APPENDIX 1:

Relevant rules of the International Regulations for the Prevention of Collisions at Sea (COLREGS)

COLREG 1: APPLICATION

1.1 Rule 1(a) These rules shall apply to all vessels sailing upon the high seas and in all water connected, therewith navigable by seagoing vessels.

1.2 Rule 1(b) Nothing in these rules shall interfere with the operation of special rules made by an appropriate authority for roadstead’s, harbours, rivers lakes or inland waterways connected with the high seas and navigable by seagoing vessels. Such special rules shall conform as closely as possible to these rules.

COLREG 2: RESPONSIBILITY

1.3 Rule 2(a) Nothing in these rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or of the special circumstances of the case.

1.4 Rule 2(b) In construing and complying with these rules due regard shall be had to all dangers of navigation and collision and to any special circumstances including the limitations of the vessels involved, which may make departure from these rules necessary to avoid immediate danger.

COLREG 3: GENERAL DEFINITIONS

1.5 Rule 3(a) The word ‘vessel’ includes every description of water craft, including non-displacement craft and seaplanes, used, or capable of being used as a means of transportation on the water.

1.6 Rule 3(b) The term ‘power drive vessel’ means any vessel being propelled by machinery.

1.7 Rule 3(c) The term ‘sailing vessel’ means any vessel under sail provided that propelling machinery, if fitted, is not being used.

1.8 Rule 3(d) The term ‘vessel engaged in fishing’ means any vessel fishing with nets, lines, trawls or other fishing apparatus which restrict manoeuvrability.
1.9  **NOTE:** Having specific regard to the vessels that navigate within the Haven and around the proposed barrier site. Unless they are actually fishing, or under sail and not using an engine, ALL vessels will comply with the definition (at Rule 3(a)) of being a ‘power driven vessel’ regardless of their operational function when at sea.

1.10 For the avoidance of doubt, wide-boats and narrow boats are regarded as power driven vessels, regardless of their occasional use or itinerant nature, and per Rule 1(a) are obliged to observe the COLREGS and are subject to the responsibilities of mariners as described in COLREG 2. There are no exceptions to this provision.

**COLREG 5: LOOK OUT**

1.11 **Rule 4** Every vessel shall, at all times, maintain a proper lookout by sight and hearing as well as all available means appropriate in the prevailing circumstances and conditions so as to make full appraisal of the situation and of the risk of collision.

**COLREG 6: SAFE SPEED**

1.12 **Rule 6** Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

1.13 In determining a safe speed, the following factors shall be among those taken into account:

1.14 By all vessels:

1.14.1 (i) the state of visibility

1.14.2 (ii) the traffic density, including concentrations of fishing vessels or other vessels

1.14.3 (iii) manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions

1.14.4 (iv) at night the presence of background lights such as social rights backscatter of her own lights

1.14.5 (v) the state of wind, sea and current, and the proximity of navigational hazards.

1.14.6 (vi) to draft in relation to the available depth of water.
COLREG 7: RISK OF COLLISION

1.16 Rule 7(a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine of risk of collision exists. If there is any doubt such risk shall be deemed to exist.

1.17 Rule 7(b) Proper use shall be made of radar equipment is fitted an operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

1.18 Rule 7(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

COLREG 8: ACTION TO AVOID COLLISION

1.19 Rule 8(a) Any action taken to avoid collision shall, if the circumstances of the case admit, be positive, made an ample time and with due regard to the observance good seamanship.

1.20 Rule 8(b) Any alteration of course and/or speed to avoid collision shall, if the circumstances of the case admit, be large enough to be readily apparent to another vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.

1.21 Rule 8(c) if there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarters situation provided it is made in good time, is substantial and does not result in another close quarter situation.

1.22 Rule 8(d) Action taken to avoid collision with another vessel shall be such as the result in passing at a safe distance. The effectiveness of the action shall be carefully checked until the other vessel is finally passed clear.

1.23 Rule 8(e) if necessary to avoid collision will allow more time to assess the situation, and vessel shall slacken speed or take off all way by stopping or reversing the means of propulsion.

COLREG 9: NARROW CHANNELS

1.24 Rule 9(a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway that lies on her starboard side is a safe and practicable.
1.25 Rule 9(b)  A vessel of less than 20 m in length on a sailing vessel shall not impede the passage of the vessel which can safely navigate only within a narrow channel or fairway.

1.26 Rule 9(d)  A vessel shall not cross the narrow channel or fairway such crossing MPs the passage of the vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in rule 34 (d) if in doubt as to the intention of the crossing vessel.

1.27 Rule 9(f)  A vessel nearing a bend on an area of narrow channel fairway and other vessels may be obscured by an intervening instruction shall navigate with particular alertness and caution and shall send the appropriate signal prescribed in rule 34 (e). (See below)

COLREG 16: ACTION BY GIVE WAY VESSELS

1.28 Rule 16  Every vessel which is directed to keep out the way of another vessel shall, so far as possible, take early and substantial action to keep well clear.

COLREG 17: ACTION BY STAND-ON VESSEL

1.29 Rule 17(a)(i)  Where one of two vessels is to keep out of the way of the way, the other shall keep a course and speed.

1.30 Rule 17(a)(i)  The latter vessel may, however, take action to avoid collision by her manoeuvre alone, as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with these rules.

1.31 Rule 17(b)  When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the giveaway vessel alone, she shall take such action as will best aid to avoid collision.

COLREG 34: MANOEUVRING AND WARNING SIGNALS

1.32 Rule 34(e)  A vessel nearing a bend on an area of narrow channel fairway they are other vessels may be obscured by an intervening obstruction shall sound one prolonged blast. Such signal shall be answered with a prolonged blast by any approaching vessel that may be within hearing around the bend or behind the intervening obstruction.