a power driven vessel. (one masthead steaming light in this case) and 3 all-round green lights: one at the masthead, and one at each yardarm.

Q47

- What is the colour scheme of an isolated danger buoy, including topmarks, lights and shape
- Who must a seaplane give way to (when on the water)?
- Should you show anchor lights in your yacht when you have picked up a buoy?



- Light: group flashing white (2).
No particular shape.
- Everyone. But when in a close quarters situation on the water, it should behave like a power driven vessel.
- Yes, if it will help collision avoidance.

Q48

- Name the 2 sorts of shape that you require on a sailing boat.
- When would you use each one?
- Which is the least embarrassing vessel to run aground in: an 11-metre yacht or a 15-metre yacht?

Q49

- What is the difference between a vessel towing with one additional masthead light, and a vessel towing with two additional masthead lights?
- What additional lights would a lifeboat show?
- What signal can a vessel at anchor make if it is concerned whether another vessel has seen it?

A49

- You have one additional masthead light if the length of the tow is less than 200 metres. You have 2 if it is longer than 200 metres.
- A blue flashing light (when on duty).
- The sound signal (· - ·)

Q50

Spell out the 'hierarchy rule'.

A50

When vessels are in sight of each other, and not counting special rules relating to separation schemes, narrow channels and overtaking, the hierarchy is:

- A vessel RAM, NUC or Constrained By its Draught.
- A vessel fishing
- A sailing vessel
- A power driven vessel