

A vessel towed, or if more than one vessel is towed, the last vessel of the tow, shall, at intervals of not more than 2 minutes, sound 4 blasts in succession, viz., 1 prolonged blast followed by 3 short blasts, provided that this signal is not required when it is impossible to keep the vessel manned.

When practicable, the vessel towed shall make this signal immediately after the signal made by the towing vessel.

(f) A vessel aground in or near a fairway shall give the signal prescribed in paragraph (d), and shall, in addition, give 3 separate and distinct strokes on the bell immediately preceding and following each such signal.

Sailing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals, but, if they do not, they shall make some other efficient sound-signal at intervals of not more than 1 minute.\*

## SPEED OF SHIPS TO BE MODERATE IN FOG, ETC.

### ARTICLE 16

Every vessel shall, in a fog, mist, falling snow, or heavy rain-storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

## STEERING AND SAILING RULES

### *Preliminary—Risk of Collision*

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

### ARTICLE 17

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz.:—

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

\* Dutch steam pilot-vessels, when engaged on their station on pilotage duty in fog, mist, falling snow, or heavy rain-storms are required to make at intervals of 2 minutes at most one long blast with the siren, followed after 1 second by a long blast with the steam whistle and again after 1 second by a long blast on the siren. When not engaged on their station on pilotage duty, they make the same signals as other steamships.