

**A MANUAL ON THE RULE  
OF THE ROAD AT SEA AND  
PRECAUTIONARY AIDS TO  
MARINERS**

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A Manual on the Rule of the Road at Sea and Precautionary Aids to Mariners by Daniel H. Hayne

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PRECAUTIONARY AIDS TO MARINERS

BY  
DANIEL H. HAYNE  
of the Baltimore Bar



SECOND EDITION

Revised and Enlarged

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TO  
MICHAEL JENKINS,  
THE MARINERS' FRIEND, WHOSE WISE PRECEPT  
AND UPRIGHT EXAMPLE HAVE AIDED AND ENCOURAGED THE  
WRITER, THIS LITTLE WORK IS GRATEFULLY  
INSCRIBED.

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## FOREWORD TO SECOND EDITION.

This manual was issued in 1897 for private distribution. It was kindly received and, at the request of those who have used it in practical application, this edition has been issued.

The fullness of this foreword will make the succeeding subjects clearer.

There is no intention to venture upon the broad sea of navigation. This has been well presented in such works as "*Practical Seamanship*," by John Todd and W. B. Whall; "*Know Your Own Ship*," by Walton; "*Bedford's Sailors' Pocket Book*," "*Raper's Practice of Navigation*," "*Practical Methods in Modern Navigation*," by Comte de Miremont; "*Wrinkles in Practical Navigation*" and "*General Utility Tables*" and "*The Danger Angle and Off-Shore Distance Tables*," by S. T. S. Lecky, Master Mariner; the invaluable works of Sir William Thompson (Lord Kelvin); "*American Practical Navigator*," by Nathaniel Bowditch; "*Gill's Text Book on Navigation and Nautical Astronomy*," "*Navigation and Nautical Astronomy and the Theory of Compass Deviations*," by Commander W. C. P. Mulr, U. S. N.; "*Modern Seamanship*," by Captain Austin M. Knight, U. S. N., and others.

Those who incline to a deeper familiarity with navigation and admiralty, in all branches, will find a full bibliography on pages 135-147.

It is impossible to divest the subject of technicality, for the rules are set in a certain professional and legal atmosphere that is inseparable from them. We may try to shorten the explanation and simplify the principles, but we cannot avoid the difficulty nor shirk the problems. Where the text does not undertake to offer detail explanation, reference is made to the works in which the subject is fully explained.

Writing of other complicated branches of navigation with a comprehensiveness born of an analysis as true as the needle to the pole, *Lord Kelvin* recognized the great difficulty in presenting this subject, in these words:

"But there is a danger affecting navigation in all weathers, though with greatest intensity in fogs, which no degree of human skill and conscientiousness can reduce to absolute zero, and that is *collision*."

The most prolific source of marine danger is *collision*. Scarcely a day passes without report of such a disaster, involving loss of life or destruction of property.

Here *marine collision* is the theme, co-ordinated with its related subjects, and treated from a new point of view. Stated in nautical language: Lights are set at old danger points, and some new buoys mark a safe way around. It is assumed that those taking an interest in the subject are familiar with elementary marine conditions, the nomenclature of the sea, and the parts and equipment of the ship.

The entire subject has been reviewed. Notes, derived from the writer's actual observation on shipboard and in litigation during the past twenty-five years, have been tested in practical application and utilized, in order to select and condense the leading precautionary aids relating to collision with as much brevity as clear statement will permit; and effort will be made to systematize and bring under their proper headings the most important practical and judicial aids applied by skilful mariners, and adopted by the courts.

These aids deal mostly with the attitude of the navigator toward the rules and the practice of good seamanship, and are, therefore, primarily aids toward safe conduct. *They are not intended to conflict with or to supplant, but rather to explain, the rules in an endeavor to secure prompt and uniform application of them.*

*No effort is made to re-state or to affect, in the slightest degree, any of the statute rules. The rules themselves may be obtained by application to the respective governmental departments shown in Note opposite page 1; they should first be carefully read and understood as a means of comprehending these aids.*

All precautionary aids apply alike to international, coast, and inland waters, and to the great inland waterways. Without their application the rules themselves are deprived of their effectiveness. *The rules are silent on a great many essential points which must be known and applied to effectually obey them.*

The problems here considered are arising daily on shipboard and, in many instances, are being well met by the resourcefulness of navigators; but one of the main dangers is that they are frequently being solved in *different* ways.

One of the chief requisites towards a clear understanding of what the other vessel will do in conformance to the rule then applying, is *prompt uniformity* (by both vessels) in the method of its application, and freedom from individual caprice. Nowhere is this principle so vitally involved as in the application of the rules to avoid collision. *Uniform* and *prompt* application of the rules is of first importance, in order that A may anticipate what B will do from B's point of view, and vice versa.

*In correctly anticipating what the other vessel will do lies the efficiency of the resourceful and cautious navigator. Experience applied with caution develops this faculty until it becomes apparently intuitive.*

PART I refers briefly to practical precautions relating to the rules of the road, and to certain well considered court-made rules, defining good seamanship, which are applied as rigidly as the navigation rules. These judicial rules are not published