Rule 18 - Responsibilities between vessels

Except where Rules 9, 10 and 13 otherwise require:

(a) A power-driven vessel underway shall keep out of the way of:
   (i) a vessel not under command;
   (ii) a vessel restricted in her ability to manoeuvre;
   (iii) a vessel engaged in fishing;
   (iv) a sailing vessel.

(b) A sailing vessel underway shall keep out of the way of:
   (i) a vessel not under command;
   (ii) a vessel restricted in her ability to manoeuvre;
   (iii) a vessel engaged in fishing.

(c) A vessel engaged in fishing when underway shall, so far as possible, keep out of the way of:
   (i) a vessel not under command;
   (ii) a vessel restricted in her ability to manoeuvre.
Rule 18 - Responsibilities between vessels

(d)  (i) Any vessel other than a vessel not under command or a vessel restricted in her ability to manoeuvre shall, if the circumstances of the case admit, avoid impeding the safe passage of a vessel constrained by her draught, exhibiting the signals in Rule 28.

(ii) A vessel constrained by her draught shall navigate with particular caution having full regard to her special condition.

(e) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with the Rules of this part.

(f)  (i) A WIG craft, when taking off, landing and in flight near the surface, shall keep well clear of all other vessels and avoid impeding their navigation;

(ii) A WIG craft operating on the water surface shall comply with the Rules of this part as a power-driven vessel.
Rule 18 - Responsibilities between vessels

General considerations

Rule 18 determines the privileges each vessel has over the other.

The degree of responsibility depends on the ability of a vessel to take avoiding action.
Rule 18 - Responsibilities between vessels

General considerations

A vessel belongs to a particular category when:
1. she satisfies the conditions of the definitions given in Rule 3
2. she shows the prescribed lights or shapes
Rule 18 - Responsibilities between vessels
Conditio sine qua non

The ship must be used for the purpose she was build and show the corresponding lights or shapes:

- A sailing vessel under sail may not be propelled by machinery
- A fishing vessel must be engaged in fishing activity
- A towing vessel not showing the shapes or lights of a vessel restricted in her ability to manoeuvre is considered as an ordinary power-driven vessel
- A vessel constrained by her draught and not showing the prescribed signals is considered as an ordinary power-driven vessel
Rule 18 - Responsibilities between vessels

Exceptions

Rules 9, 10 and 13 may prescribe otherwise

Rule 9 (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

Rule 9 (c)
A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow passage or fairway
Rule 18 - Responsibilities between vessels

Exceptions

Rules 9, 10 and 13 may prescribe otherwise

Rule 10 (i)
A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane

Rule 10 (j)
A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power driven vessel following a traffic lane
Rule 18 - Responsibilities between vessels

Exceptions

**Rule 18**

*Responsibilities between vessels*

Vessels engaged in fishing may not impede the passage of a vessel which can navigate only in a narrow channel or a traffic separation scheme.
Rule 18 - Responsibilities between vessels

Exceptions

Rules 9, 10 and 13 may prescribe otherwise

Rule 10 (j)
. . . . a sailing vessel shall not impede the passage of a power-driven vessel following a traffic lane.
Rule 18 - Responsibilities between vessels

Exceptions

A sailing vessel may not impede the safe passage of a vessel which can safely navigate only within a narrow channel or fairway or a traffic lane.
Rule 18 - Responsibilities between vessels

Exceptions

Rules 9, 10 and 13 may prescribe otherwise

Rule 13 (a)
Notwithstanding anything contained in the Rules of Part B, Sections I and II, any vessel overtaking any other shall keep out of the way of the vessel being overtaken
Rule 18 - Responsibilities between vessels

Power-driven vessel underway Rule 18 (a)

Except where Rules 9, 10, and 13 otherwise require

A power-driven vessel underway keeps out of the way of:

- A vessel not under command
- A vessel restricted in her ability to manoeuvre
- A vessel engaged in fishing
- A sailing vessel
Rule 18 - Responsibilities between vessels

A power-driven vessel underway Rule 18 (a)

Except where Rules 9, 10, and 13 otherwise require

A power-driven vessel underway keeps out of the way of:

- A vessel not under command
Rule 18 - Responsibilities between vessels

A power-driven vessel underway  Rule 18 (a)

Except where Rules 9, 10, and 13 otherwise require

A power-driven vessel underway keeps out of the way of:

– A vessel restricted in her ability to manoeuvre
Rule 18 - Responsibilities between vessels
A power-driven vessel underway  Rule 18 (a)

Except where Rules 9, 10, and 13 otherwise require

A power-driven vessel underway keeps out of the way of:
- A vessel restricted in her ability to manoeuvre with an obstruction
Rule 18 - Responsibilities between vessels

A power-driven vessel underway keeps out of the way of:
- A vessel engaged in fishing (trailing)

Except where Rules 9, 10, and 13 otherwise require.
Rule 18 - Responsibilities between vessels

A power-driven vessel underway   Rule 18 (a)

Except where Rules 9, 10, and 13 otherwise require

A power-driven vessel underway keeps out of the way of:
- A vessel engaged in fishing other than trailing
Rule 18 - Responsibilities between vessels

A power-driven vessel underway  Rule 18 (a)

A vessel engaged in fishing has a privilege over a power-driven vessel and a sailing vessel.

Rule 18:
Responsibilities between vessels.
Rule 18 - Responsibilities between vessels

A power-driven vessel underway  Rule 18 (a)

Except where rule 9, 10, and 13 otherwise require

A power-driven vessel underway keeps out of the way of:

- A sailing vessel
Rule 18 - Responsibilities between vessels

A power-driven vessel underway  Rule 18 (a)

Rule 18
Responsibilities between vessels

A power-driven vessel shall keep out of the way of a sailing vessel
Rule 18 - Responsibilities between vessels

A power-driven vessel underway  Rule 18 (a)

Rule 18
Responsibilities between vessels

A power-driven vessel shall keep out of the way of a sailing vessel
Rule 18 - Responsibilities between vessels

A sailing vessel underway shall keep out of the way of:

- A vessel not under command
- A vessel restricted in her ability to manoeuvre
- A vessel engaged in fishing

Except where Rules 9, 10, and 13 otherwise require.
Rule 18 - Responsibilities between vessels

Sailing vessel underway     Rule 18 (b)

Except where Rules 9, 10, and 13 otherwise require

The sailing vessel is required to keep out of the way of the vessel restricted in her ability to manoeuvre
The power-driven vessel is not showing the daymarks of a vessel restricted in her ability to manoeuvre.

Rule 18 - Responsibilities between vessels

Sailing vessel underway Rule 18 (b)

Except where Rules 9, 10, and 13 otherwise require

The power-driven vessel must now keep out of the way.
Rule 18 - Responsibilities between vessels

Sailing vessel underway  Rule 18(b)

Except where Rules 9, 10, and 13 otherwise require
A sailing vessel underway shall keep out of the way of:
A vessel engaged in fishing
Rule 18 - Responsibilities between vessels

Vessel engaged in fishing underway     Rule 18 (c)

Except where Rules 9, 10, and 13 otherwise require

A vessel engaged in fishing underway shall, so far as possible, keep out of the way of:

- A vessel not under command
- A vessel restricted in her ability to manoeuvre
Rule 18 - Responsibilities between vessels

Underway   Rule 18 (a) (b) and (c)

The Rules make no distinction between:

a) underway and making way and
b) underway but stopped in the water

A power-driven vessel, a sailing vessel and a vessel engaged in fishing must comply with Rule 18, even when they are stopped in the water.
Example:
A power-driven vessel A arrives at the pilot station and is stopped in order to embark the pilot.

At the same time, vessel B approaches from the starboard side in a crossing situation.

Despite being stopped, vessel A is the give-way vessel in a crossing situation and must keep out of the way of B.
Rule 18 - Responsibilities between vessels

Vessel constrained by her draught  Rule 18(d) (i)

Except where Rules 9, 10, and 13 otherwise require

- Must avoid impeding the safe passage of a vessel constrained by her draught:
  - Any vessel other than:
    - A vessel not under command
    - A vessel restricted in her ability to manoeuvre

- Thus:
  - Power-driven vessels
  - Sailing vessels
  - Vessels engaged in fishing
  - Seaplanes and WIG crafts
Rule 18 - Responsibilities between vessels

Vessel constrained by her draught  Rule 18(d) (ii)

Except where Rules 9, 10, and 13 otherwise require

A vessel constrained by her draught shall navigate with particular caution having full regard to her special condition.

Night
Rule 18 - Responsibilities between vessels

A vessel not under command and a vessel restricted in her ability to manoeuvre have a privilege over:

- A power-driven vessel
- A sailing vessel
- A vessel engaged in fishing
- A deep draught vessel
A sailing vessel has a privilege over:
- A power-driven vessel

A sailing vessel has NO PRIVILEGE over:
- A vessel not under command
- A vessel restricted in her ability to manoeuvre
- A vessel engaged in fishing
- A deep draught vessel
A vessel engaged in fishing has a privilege over:
- Power-driven vessel
- A sailing vessel

A vessel engaged in fishing has NO PRIVILEGE (as far as possible) over:
- A vessel not under command
- A vessel restricted in her ability to manoeuvre
- A deep draught vessel
A vessel engaged in fishing looses her privilege over a power-driven vessel and a sailing vessel when:

- The vessel engaged in fishing is overtaking
- The power-driven vessel or sailing vessel is navigating in:
  - A narrow channel or fairway
  - A traffic separation scheme
- The power-driven vessel is constrained by her draught
A deep draught vessel has a (limited) privileged over:
- Power-driven vessel
- A sailing vessel
- A vessel engaged in fishing

A deep draught vessel has NO PRIVILEGE over:
- A vessel not under command
- A vessel restricted in her ability to manoeuvre
A sailing vessel loses her privilege over a power-driven vessel when:

- The sailing vessel is overtaking
- The power-driven vessel is engaged in fishing
- The power-driven vessel is constrained by her draught
- The power-driven vessel is in a narrow channel or a traffic separation scheme
A sailing vessel has also no privilege over:

- Other sailing vessels engaged in fishing
- Sailing vessel navigating in a narrow channel or fairway
- Vessels not under command
- Vessels restricted in their ability to manoeuvre
- In special circumstances requiring a departure from the Rules
Rule 18 - Responsibilities between vessels

Seaplanes on the water    Rule 18 (e)

Except where Rules 9, 10, and 13 otherwise require

A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation.

In circumstances, however, where risk of collision exists, she shall comply with the Rules of Part II.
Rule 18 - Responsibilities between vessels

WIG craft taking off, landing ..... Rule 18(f) (i)

Except where Rules 9, 10, and 13 otherwise require

A WIG craft when taking-off, landing and in flight near the surface shall keep well clear of all other vessels and avoid impeding their navigation;
Rule 18 - Responsibilities between vessels

WIG craft operating on the water surface

Except where Rules 9, 10, and 13 otherwise require

A Wig craft operating on the water surface shall comply with the Rules of this party as a power-driven vessel.
Rule 18 - Responsibilities between vessels

Typical situations

The passenger ship is overtaking a sailing vessel of abt.20 metres and must keep out of the way.
Rule 18 - Responsibilities between vessels

Typical situations

Power-driven vessel versus vessel restricted in her ability to manoeuvre
Rule 18 - Responsibilities between vessels

Typical situations

Power-driven vessel alters course to starboard
Rule 18 - Responsibilities between vessels

Typical situations

Power-driven vessel is free of vessel restricted in her ability to manoeuvre

Her speed must be slow enough not to hamper the vessel restricted in her ability to manoeuvre
Rule 18 - Responsibilities between vessels

Typical situations

Power-driven vessel is passing abeam, engines on dead slow ahead
Power-drives vessel passed and clear
Rule 18 - Responsibilities between vessels

Typical situations

A power-driven vessel approaching a sailing vessel from her starboard side has given port rudder to pass astern
Rule 18 - Responsibilities between vessels

Typical situations

The privileged vessel is required to keep course and speed in accordance with Rule 17 (a)(i)…

So far as she is able do to so
Rule 18 - Responsibilities between vessels

Typical situations

Small yachts sailing for pleasure and making frequent alterations of course should keep well clear of large power-driven vessels.
When confronted with a sailing vessel, the OOW must be aware of the difference between:

- her course = resultant between
  - her heading and her speed
  - the wind direction and the wind speed

- her heading = the aspect of the ship
Rule 18 - Responsibilities between vessels

Typical situations

- The yacht is propelled by her engine and not by sail
- The fishing vessel is
  a) not engaged in fishing
  b) or not showing adequate dayshapes

Which vessel is the give-way vessel?
What is the best manœuvre?
Why is there no cone with apex downward on the yacht?
Rule 18 - Responsibilities between vessels

Typical situations

A power-driven vessel must keep out of the way of a vessel engaged in fishing

And also keep clear of their nets or gear

1. If the speed of the fishing vessel is slow, the power-driven vessel may pass ahead

2. This course alteration is indicated for a fishing vessel with a high speed: some trawlers may drag their net at 12 knots
Rule 18 - Responsibilities between vessels

Typical situations

The privileged vessel is required to keep course and speed in accordance with Rule 17 (a)(i) … So far as she is able do to so

The nature of her work may make it impossible for the stand-on vessel to keep both course and speed.
A power-driven vessel must also avoid impeding the safe passage of a vessel constrained by her draught and exhibiting the signals prescribed by Rule 28. The expression used is “not to impede” and not “must keep out of the way”.

A vessel complying with Rule 18 (d)(i) must also comply with Rule 8 (f) (i): A vessel required “not to impede the safe passage” must take early action to allow sufficient searoom… AND DO SO BEFORE THE RISK OF COLLISION EXISTS.
... and also **avoid impeding** the safe passage of vessel:
- restricted to a narrow channel (Rule 9 (b))
- following a traffic lane (Rule 10 (j))
- constrained by her draught (Rule 18 (d))
A sailing vessel shall avoid impeding the safe passage of vessel:

- restricted to a narrow channel (Rule 9 b))
- following a traffic lane (Rule 10 (j))
- constrained by her draught (Rule 18 (d))
Rule 18 - Responsibilities between vessels

Typical situations

“… so far as possible”

Some vessels engaged in fishing may be unable to manoeuvre as required by the Rules and keep out of the way of:
− A vessel not under command
− A vessel restricted in her ability to manoeuvre

They are in effect « not under command »

They are in fact themselves, not fully under command or in a way, restricted in their ability to manoeuvre

They are also required to avoid impeding the safe passage of a vessel constrained by her draught (Rule 18 (d) (i))
An aircraft carrier engaged in launching or recovery operations may proceed at relatively high speeds.
Rule 18 - Responsibilities between vessels

Typical situations

Ships engaged in replenishment at sea may speed up to 15 knots
A vessel restricted in her ability to manoeuvre may not be justified in proceeding at high speeds:
• in congested waters
• when approaching yachts,
• when approaching vessels engaged in fishing
• when approaching other low speed vessels
Rule 18 - Responsibilities between vessels

Typical situations

A vessel constrained by her draught is severely restricted in her ability to deviate from the course she is following.
Rule 18 - Responsibilities between vessels

Typical situations

Rule 18(d) (i) also states: …. If the circumstances of the case admit …. 

“not to impede” means take early action before the risk of collision exists:

1. At large distance it may be difficult to distinguish the lights or shapes of a vessel constrained by her draft at sufficient range to enable action to be taken before risk of collision develops

2. At the moment that risk of collision develops, the vessel constrained by her draft must comply with Rule 8 (f)(iii) and with the relevant Steering and Sailing Rule

3. Rule 8 (f)(ii): The vessel required not to impede is not relieved of her obligation when risk of collision exists, but must have full regard to the action which may be required by the Steering and Sailing Rules
According to Rules 18 (d) and 8 (f)(i):

The power-driven vessel A must take early action to allow the safe passage of the other

According to Rule 8 (f)(ii) and (iii):

If the black cylinder is not recognised at long range, so that risk of collision develops:

- the vessel constrained by draft becomes the give-way vessel,
- BUT vessel A must still contribute by her own action to the avoidance of the risk of collision
Vessels constrained by their draught must be aware of the possibility that the other vessels may not take action in sufficient time to avoid risk of collision.
Rule 18 - Responsibilities between vessels

Typical situations

In the vicinity of other vessels, such a vessel is not justified in proceeding at full speed:

• her stopping distance is too large
• her turning ability is too poor
Rule 18 - Responsibilities between vessels

Typical situations

IMO Guidance on the application of Rule 18 (d)

1. A vessel constrained by her draught shall, when risk of collision exists with another vessel in a crossing or head-on situation, apply the relevant Steering and Sailing Rules as a power-driven vessel.

2. She should, when showing the signals prescribed by Rule 28, have her engines ready for immediate manoeuvre and proceed at safe speed as required by Rule 6.
Rule 18 - Responsibilities between vessels

Typical situations

LOCAL REGULATIONS

Rule 1(b) permits special rules to be made for specific areas, which take precedence over the Colregs.

Such rules may be applicable in coastal waters within the territorial limits of a nation.

These special rules may give additional privileges to a vessel constrained by her draught:

She does not become a give-way vessel, and other vessels must then KEEP OUT OF HER WAY.

Consult the Sailing Directions
Rule 18 - Responsibilities between vessels

Typical situations

Situations involving two hampered vessels

Each vessel should take whatever action she can to avoid collision
Hovercrafts and hydrofoils are not classed as seaplanes, but are considered as power-driven vessels. However, it might be considered as good seamanship for them, when proceeding at high speed, to take early action to keep out of the way.
An air-cushion vessel is considered as a power-driven vessel: she must keep out of the way of a fishing vessel.
Rule 18 - Responsibilities between vessels

Typical situations

Air cushion vessels are very susceptible to wind effects:
They may have a drift angle of as much as 45°:
Their navigation lights may give a false indication of the direction of travel