

THE  
RULES OF THE ROAD  
AT SEA.

UNIVERSITY OF TORONTO



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# THE RULES OF THE ROAD AT SEA



COMPRISING THE

REGULATIONS FOR PREVENTING COLLISIONS  
AT SEA, 1910

AND

RULES IN FORCE IN HARBOURS, RIVERS, AND INLAND  
WATERS

WITH

EXPLANATORY NOTES AND OBSERVATIONS

BY

HUBERT STUART MOORE

OF THE INNER TEMPLE, BARRISTER-AT-LAW

AND

NORMAN DUNCAN, M.C.

OF GRAY'S INN AND THE ADMIRALTY COURT, BARRISTER-AT-LAW

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## PREFACE

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THAT three editions of this book have been sold encourages us in the belief that it is really of some use to the shipping community. In the present edition we have endeavoured to collect the Rules relating to collisions, both general and local, in force on the 1st January, 1922, and the legal cases relating thereto.

The first part of the book relating to the Collision Regulations, 1910, has been augmented by the insertion of such of the relevant cases as have been decided since the last edition was published in 1900. The notes to the Rules, which will be found to be in a different type, are intended to assist the mariner in understanding some of the difficult points which arise on the construction of the Rules. Though these notes may be of use to the legal profession, their primary object is to afford to those, who in the course of their calling have to obey the Collision Regulations, a better understanding of their obligations when navigating in the vicinity of other vessels. With regard to the remarks on the different articles of the Regulations, when they are not quotations or deductions from decided cases, we wish to disclaim any intention of being supposed to lay down the law as to their construction. We have merely endeavoured, by the aid of decided cases, to explain each article, and to give a few obvious illustrations of the manner in which they may work or be construed in the future.

Of the Local Rules generally we have only printed so much thereof as seems to be necessary to guide the shipmaster in bringing his vessel to a safe berth in the port. Those Rules

relating to the discharge of cargo, ballast, police, etc., have been omitted. It must not be assumed that the Local Rules here given are exhaustive, and shipmasters visiting waters not covered by these Rules must be prepared accordingly.

The Index is divided into two parts—the first relating exclusively to the Collision Regulations, 1910, the second to the Local Rules. In this latter part we have endeavoured to show at a glance the principal subjects dealt with in each particular set of Rules.

At the end of the book there will be found a King's Printer's copy of the Order in Council of 13th October, 1910, setting out the Collision Regulations now in force, so that whenever it becomes necessary in a court of law to prove formally the Collision Regulations this copy can be given in evidence by virtue of the Documentary Evidence Act, 1868, s. 2 (2).

H. S. M.  
N. D.

6, KING'S BENCH WALK, TEMPLE,  
1922.

# CONTENTS

	PAGE
TABLE OF CASES - - - - -	ix
INTRODUCTION - - - - -	xvii
COLLISION REGULATIONS, 1910 - - - - -	1

## LOCAL RULES:

	PAGE		PAGE
Arundel - - - - -	90	Foss, River - - - - -	229
Avon, River - - - - -	91	Fowey - - - - -	229
Balta Sound, Isle of Unst - - - - -	97	Galway - - - - -	231
Barrow, Harbour and Docks - - - - -	101	Gibraltar - - - - -	232
Barry Docks - - - - -	98	Glasgow Harbour - - - - -	173
Belfast - - - - -	106	Gloucester and Berkeley Canal - - - - -	234
Berehaven - - - - -	108	Grangemouth - - - - -	153
Blyth - - - - -	113	Harwich - - - - -	240
Boston, Lincolnshire - - - - -	116	Heysham - - - - -	244
Bowling, Canal and Harbour - - - - -	153	Holyhead - - - - -	247
Bridgewater Canal - - - - -	299	Hull River - - - - -	251
Bristol Docks - - - - -	94	Humber - - - - -	253
Bristol Port and Harbour - - - - -	91	Inmingham Docks and Jet- ties - - - - -	262
Caledonian Canal - - - - -	119	Ipswich - - - - -	263
Canada, Navigable Waters - - - - -	125	Larne - - - - -	264
Canada, Great Lakes - - - - -	126	Lerwick Harbour - - - - -	265
Cardiff - - - - -	142	Limerick - - - - -	266
Carnarvon, Port of - - - - -	152	Littlehampton, Port of - - - - -	90
Carron River - - - - -	153	Londonderry - - - - -	267
Castle Bay, Isle of Barya - - - - -	161	Manchester and Salford Junc- tion Canal - - - - -	299
Chatham - - - - -	162	Maryport - - - - -	270
Clyde, Firth of - - - - -	169	Medway - - - - -	272
Clyde, River - - - - -	173	Mersey, River and Approaches - - - - -	285
Coleraine, Port and Harbour - - - - -	185	Mersey and Irwell Navigation - - - - -	299
Cork - - - - -	187	Methil Harbour - - - - -	302
Cowes - - - - -	194	Milford Haven - - - - -	326
Cromarty - - - - -	197	Newhaven - - - - -	302
Danube - - - - -	202	Newport, Mon. - - - - -	305
Dartmouth - - - - -	213	Newry Navigation - - - - -	312
Deptford - - - - -	214	Orwell, River - - - - -	263
Dover - - - - -	214	Ouse (Lower) Improvement - - - - -	314
Dublin - - - - -	219	Ouse (Upper) Navigation - - - - -	323
Falmouth - - - - -	223	Pembroke - - - - -	326
Fleetwood-on-Wyre - - - - -	225		
Forth and Clyde Canal - - - - -	155		

Local Rules—*continued* :

	PAGE		PAGE
Piel Harbour - - -	101	Suez Canal - - -	531
Plymouth - - -	331	Sulina, Port of - - -	202
Poole Harbour - - -	346	Suir, River - - -	403
Portishead Dock - - -	96	Sunderland, Port of (River Wear) - - -	404
Portland - - -	347	Swansea Harbour - - -	406
Portsmouth - - -	354	Thames, Lower - - -	413
Port Talbot - - -	372	Thames, Upper - - -	435
Preston, Port of (River Ribble)	365	Trent - - -	449
Queenstown - - -	375	Tyne - - -	452
Ramsgate Harbour - - -	377	United States, Inland Waters	465
Rosyth - - -	379	United States, Great Lakes -	491
Runcorn and Weston Canal -	299	United States, Western Rivers	498
Ryde - - -	383	Warkworth Harbour - - -	512
Scapa Flow - - -	384	Waterford - - -	514
Scheldt, Belgian Waters of -	387	Weaver Navigation - - -	519
Sharpness Dock - - -	234	Whitby - - -	524
Sheerness - - -	162	Windermere - - -	525
Shoreham (Sussex) - - -	397	Wisbech - - -	529
Southampton - - -	399		

## TABLE OF CASES

	PAGE
ABERDONIAN, The, [1910] P. 225; 11 Asp. M. C. 393; 79 L. J. P. 89; 102 L. T. 543	81
Admiralty Commissioner <i>v. ss. Volute</i> , [1922] 1 A. C. 129; 9 Ll. L. Rep. 439	xx, 87
Agra, The (1867), L. R. 1 P. C. 501; 36 L. J. Ad. 16; 16 L. T. 755; 16 W. R. 735; 4 Moo. P. C. C. (N. S.), 435	77
Albano, The, [1907] A. C. 193; 10 Asp. M. C. 365; 96 L. T. 335; 76 L. J. P. C. 33; 23 T. L. R. 344	60, 61, 65
Albis, The (1895), 8 Asp. M. C. 92; 73 L. T. 664	54
Algol, The, [1918] P. 7; 14 Asp. M. C. 323; 87 L. J. P. 7; 119 L. T. 151; 34 T. L. R. 85	78
American and Syria, The (1874), 2 Asp. M. C. 350; L. R. 6 P. C. 127; 43 L. J. Ad. 30; 22 W. R. 927; 31 L. T. 42; L. R. 4 A. & E. 226; 6 L. R. P. C. 127	10
Ancona, The, [1915] P. 200; 84 L. J. P. 183	423
Andalusian, The (1877), 2 P. D. 231; 46 L. J. Ad. 77	87
Ann Caroline, The (1865), 2 Mar. Law Cas. 208; 2 Wall 538; 12 L. T. 240	56
Annie, The, [1909] P. 176; 11 Asp. M. C. 213; 100 L. T. 415; 78 L. J. P. 81	55, 56
Annot Lyle, The (1886), 6 Asp. M. C. 50; 11 P. D. 114; 55 L. J. Ad. 62; 55 L. T. 576; 34 W. R. 647	84
Anselm, The, [1907] P. 151; 97 L. T. 16; 10 Asp. M. C. 257, 438; 76 L. J. P. 54	xxiii, 1, 79, 80
Aras, The, [1907] P. 28; 10 Asp. 358; 76 L. J. P. 37; 96 L. T. 95	51
Argo, The (1900), 9 Asp. M. C. 74; 82 L. T. 602	8
Aristocrat, The, [1908] P. 9; 10 Asp. M. C. 567; 77 L. J. P. 57; 97 L. T. 838	80, 81
Ashton, The, [1905] P. 21; 10 Asp. M. C. 88; 92 L. T. 811; 74 L. J. P. 28	61, 69, 74, 257
Assaye, The, [1905] P. 289; 10 Asp. M. C. 183; 94 L. T. 102; 74 L. J. P. 145	74
Athena, The (1921), 9 Ll. L. Rep. 216	60, 66
Atherton, The (1921), 9 Ll. L. R. 52	418
Aurora, The (1861), Lush. 327	5, 82
Banshee, The (1887), 6 Asp. M. C. 221; 57 L. T. 841	2, 73
Batavier, The, [1845] 2 W. Rob. 407; 10 Jur. 19	83
Batavier, The, [1854] 9 Moo. P. C. 286	85
Bayramento, The, (1920) 5 Ll. L. Rep. 272	394
Bellanoeh, The, [1907] P. 170; [1907] A. C. 269; 10 Asp. M. C. 483; 97 L. T. 315; 76 L. J. P. 83, 160	16, 37, 65, 79, 80
Bellerophon, H.M.S. (1875), 3 Asp. M. C. 58; 44 L. J. Ad. 7; 33 L. T. 412	86
Benalla, The (1921), 8 Ll. L. Rep. 415	51
Benares, The (1883), 9 P. D. 16; 5 Asp. M. C. 51, 171; 53 L. J. Adm. 2; 49 L. T. 702; 32 W. R. 268	76
Bernard Hall, The (1902), 9 Asp. M. C. 300; 71 L. J. Ad. 72; 86 L. T. 658	48
Beryl, The (1884), 9 P. D. 4, 137; 49 L. T. 748; 5 Asp. M. C. 193, 321; 32 W. R. 648; 53 L. J. Ad. 75; 51 L. T. 554; 33 W. R. 191	70
Beta, The (1884), 9 P. D. 134; 51 L. T. 154; 33 W. R. 190; 5 Asp. M. C. 276	45
Bittern, The, Shipping Gazette, 2nd April, 1908	43
Blue Bell, The, [1895] P. 242; 7 Asp. M. C. 601; 64 L. J. Ad. 71; 72 L. T. 540	74, 420

	PAGE
Breadalbane, The (1881), 7 P. D. 186; 46 L. T. 204; 4 Asp. M. C. 505	36, 54
Brig Byron, The (1879), 2 New South Wales L. R. Ad. 1	3
Britannia, The, [1905] P. 98; 10 Asp. M. C. 65; 92 L. T. 634; 74 L. J. P. 46	49, 50
Bromsgrove, The, [1912] P. 183; 82 L. J. P. 2; 12 Asp. M. C. 196; 106 L. T. 815	442
Broomfield, The (1905), 10 Asp. M. C. 194; 94 L. T. 109	3, 4, 60, 63
Buckhurst, The (1881), 6 P. D. 152; 4 Asp. M. C. 484; 51 L. J. Ad. 10; 46 L. T. 108; 30 W. R. 232	4, 17, 37
Byron, The Brig (1879), 2 New South Wales L. R. Ad. 1	3
Bywell Castle, The (1879), 4 P. D. 219; 4 Asp. M. C. 207; 41 L. T. 747; 28 W. R. 293	87
C. M. Palmer and Larnax, The (1873), 2 Asp. M. C. 95; 29 L. T. 120; 21 W. R. 702	5, 82
C. S. Butler, The (1874), L. R. 4 A. & E. 238; 2 Asp. M. C. 408; 31 L. T. 549; 23 W. R. 113	xxiii, 88
Cachapool, The (1881), 7 P. D. 217; 4 Asp. M. C. 502; 46 L. T. 171	87
Calgarth, The, Shipping Gazette, 2nd November, 1906	80
Campania, The, [1901] P. 289; 9 Asp. M. C. 151, 177; 70 L. J. Ad. 101; 84 L. T. 673	47
Canadian Raider, The (1921), 9 Ll. L. R. 477	142
Cap Vert, The (1920), 5 Ll. L. Rep. 269	3
Carlotta, The, [1899] P. 223; 8 Asp. M. C. 544; 68 L. J. Ad. 87; 80 L. T. 664	2, 12, 44, 88
Castleventry, The, Shipping Gazette, 16th April, 1904	43
Cathay, The (1899), 9 Asp. M. C. 35; 81 L. T. 391	68
Cayser v. Carron Co. (1884), 9 A. C. 873; 5 Asp. M. C. 371; 54 L. J. Ad. 18; 52 L. T. 361; 33 W. R. 281	186, 427, 444
Ceto, The (1889), 14 A. C. 670; 62 L. T. 1; 6 Asp. M. C. 479	70
Ceylon, The, [1920] P. 187; 2 Ll. L. Rep. 469; 89 L. J. P. 173; 123 L. T. 681; 15 Asp. M. C. 100; 36 T. L. R. 419	xxiii, 2
Challenge and Duc d'Aumale, The, [1904] P. 41; [1905] P. 198—C. A.: 10 Asp. M. C. 105; 93 L. T. 390; 74 L. J. P. 55	48, 49
City of Berlin, The, [1908] P. 110; 11 Asp. M. C. 4; 98 L. T. 298; 77 L. J. P. 76	53, 58, 86
City of Brooklyn, The (1876), 1 P. D. 276; 3 Asp. M. C. 230; 34 L. T. 932; 24 W. R. 1056	85
City of Delhi, The (1887), 6 Asp. M. C. 269; 58 L. T. 531	429
City of London, The (1857), Swab. 245, 300; 11 Moo. P. C. 307; 5 W. R. 678	5
Clutha Boat 147, The, [1909] P. 36; 11 Asp. M. C. 199; 100 L. T. 198; 78 L. J. P. 41	420
Clydach, The (1884), 5 Asp. M. C. 336; 51 L. T. 668	73
Cockatrice, The, [1908] P. 182; 11 Asp. M. C. 50; 98 L. T. 728; 77 L. J. P. 74	34
Constantia, The (1889), 6 Asp. M. C. 478; 62 L. T. 236; 38 W. R. 272	43, 82
Corinthian, The, [1909] P. 260—C. A.; 11 Asp. M. C. 208, 264; 100 L. T. 411; 101 L. T. 265; 78 L. J. P. 121	80, 81
Counsellor, The, [1913] P. 70; 82 L. J. P. 72	45, 52
Crawford v. Granite City S. S. Co. (1906), 43 Se. L. R. 732; 8 F. 1013	49
Cupica, The, [1919] P. 122; 88 L. J. P. 152	3
Curran The, [1910] P. 184; 11 Asp. M. C. 449; 79 L. J. P. 83; 102 L. T. 640	44
Dalton, The (1921), 8 Ll. L. R. 72	433
Devonian, The, [1901] P. 221; 9 Asp. M. C. 158, 179; 70 L. J. Ad. 66; 84 L. T. 675; 49 W. R. 665	10

	PAGE
Dordogne, The (1884), 10 P. D. 6; 5 Asp. M. C. 328; 54 L. J. Ad. 29; 51 L. T. 650; 33 W. R. 360	46
Drake, H.M.S., [1919] P. 362; [1921] 1 A. C. 556—H. L.; 6 Ll. L. Rep. 375; 14 Asp. M. C. 554	13, 15, 16
Duc d'Aumale, The Challenge and, [1904] P. 41; [1905] P. 198—C. A.; 10 Asp. M. C. 105; 74 L. J. P. 55; 93 L. T. 390	48, 49
Duke of Buccleuch, The (1889), 15 P. D. 86; [1891] A. C. 310; 7 Asp. M. C. 68—H. L.; 65 L. T. 422	7, 8
Dunelm, The (1884), 9 P. D. 164; 5 Asp. M. C. 304; 32 W. R. 970; 53 L. J. Ad. 81; 51 L. T. 214	37
Earl Wemyss, The (1889), 6 Asp. M. C. 364, 407; 61 L. T. 289	55, 68
Echo, The, [1917] P. 132; 14 Asp. M. C. 142; 86 L. J. P. 121; 117 L. T. 345	65
Ellerman Lines, Ltd. v. Clyde Navigation Trustees, [1911] S. C. 122	175
Elswick Park, The, [1904] P. 76; 9 Asp. M. C. 481	89
Elysia, The, [1912] P. 152; 12 Asp. M. C. 198; 81 L. J. P. 104; 106 L. T. 896; 28 T. L. R. 376	10, 44, 81
Emperor and Zephyr, The (1864), Holt's Rule of Road 24; 12 W. R. 890	5
Esk and Gitana, The (1869), L. R. 2 A & E. 350; 38 L. J. Ad. 33; 20 L. T. 587; 17 W. R. 1064	4, 5, 17, 37, 419
Etna, The, [1908] P. 269; 11 Asp. M. C. 30; 98 L. T. 424; 77 L. J. P. 138	xxii, 69, 78
Excelsior, The (1868), L. R. 2 A. & E. 268; 37 L. J. Ad. 54; 9 L. T. 87	85
Ezardian, The, [1911] P. 92; 11 Asp. M. C. 602; 80 L. J. P. 81; 104 L. T. 400	261
Faedrelandet, The, [1895] P. 205; 8 Asp. M. C. 1; 72 L. T. 650; 64 L. J. Ad. 122	4, 16, 37
Falkland and Navigator, The (1863), Br. & Lush, 204; 1 Moo. P. C. N. S. 379; 9 Jur. N. S. 1113; 9 L. T. 1	73
Fancy, The, [1917] P. 13; 13 Asp. M. C. 603; 86 L. J. P. 38; 116 L. T. 224; 33 T. L. R. 153	62
Fanny M. Carvill, The (1875), 2 Asp. M. C. 478, 565; L. R. 4 A. & E. 417, 422; 44 L. J. Ad. 1, 34; 13 A. C. 455, n.; 32 L. T. 646	7, 8
Farragut, The Lake, [1921] P. 305; 7 Ll. L. Rep. 131; 90 L. J. P. 369	420, 424
Fire Queen, The (1887), 12 P. D. 147; 6 Asp. M. C. 146; 56 L. J. Ad. 90; 57 L. T. 312; 36 W. R. 15	xxiii
Franconia, The (1876), 2 P. D. 8; 3 Asp. M. C. 295; 35 L. T. 721; 25 W. R. 197	68, 73
Frankfort, The, [1910] P. 50; 11 Asp. M. C. 326; 79 L. J. P. 49; 101 L. T. 664	80, 317
Friedrich, The (1868), L. R. 2. P. C. 25	77
Gannet, The, [1899] P. 230—C. A., [1900] A. C. 234; 9 Asp. M. C. 43; 69 L. J. Ad. 49—H. L.; 82 L. T. 329	38
Gardner, Locket & Hinton, Ltd. v. Doe, [1906] 2 K. B. 171	438
Geelong, The, Shipping Gazette, 5th March, 1908	44
General Manoury, The (1920), 5 Ll. L. Rep. 309	51
George Arkle, The (1861), Lush. 382	4
George Roper, The (1883), 8 P. D. 119; 5 Asp. M. C. 134; 52 L. J. Ad. 69; 49 L. T. 185; 31 W. R. 953	87
Gormanic The, <i>The Times</i> , 22nd February, 1896	47
Gladys, The, [1910] P. 13; 11 Asp. M. C. 352; 79 L. J. P. 5; 101 L. T. 720; 26 T. L. R. 66	4, 34, 63
Glamorganshire, The (1888), 13 A. C. 454; 6 Asp. M. C. 344; 59 L. T. 572	18, 19
Glengariff, The, [1905] P. 106; 10 Asp. M. C. 103; 93 L. T. 281; 74 L. J. P. 90	74, 192

Gosling v. Newton, [1895] 1 Q. B. 793; 7 Asp. M. C. 587; 72 L. T. 500; 43 W. R. 559	433
Grovehurst, The, [1910] P. 316; 11 Asp. M. C. 440; 79 L. J. P. 124; 103 L. T. 239	33, 34, 62, 68, 76, 77
Guildhall, The, [1908] P. 29; [1908] A. C. 159; 16 Asp. M. C. 585; 77 L. J. P. 52, 113	427, 443
Gulf of Suez, The, [1921] P. 318; 7 Ll. L. Rep. 159; 37 T. L. R. 60; 704 Asp. M. C.; 90 L. J. P. 321; 125 L. T. 653	61, 79, 291
Gustafsberg, The, [1905] P. 10; 10 Asp. M. C. 61; 92 L. T. 630; 74 L. J. P. 42	74
Harberton, The, [1913] P. 149; 12 Asp. M. C. 342; 83 L. J. P. 20; 108 L. T. 735; 29 T. L. R. 490	423
Hare, The, [1904] P. 331; 9 Asp. M. C. 547; 90 L. T. 323; 73 L. J. P. 47	2, 49
Harvest, The (1886), 11 P. D. 14, 90; 6 Asp. M. C. 5; 55 L. J. Ad. 35	457
Hassel, The, [1919] P. 116, 355; 14 Asp. M. C. 551; 89 L. J. P. 1—C. A.; 122 L. T. 501—C. A.	23
Hawthornbank, The, [1904] P. 120; 9 Asp. M. C. 535; 90 L. T. 293; 73 L. J. P. 18	13
Hazelmere, The, [1911] P. 69; 11 Asp. M. C. 536; 103 L. T. 890; 80 L. J. P. 25	70, 77, 98
Henry Morton, The (1874), 2 Asp. M. C. 466; 31 L. T. 859	457
Henry Morton, The, Shipping Gazette, 9th April, 1908	79
Hero, The, [1911] P. 128; [1912] A. C. 300; 12 Asp. M. C. 10, 108; 80 L. J. P. 66; 81 L. J. P. 26; 27 T. L. R. 398; 28 T. L. R. 216; 105 L. T. 87; 106 L. T. 82	xxii, 78, 80
Hibernia, The (1874), 2 Asp. M. C. 451; 31 L. T. 805; 24 W. R. 60	83
Highgate, The (1890), 6 Asp. M. C. 512; 62 L. T. 841	64, 65
Highland Loch, The, [1911] P. 261; [1912] A. C. 312; 12 Asp. M. C. 68, 106; 81 L. J. P. 30; 106 L. T. 81; 28 T. L. R. 213	87
Huntsman, The (1911), 11 Asp. M. C. 606; 104 L. T. 464	66
Iliona, The v. Le Nord (1921), 8 Ll. L. Rep. 199	218
Independence, The (1861), 14 Moo. P. C. 103; 4 L. T. 563; 9 W. R. 582; Lush. 270	63, 77
Independence, The v. G.E.R. Co. (1920), 5 Ll. L. Rep. 37	394
Indian, The (1865), 2 Mar. Law Cas. 217; 12 L. T. 586	84
Ingomar, The (1920), 5 Ll. L. Rep. 182	423
Jane Bacon, The (1878), 27 W. R. 35	83
Jennie S. Barker, The (1875), 3 Asp. M. C. 42; L. R. 4 A. & E. 456; 44 L. J. Ad. 20; 33 L. T. 318	3, 4, 63
Jessie and Zaanland, The, [1917] P. 138; 14 Asp. M. C. 139; 117 L. T. 342; 33 T. L. R. 367; 86 L. J. P. 108	84
John Hollway, The, [1900] P. 37; 9 Asp. M. C. 36; 69 L. J. Ad. 15; 81 L. T. 726	427
John O'Scott, The, [1897] P. 64; 8 Asp. M. C. 235; 66 L. J. Ad. 47; 76 L. T. 222	457
J. R. Hinde, The, [1892] P. 231; 7 Asp. M. C. 257; 61 L. J. Ad. 91; 67 L. T. 832	438
Juno, The (1894), 7 Asp. M. C. 506; 71 L. T. 341	83, 86, 428
Kaiser Wilhelm der Grosse, The, [1907] P. 36, 259; 10 Asp. M. C. 361, 504; 97 L. T. 366; 76 L. J. P. 138	60, 74
Karamea, The, [1920] P. 314; [1921] P. 76—C. A.; [1922] 1 A. C. 68— H. L.; 2 Ll. L. Rep. 584; 5 Ll. L. Rep. 253—C. A.; 9 Ll. L. Rep. 375—H. L.; 15 Asp. M. C. 318; 124 L. T. 653; 126 L. T. 417—H. L.; 37 T. L. R. 174; 38 T. L. R. 161—H. L.	61, 79

	PAGE
Kennet, The, [1912] P. 114; 12 Asp. M. C. 120; 81 L. J. P. 82; 105 L. T. 880	86, 422, 427
Kepler, The (1875), 2 P. D. 40	85
Khediye and Voorwaarts, The, [1880] 5 A. C. 876; 4 Asp. M. C. 360; 43 L. T. 610; 52 L. J. Ad. 1; 29 W. R. 173	70, 77, 85
King Alfred, H.M.S., [1914] P. 84; 12 Asp. M. C. 401; 83 L. J. P. 61; 109 L. T. 956; 30 T. L. R. 102	78
King's County, The (1904), 20 T. L. R. 202	73
Kjobenhavn, The (1874), 2 Asp. M. C. 213; 30 L. T. 136	82, 84
Knaresbro, The (1900), Shipping Gazette, 10th November [1907] P. 38 n.	74
Koning Willem I., The, [1903] P. 114; 9 Asp. M. C. 425; 88 L. T. 807; 72 L. J. P. 28	44, 50
Koning Willem II., The, [1908] P. 125; 10 Asp. M. C. 591	67
Lake Farragut, The, [1921] P. 305; 7 Ll. L. Rep. 131; 90 L. J. P. 369	420, 424
Lake St. Clair and Underwriter, The (1877), 2 A. C. 389; 3 Asp. M. C. 361; 36 L. T. 155	68
Lancashire, The (1874), 2 Asp. M. C. 202; L. R. 4 A. & E. 198; 29 L. T. 927	83
La Plata, The (1857), Swab. 220, 298	83, 86
Larnax and C. M. Palmer, The (1873), 2 Asp. M. C. 95; 2 L. T. 120; 21 W. R. 702	-5, 82
Leopold de Belgique, Prince, The, [1909] P. 103; 11 Asp. M. C. 203; 100 L. T. 201; 78 L. J. P. 57	62, 74, 75, 85, 408
Leverington, The (1886), 11 P. D. 117; 6 Asp. M. C. 7; 55 L. J. Ad. 78; 55 L. T. 386	61, 74, 142
Libra, The (1881), 6 P. D. 139; 4 Asp. M. C. 439; 45 L. T. 161	427, 444
Lidskjalf, The (1856), Swab. 117	84
Llanelly, The, [1914] P. 40; 12 Asp. M. C. 485; 83 L. J. P. 37; 110 L. T. 269; 30 T. L. R. 154	61, 291
London School Board v. Lardner, <i>The Times</i> , 20th February, 1884	xx
Longnewton, The (1888), 6 Asp. M. C. 302; 59 L. T. 260	442
Loredano, The, [1922] P. 209	xxiv
Main, The (1886), 11 P. D. 132; 6 Asp. M. C. 37; 55 L. J. Ad. 70; 55 L. T. 15; 34 W. R. 678	35
Mangerton, The (1856), Swab. 120; 2 Jur. N. S. 620	53
Margaret, The (1884), 9 P. D. 47; 9 A. C. 873; 5 Asp. M. C. 137, 204, 371; 54 L. J. Ad. 18; 52 L. T. 361	186, 427, 444
Margaret, The (1881), 6 P. D. 76; 4 Asp. M. C. 276, 375; 50 L. J. Ad. 3, 67	428
Mary Hounsell, The (1879), 4 P. D. 204; 4 Asp. M. C. 101; 48 L. J. Ad. 54; 40 L. T. 368; 28 W. R. 140	18
Meanatchy, The, [1897] A. C. 351; 66 L. J. P. C. 92	85
Mellona, The (1847), 3 W. Rob. 7	83
Mendip Range v. Radcliffe (H.M.S. Drake), [1921], 1 A. C. 556; 15 Asp. M. C. 242; 6 Ll. L. Rep. 375; 90 L. J. P. 209; 124 L. T. 706; 37 T. L. R. 474	13, 15, 16
Merchant Prince, The (1885), 10 P. D. 139; 5 Asp. M. C. 520; 53 L. T. 914; 54 L. J. Ad. 79; 34 W. R. 231	-5, 38
Merthyr, The (1898), 8 Asp. M. C. 475; 79 L. T. 676	44, 48, 71
Milanese, The (1881), 4 Asp. M. C. 318, 438; 43 L. T. 107	42
Minnie, The, [1894] P. 336; 7 Asp. M. C. 521; 71 L. T. 715	74
Molière, The, [1893] P. 217; 7 Asp. M. C. 364; 62 L. J. Ad. 102; 69 L. T. 263; 1 The Reports 639	71

	PAGE
Monte Rosa, The, [1893] P. 23; 7 Asp. M. C. 326; 62 L. J. Ad. 20; 68 L. T. 299	438
Mourne, The, [1901] P. 68; 9 Asp. M. C. 155; 70 L. J. Ad. 7; 83 L. T. 748	65, 80
Nador, The, [1909] P. 300; 11 Asp. M. C. 283; 100 L. T. 1007; 78 L. J. P. 106	44
Nerano v. Dromedary, The (1895), 22 R. 237	173
New Pelton, The, [1891] P. 258; 7 Asp. M. C. 81; 60 L. J. Ad. 78; 65 L. T. 494	422, 442
Ngapoota, The, [1897] A. C. 391; 66 L. J. P. C. 88	275
N. Strong, The, [1892] P. 105; 7 Asp. M. C. 194; 67 L. T. 299	42
Oceano, The (1878), 3 P. D. 60	60
Odessa, The (1882), 4 Asp. M. C. 493; 46 L. T. 77	427, 443
Olympic, and H.M.S. Hawke, The, [1913] P. 214—C. A.; [1915] A. C. 385; 12 Asp. M. C. 580; 83 L. J. P. 113; 112 L. T. 49; 31 T. L. R. 54	59
Oporto, The, [1897] P. 249; 8 Asp. M. C. 213; 66 L. J. Ad. 49; 75 L. T. 599	74
Oravia, The, [1905] 10 Asp. M. C. 434; 97 L. T. 523	42, 49
Orduna, The, [1921] 1 A. C. 250; 10 Asp. M. C. 100, 434, 525; 5 Ll. L. Rep. 241; 90 L. J. P. 67—H. L.; 150 L. T. Jo. 356	59, 66
Ornen, The (1900), Court of Appeal, 23rd January (1910), 79 L. J. P. 23 n.	66
Ovingdean Grange, The, [1901] P. 127; [1902] P. 208—C. A.; 9 Asp. M. C. 242, 295; 71 L. J. Ad. 105; 87 L. T. 15	427
Owen Wallis, The (1874), 2 Asp. M. C. 206; L. R. 4 A. & E. 175; 30 L. T. 41; 43 L. J. Ad. 36	426, 443
Owl, The v. Ariadne, The (1881), 9 R. 118	173
P. Caland, The, [1892] P. 191; [1893] A. C. 207; 7 Asp. M. C. 83, 206, 317; 68 L. T. 469; 62 L. J. Ad. 41	13
Pacific, The (1884), 9 P. D. 124; 5 Asp. M. C. 263; 51 L. T. 127; 33 W. R. 124; 53 L. J. Ad. 67	36, 85
Palatine, The (1872), 1 Asp. M. C. 468; 27 L. T. 631	64, 69, 426, 443
Patriotto and Rival, The (1860), 2 L. T. 301	84
Patroclus, The (1888), 13 P. D. 54; 6 Asp. M. C. 285; 58 L. T. 774; 36 W. R. 928	38
Paul, St., The, [1908] P. 320; [1909] P. 43—C. A.; 11 Asp. M. C. 152, 169; 100 L. T. 184; 78 L. J. P. 1	42, 45, 81
Pekin, The, [1897] A. C. 532; 8 Asp. M. C. 367; 77 L. T. 443	60
Pennsylvania, The (1870), 2 Asp. M. C. 378; 23 L. T. 55; 3 Mar. Law Cas. 477	34
Philadelphian, The, [1900] P. 45, 262; 9 Asp. M. C. 38, 72; 69 L. J. Ad. 31; 81 L. T. 728; 48 W. R. 431	38
Pieton, The, [1910] P. 46; 11 Asp. M. C. 358; 79 L. J. P. 53; 101 L. T. 917	34, 35
Pitgaveney, The, [1910] P. 215; 11 Asp. M. C. 429; 79 L. J. P. 65; 103 L. T. 47; 26 T. L. R. 473	4, 33, 34, 63, 76, 77
Plata, La, The (1857), Swab. 220, 298	83, 86
President Lincoln, The, [1911] P. 248; 12 Asp. M. C. 41; 81 L. J. P. 5; 105 L. T. 442	53
Prince Leopold de Belgique, The, [1909] P. 103; 11 Asp. M. C. 203; 100 L. T. 201; 78 L. J. P. 57	62, 74, 75, 85, 408
Priscilla, The (1870), L. R. 3 A. & E. 125; 1 Asp. M. C. 468; 23 L. T. 566	56, 73
Pyrrhus, The (1921), 8 Ll. L. R. 216	429
Ragnhild, The, [1911] P. 254; 12 Asp. M. C. 44; 81 L. J. P. 1; 105 L. T. 446	33, 62, 68

	PAGE
Raithwaite Hall, The (1874), 2 Asp. M. C. 210; 30 L. T. 233	xviii, xix, 457
Ralph Creyke, The (1886), 6 Asp. M. C. 19; 55 L. T. 155	- 261
Ranger, The (1872), L. R. 4 P. C. 519; 1 Asp. M. C. 484; 27 L. T. 769;	
9 Moo. P. C. N. S. 352; 21 W. R. 273	- 60
Ranza, The, Shipping Gazette, 13th December, 1898; 79 L. J. P. 21	- 66
Ravenna, The, [1918] P. 26, 297; 87 L. J. P. 215—C. A.	- 67, 74
Red Cross, The (1907), 10 Asp. M. C. 521; 97 L. T. 610	- 61, 143
Reg. v. Barrett (1846), 2 C. & K. 343	- xx
Reg. v. Haines (1847), 2 C. & K. 368	- xx
Reg. v. Spence (1846), 1 Cox C. C. 352	- xx
Reiher, The (1881), 4 Asp. M. C. 478; 45 L. T. 767	- 36
Rex v. Allen (1835), 7 Car. & P. 153	- xx
Rhein, The (1902), 9 Asp. M. C. 278	- 442
Rhondda, The (1883), 8 A. C. 549; 5 Asp. M. C. 114; 49 L. T. 210	- 73
Ripon, The (1885), 10 P. D. 65; 5 Asp. M. C. 365; 52 L. T. 438; 54 L. J.	
Ad. 56; 33 W. R. 659	- xxiii
Rival and Patriotto, The (1860), 2 L. T. 301	- 84
River Derwent, The (1891), 7 Asp. M. C. 37; 64 L. T. 509	- 427
Roanoke, The, [1908] P. 231; 11 Asp. M. C. 253; 99 L. T. 78; 77	
L. J. P. 115	- 62, 65
Romance, The, [1901] P. 15; 9 Asp. M. C. 149; 83 L. T. 488; 70 L. J.	
Ad. 1	- 4, 10, 17, 37
Rona and Ava, The (1873), 2 Asp. M. C. 182; 29 L. T. 781	- 82
Rondane, The (1900), 9 Asp. M. C. 106; 82 L. T. 828; 69 L. J. Ad. 114	- 48, 49
Rosalie, The (1880), 5 P. D. 245; 4 Asp. M. C. 384; 44 L. T. 32; 50	
L. J. Ad. 3	- 4, 56
Rose of England, The (1886), 6 Asp. M. C. 304; 59 L. T. 262	- 438
St. Aubin, The, [1907] P. 60; 10 Asp. 298; 95 L. T. 586; 76	
L. J. P. 25	- 415, 419, 429, 440
St. Paul, The, [1908] P. 320; [1909] P. 43; 11 Asp. M. C. 152; 100 L. T.	
184; 78 L. J. P. 1	- 42, 45, 81
Salt Union v. Wood, [1893] 1 Q. B. 370; 7 Asp. M. C. 281; 68 L. T. 92;	
62 L. J. M. C. 75; 57 J. P. 201; 41 W. R. 301; 5 The Reports 176	- 1, 339
Sans Pareil, H.M.S., [1900] P. 267; 9 Asp. M. C. 59; 82 L. T. 606; 69	
L. J. Ad. 127	- xviii, xxii, 11, 69, 76, 78, 87
Saragossa, The (1892), 7 Asp. M. C. 289; 69 L. T. 664	- 72
Sargasso, The, [1912] P. 192; 12 Asp. M. C. 202; 107 L. T. 204; 82	
L. J. P. 9; 28 T. L. R. 444	- 10, 44
Saxonia, The (1862), Lush. 410; 6 L. T. 6; 31 L. J. Ad. 201; 15 Moo.	
P. C. 262; 8 Jur. N. S. 315; 10 W. R. 431	- 5, 82
Schwan, The (1889), 6 Asp. M. C. 409; 61 L. T. 308	- 427
Screw Collier Co. v. Webster, [1910] A. C. 165; (1909), S. C. 561; (1909),	
W. N. 258	- 74
Seymolicus, The, [1909] P. 109; 11 Asp. M. C. 206; 100 L. T. 382;	
78 L. J. P. 52	- 74, 265
Six Sisters, The, [1900] P. 302; 69 L. J. Ad. 139	- 438
Skipsea, The (1905), P. 32; 10 Asp. M. C. 91; 93 L. T. 181; 74 L. J. P. 34	- 457
Spring, The (1866), L. R. 1 A. & E. 99; 12 Jur. N. S. 788	- 55
Stammore, The (1885), 10 P. D. 134; 5 Asp. M. C. 441; 53 L. T. 10; 54	
L. J. Ad. 89	- 53, 54
Strong, The N., [1892] P. 105; 7 Asp. M. C. 194; 67 L. T. 299	- 42
Sunlight, The, [1904] P. 100; 9 Asp. M. C. 509; 90 L. T. 32; 73	
L. J. P. 25	- 61, 291
Sutlej, H.M.S. (1905). 21 T. L. R. 325	- xxii

	PAGE
Talabot, The (1890), 15 P. D. 194; 6 Asp. M. C. 602; 63, L. T. 812	86
Talbot, The, [1891] P. 184; 7 Asp. M. C. 36; 64 L. T. 542	xxiii
Taylor v. Burger (1898), 8 Asp. M. C. 364	85
Tempus, The, [1913] P. 166; 12 Asp. M. C. 396; 29 T. L. R. 543; 83 L. J. P. 33; 109 L. T. 669	80
Theodore H. Rand, The (1887), 12 A. C. 247; 6 Asp. M. C. 122; 56 L. J. Ad. 65; 56 L. T. 343; 35 W. R. 781	55
Thetford, The (1887), 6 Asp. M. C. 179; 57 L. T. 455	457
Tientsin, The, [1910] A. C. 204	87
Tioga, The (1920), 5 Ll. L. Rep. 319	68
Tirzah, The (1878), 4 P. D. 33; 4 Asp. M. C. 55; 48 L. J. Ad. 15; 39 L. T. 547; 27 W. R. 584	8, 19
Titan and Rambler, The (1906), 10 Asp. M. C. 350; 96 L. T. 93	37, 456
Tranmere, The, [1920] P. 454; 15 Asp. M. C. 290; 4 Ll. L. R. 420; 90 L. J. P. 91; 125 L. T. 442	288
Transfer No. 8 (1899), 96 Fed. Rep. 253	477
Turquoise, The, [1908] P. 148; 11 Asp. M. C. 28; 98 L. T. 588; 77 L. J. P. 97	37
Umsinga, The, [1911] P. 234 [1912] P. 120—C. A.; 81 L. J. P. 65; 12 Asp. M. C. 174; 106 L. T. 722; 28 T. L. R. 212; 56 S. J. 270	431, 438
Underwriter and Lake St. Clair, The (1877), 2 A. C. 389; 3 Asp. M. C. 361; 36 L. T. 155; 1 Quebec, L. R. 323	68
Upton Castle, The, [1906] P. 147; 10 Asp. M. C. 159; 93 L. T. 814; 75 L. J. P. 77	34
Uskmoor, The, [1902] P. 250; 9 Asp. M. C. 316; 71 L. J. Ad. 103; 87 L. T. 55; 51 W. R. 93	80
Utopia, The, [1893] A. C. 492; 7 Asp. M. C. 408; 62 L. J. P. C. 118; 70 L. T. 47; 1 The Reports 394	87
Velocity, The (1869), L. R. 3. P. C. 44; 39 L. J. Ad. 20; 21 L. T. 686; 6 Moo. P. C. N. S. 263; 18 W. R. 264	60, 65
Vindomora, The (1891), 14 P. D. 172; (1891), A. C. 1.; 6 Asp. M. C. 438, 569; 61 L. T. 655; 59 L. J. Ad. 8; 38 W. R. 69	51
Vivid, The (1849), 7 Not. of Cas. 127	7, 83
Vivid, The (1873), 1 Asp. M. C. 601; 42 L. J. Ad. 57; 28 L. T. 375	84
Warrior, The (1872), L. R. 3 A. & E. 553; 1 Asp. M. C. 400; 27 L. T. 101; 21 W. R. 82	77
Wega, The, [1895] P. 156; 7 Asp. M. C. 597; 64 L. J. Ad. 68; 72 L. T. 332	419, 422, 442
Western Belle, The (1906), 10 Asp. M. C. 279; 95 L. J. 364	429, 440
Western Star, The (1920), 5 Ll. L. Rep. 316	66
Whitlieburn, The (1901), 9 Asp. M. C. 154; 83 L. T. 748	75
Winstanley, The, [1896] P. 297; 8 Asp. M. C. 154, 170; 65 L. J. Ad. 121; 74 L. T. 432	308
Wooda, The (1915), 31 T. L. R. 222	288
Zaanland and Jessie, The, [1917] P. 138; 33 T. L. R. 367; 86 L. J. P. 108; 117 L. T. 342; 14 Asp. M. C. 139	84
Zadok, The (1883), 9 P. D. 114; 5 Asp. M. C. 252; 53 L. J. Ad. 72; 50 L. T. 695; 32 W. R. 1003	83
Zollverein (1856), Swab. 96; 2 Jur. N. S. 429	82
Zouave, The (1898), 90 Fed. Rep. 440	477

# INTRODUCTION

## THE COLLISION REGULATIONS, 1910

THE Regulations for Preventing Collisions at Sea now in force were made by the King in Council on the 13th day of October, 1910,<sup>1</sup> on the joint recommendation of the Admiralty and Board of Trade, by virtue of Section 418 of the Merchant Shipping Act, 1894. The Regulations came into force on the same day as they were made, because, except for some slight modification, they were identical with the Regulations that were made by Orders in Council on the 27th November, 1896, 7th July, 1897, and the 4th April, 1906.<sup>2</sup>

These Regulations apply to all British ships, whether within British territorial waters or not, and to the ships of the undermentioned countries, with certain exceptions, whether they are within British jurisdiction or not; and for the purpose of such Regulations they are to be treated as if they were British ships:<sup>3</sup>

Argentine Republic.	Egypt.	Peru.
Austria-Hungary.	France.	Portugal.
Belgium.	Germany.	Roumania.
Brazil.	Greece.	Russia. <sup>6</sup>
Bulgaria.	Guatemala.	Siam. <sup>7</sup>
Chile.	Italy.	Spain.
China. <sup>4</sup>	Japan.	Sweden.
Costa Rica.	Mexico.	Turkey. <sup>8</sup>
Denmark.	Netherlands. <sup>5</sup>	United States.
Ecuador.	Norway.	Venezuela.

<sup>1</sup> St. R. and Orders, 1910, No. 1,113.

<sup>2</sup> These Orders in Council are repealed by the Order of 13th October, 1910.

<sup>3</sup> Merchant Shipping Act, 1894, s. 418 (2).

<sup>4</sup> Only to ships of foreign type and excepting Article 9.

<sup>5</sup> See Articles 9 and 15 (note).

<sup>6</sup> See Article 9.

<sup>7</sup> Except Article 9.

<sup>8</sup> See Article 15.

The Regulations do not apply to ships belonging to His Majesty, for such ships are subject to the King's Regulations, which are dealt with hereafter. They do apply to Government ships when registered as British ships,<sup>1</sup> and to the public ships of the United States.<sup>2</sup> As regards the other nations in the above list, it would seem that there is no presumption that the public ships of a nation are subject to the Regulations merely because its private ships are.

The Regulations must be strictly obeyed, and no other lights shall be carried or exhibited or no other fog signals used, than such as are required by these Regulations. If an infringement of these Regulations is caused by the wilful default of the master or owner of the ship, such person is guilty of a misdemeanour, and is punishable by fine or imprisonment not exceeding two years, with or without hard labour, but if he is prosecuted summarily, the punishment must not exceed six months' imprisonment, with or without hard labour, or a fine not exceeding £100.

If any damage to person or property arises from the non-observance by any ship of any of the Collision Regulations, the damage shall be deemed to have been occasioned by the wilful default of the person in charge of the deck of the ship at the time, unless it can be shown that the circumstances of the case made a departure from the Regulations necessary.<sup>3</sup>

Before 16th December, 1911, a ship by which the Regulations had been infringed was deemed to be in fault for any collision that resulted, unless it was shown to the satisfaction of the Court that the circumstances of the case had made departure from the Regulations necessary.<sup>4</sup> This is no longer the law. Now, where by the fault of

<sup>1</sup> See Merchant Shipping Act, 1906, 6 Edw. VII. c. 48, s. 80.

<sup>2</sup> See Acts of Congress, 56 Congress, Sess., i., c. 22; 59 Congress, Sess. ii., c. 300.

<sup>3</sup> The Merchant Shipping Act, 1894, ss. 419 and 680. It is doubtful whether Articles 27 and 29 are Collision Regulations to which this section (419) applies. See H.M.S. *Sanspareil*, [1900] P. 267.

<sup>4</sup> Merchant Shipping Act, 1894, s. 419 (4).

two or more vessels damage or loss is caused to one or more of those vessels, to their cargoes or freight, or to any property on board, the liability to make good the damage or loss shall be in proportion to the degree in which each vessel was in fault. Provided that, if, having regard to all the circumstances of the case, it is not possible to establish different degrees of fault, the liability shall be apportioned equally.<sup>1</sup>

Whenever two vessels come into collision it is the duty of the master or the person in charge of each vessel, if he can do so without danger to his own vessel, his crew, and passengers, to render to the other vessel such assistance as may be practicable, and to stay by her until he has ascertained that his assistance is no longer required. He must also give to the person in charge of the other vessel the name of his own ship and of the port to which she belongs, and also the names of the ports from which she comes and to which she is bound. If he fails without reasonable cause to do these things, he will be guilty of a misdemeanour, and, if a certificated officer, will be liable to have his certificate cancelled or suspended.<sup>2</sup>

After the collision, when practicable, the master must immediately cause an entry to be made in the official log book of the fact that his ship has been in collision, and of the circumstances under which the collision occurred, under a penalty not exceeding £20.<sup>3</sup> If the vessel is a steamship, and has sustained or caused any accident occasioning loss of life, or any serious injury to any person, or has sustained any damage affecting her seaworthiness, the owner or master must, within twenty-four hours after the accident, or as soon thereafter as possible, send by post to

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<sup>1</sup> Maritime Conventions Act, 1911, 1 & 2 Geo. V., c. 57, ss. 1-4. This Act now applies to the Dominion of Canada (Canadian Statute. 4 & 5 Geo. V., c. 13), the Commonwealth of Australia (the Navigation Act, 1912—No. 4 of 1913), the Dominion of New Zealand (Act 53 of 1912), and Newfoundland (3 Geo. V., c. 30), but not to the Union of South Africa. See Maritime Conventions Act, 1911, s. 9. See also note 2, *post*, p. xxiv.

<sup>2</sup> Merchant Shipping Act, 1894, s. 422.

<sup>3</sup> *Ibid.*, s. 423.

the Board of Trade a letter containing an account of the accident or damage and the probable cause of it, together with the name of the ship, her official number, the port to which she belongs, and the place where she is. If he fails to do so without reasonable cause he will be liable to a fine not exceeding £50.<sup>1</sup>

Neglect to comply with the Regulations, besides rendering the shipowner liable to pay damages, will, if a death ensues, render the person in charge<sup>2</sup> liable to be prosecuted for manslaughter,<sup>3</sup> and it will be no answer to such a prosecution that the orders given were right ones, but that the person whose duty it was to carry them out did not understand them. The person giving the orders will be guilty of negligence if he fails to make himself understood.<sup>4</sup>

### RULES FOR HIS MAJESTY'S SHIPS

Vessels belonging to His Majesty are not governed by the Collision Regulations, 1910, because the provisions of the Merchant Shipping Act, 1894, relating to the prevention of collisions do not apply to His Majesty's ships, nor are they affected by the Maritime Conventions Act, 1911.<sup>5</sup>

For the guidance of His Majesty's ships the King's Regulations provide as follows:

“ **Article 1041.**<sup>6</sup>—The following Regulations are to be observed in order to prevent collisions at sea, and all officers of the

<sup>1</sup> Merchant Shipping Act, 1894, s. 425.

<sup>2</sup> This will include a pilot.

<sup>3</sup> *Rex v. Allen* (1835), 7 C. & P. 153; *Reg. v. Barrett* (1846), 2 C. & K. 343; *Reg. v. Haines* (1847), *ibid.*, 368.

<sup>4</sup> *Reg. v. Spence* (1846), 1 Cox, C. C. 352; *The London School Board v. Lardner*, *The Times*, 20th February, 1884.

<sup>5</sup> In the case of a collision with one of His Majesty's ships the common law doctrine of contributory negligence applies, and as to the application of this, see *Admiralty Commissions v. ss. Volute*, [1922] 1 A. C. 129. As to the application of this Act to His Majesty's ships in dockyard ports, see *post*, p. xxiv.

<sup>6</sup> The articles of the King's Regulations here quoted are from those issued in 1913 and are still in force in 1922.

Military Branch<sup>1</sup> are to make themselves thoroughly acquainted therewith.”

Then follows a set of Regulations absolutely identical with the Collision Regulations, 1910.

**Article 1042.**—1. The following Regulations are to be observed in respect to the lights to be carried by the small steam craft belonging to His Majesty's Navy:—

(a) Steamboats under 40 feet in length :

*Bow Lights.*—One lantern with divided coloured shades.

*Masthead Light.*—One lantern to be carried, if possible, at least 2 feet above the coloured light.

*Anchor Light.*—An ordinary hand lantern is to be used when required.

(b) Torpedo boats and steamboats, 40 feet in length and upwards:—

*Bow Lights.*—Two lanterns, showing coloured lights (red and green) to be carried at such a height, and in such a manner, as to show over any objects in the boat or launch, and to be not less than 2 feet apart horizontally.

*Masthead Light.*—A lantern to be carried amidships at least 2 feet above the coloured lights.

*Anchor Light.*—A lantern, showing a white light all round the horizon to be carried at a height not exceeding 20 feet above the hull.

2. The above lights are to be visible at the following distances at least on a clear night:—

*Bow Lights.*—One mile.

*Masthead Lights.*—Two miles.

*Anchor Light.*—One mile.

And are in addition to show in the directions and over the arcs laid down in the Regulations for Preventing Collisions at Sea, contained in Article 1041.

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<sup>1</sup> Admirals of the Fleet, Admirals, Vice-Admirals, Rear-Admirals, Commodores, Captains, Commanders, Lieutenants, Sub-Lieutenants, Chief Gunners, Chief Boatswains, Commissioned Telegraphists, Gunners, Boatswains, Signal Boatswains, Warrant Telegraphists, Chief Master-at-Arms, Midshipmen, Naval Cadets.

**Article 1043.**—*Ships' Boats.*—Ships' boats, when under oars and away from their ships after dark, are to show a white light on the foremost awning stanchion.

Besides the above Regulations the King's Regulations provide that the Lieutenant in charge must obey the following:

- Article 619.**—6. He is to be extremely careful to keep station with other ships, and is to report at once to the captain if unable to do so.
8. He is not to make any signal, either by day or by night, without authority from the Captain, except to warn ships of immediate danger.
9. During a fog he is to be most attentive that the Regulations for Preventing Collisions at Sea referred to in Article 1041 and in the Signal Manual are very carefully observed.
11. He is never to change the course without directions from the Captain, unless to avoid immediate danger.

Consequently an officer in charge of one of His Majesty's ships is not so free to act for the purpose of avoiding other vessels as an officer in charge of a merchant ship. The naval officer has to respect as far as possible the rules of navigation, and also to respect the ordinances specially formulated for his guidance as forming a part of a squadron. He has to conciliate the two in a reasonable way.<sup>1</sup> Merchant ships should be very careful how they approach a squadron of warships. For to keep course and speed and pass through or ahead of a squadron of warships which have approached on the port side of the merchant ship may amount to improper navigation, for which, under the doctrine of contributory negligence, the merchant ship would be held to blame, because Articles 27 and 29, though they may not be Collision Regulations in the strict sense, yet if they are not obeyed, the breach of them affords the very strongest evidence that the merchant ship has been guilty of a breach of duty.<sup>2</sup>

<sup>1</sup> H.M.S. *Sutlej* (1905), 21 T. L. R. 325.

<sup>2</sup> H.M.S. *Sanspareil*, [1900] P. 267; *The Etna*, [1908] P. 269; *The Hero*, [1912] A.C. 302. See also *The Railwaite Hall*, (1874) 2 Asp. .M .C. 210, and note 5, *ante*, p. xx.

## LOCAL RULES

Local Collision Regulations for harbours, rivers, and other inland navigations have the same statutory force as the Collision Regulations, when they are made under the provisions of Section 421 (2) of the Merchant Shipping Act, 1894, or the corresponding sections of previous Merchant Shipping Acts, or under Acts which incorporate these provisions.<sup>1</sup>

When these local Rules are not made under the powers above mentioned, they only afford evidence of what a ship ought to do in the circumstances named in the local Rules. As such evidence they are an important element in every case that comes within their provision; and if it should appear that by the breach of one of them a ship has occasioned or contributed to a collision, the existence of such a local Rule would afford the very strongest reason for holding that a ship has been guilty of a breach of duty, and was to blame for the collision.<sup>2</sup>

When local Rules have been made under the power of Section 421 (2) of the Merchant Shipping Act, 1894, the Collision Regulations are not superseded, but the local Rules are to be of the same force as if they were *part of* the Collision Regulations.<sup>3</sup> When the local Rules are made by a local authority and not by Order in Council, the Collision Regulations are not to interfere with the operation of the local Rules. When they conflict, the local Rules supersede the Collision Regulations.<sup>4</sup>

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<sup>1</sup> Merchant Shipping Act, 1894, ss. 419, 421. *The Ripon* (1885), 10 P. D. 65; *The Fire Queen* (1887), 12 P. D. 147; *The Talbot*, [1891] P. 184. The provisions of s. 421 include power to make regulations as to the sea approaches to the Mersey. See Mersey Channels Act, 1897, s. 2.

<sup>2</sup> See the judgment of Sir Robert Phillimore in *The Raithwaite Hall* (1874), 2 Asp. M. C. 210. As to the apportionment of blame in such cases, see the Maritime Conventions Act, 1911, 1 & 2 Geo. V., c. 57.

<sup>3</sup> Merchant Shipping Act, 1894, s. 421 (2). See *The Anselm*, 1907, P. 151; *The Ceylon*, [1920] P. 187.

<sup>4</sup> Article 30, *post*, p. 88. *The C. S. Butler* (1874), L. R. 4 A. & E. 238.

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Rules made under the Dockyard Ports Regulation Act, 1865, have the same effect with respect to His Majesty's ships and other vessels navigating the waters of dockyard ports as if they had been Regulations originally contained in Table (C) in the schedule to the Merchant Shipping Act Amendment Act, 1862, or were Regulations duly substituted for the same, and as if such original or substituted Regulations applied to His Majesty's vessels as well as to other vessels.<sup>1</sup> From this it would seem that the statutory presumption of fault contained in Section 419 (3) of the Merchant Shipping Act, 1894, will apply to the officers in charge of His Majesty's ships in collision in the waters of a dockyard port, and also the provisions of Section I of the Maritime Conventions Act, 1911,<sup>2</sup> as that Act is to be construed as one with the Merchant Shipping Acts, 1894 to 1907.

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<sup>1</sup> Dockyard Ports Regulation Act, 1865 (28 & 29 Vic., c. 125), s. 7

<sup>2</sup> 1 & 2 Geo. V., c. 57. It was decided in *The Loredano*, [1922] P. 209, that this Act did not apply to the Crown; but in that case the collision was not in a Dockyard Port, and the above question did not arise.

# THE RULES OF THE ROAD AT SEA

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## The Regulations for Preventing Collisions at Sea, 1910

### PRELIMINARY

These Rules shall be followed by all vessels upon the high seas and in all waters connected therewith, navigable by sea-going vessels.

In the following Rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

The word "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these Rules, when she is not at anchor, or made fast to the shore or aground.

The Regulations came into force on 13th October, 1910, and apply to all vessels on the high seas and in all waters connected therewith navigable by sea-going vessels.<sup>1</sup> They apply to harbours, rivers, and inland waters<sup>2</sup> navigable by

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<sup>1</sup> *The Salt Union v. Wood*, [1893] 1 Q. B. 370, for meaning of sea-going.

<sup>2</sup> *The Anselm*, [1907] P. 151. It was argued that the Merchant Shipping Act, 1894, only conferred power on the King in Council to make regulations for collisions at sea, and that the Order in Council, so far as it extended these Rules to all water connected therewith, was *ultra vires*. It was held by the Court of Appeal that it is now too late to question this in the Court of Appeal.

sea-going vessels in all parts where the tide ebbs and flows,<sup>1</sup> but not to an artificial channel, like a canal, which is locked off from the sea.<sup>2</sup> They also apply where local regulations have been made for preventing collisions if there is nothing in such local regulations to prevent their application. Where, however, the local rules deal fully with the duties of vessels towards each other, then the Collision Regulations will not apply.<sup>3</sup> Where the local rules are made by Order in Council under the powers of s. 421 of the Merchant Shipping Act, 1894, they are of the same force as if they were part of the Collision Regulations. Where the Regulations are in force they must be obeyed by all vessels, whether sea-going or not. Some of the Articles of these Regulations apply to a vessel irrespective of her vicinity to other vessels, whilst others can only apply when in the vicinity of another vessel. For example, the Rules with regard to lights apply to the whole period between sunset and sunrise to all vessels in the circumstances mentioned in such Rules. Similarly, Articles 15, 16, 25, and 29 must be obeyed by a vessel even though another vessel be not near; whilst the Steering and Sailing Rules do not apply where if each vessel pursues her course and speed she will pass clear of the other without risk of colliding with her.<sup>4</sup>

To understand the Regulations it is necessary to see what is the meaning of some of the terms used therein—*e.g.*, “vessel,” “steam vessel,” “under way” “at anchor.”

“*Vessel.*”—As the Regulations are made under the powers of the Merchant Shipping Act, 1894, the expression “vessel” has the same meaning as in the Act unless the contrary intention appears;<sup>5</sup> so the term “vessel” includes any ship or boat or other description of vessel used in naviga-

<sup>1</sup> *The Carlotta*, [1899] P. 223.

<sup>2</sup> *The Hare*, [1904] P. 331.

<sup>3</sup> See *The Carlotta*, [1899] P. 223, but they will not apply where the local bye-laws form a complete code, as in the Tyne. See *The Ceylon*, [1920], P. 187.

<sup>4</sup> Directly there is danger of collision these rules apply. See *The Banshee* (1887), 6 Ap. M. C. 222.

<sup>5</sup> The Interpretation Act, 1889, 52 & 53 Vic., c. 63, s. 31.

tion.<sup>1</sup> It is, however, questionable whether this term has not a more limited meaning in the Regulations than it has in the Merchant Shipping Act, because in Articles 7 and 9 there are two classes of craft mentioned—viz., “vessels” and “boats.”

“*Steam Vessel.*”<sup>1</sup>—This includes any vessel propelled by machinery, whether it be steam, petrol, electricity, or otherwise. Every vessel “under steam,” whether she has her sails set or not, is to be considered a steam vessel. “Under steam” in the case of vessels fitted with engines driven by steam seems to mean that at the time there is sufficient steam in the boiler to enable her to act for an approaching vessel. Thus a tug lying hove-to in a fairway with just sufficient steam to reverse her engines is a vessel under steam.<sup>2</sup> A vessel in this position ought to keep a sufficient head of steam to allow her to act if required.<sup>3</sup>

It has not yet been decided whether a vessel fitted with petrol or electric motors is to be considered as under steam within the meaning of the Regulations when she is proceeding under sail, but can at any moment use her motors. It is suggested that she comes within the definition of a steam vessel which is under sail and not under steam, and is to be considered as a sailing vessel. If such a vessel with her sails up is using her motors to such an extent as to give her some additional speed, she has to show the lights and make the whistle signals for a steamship under way.<sup>4</sup>

A vessel propelled by steam, when proceeding under sail only, but having her funnel up, must in daytime carry forward where it can best be seen one black ball or shape 2 feet in diameter.<sup>5</sup>

“*Under Way.*”—This means that the vessel is not at anchor or made fast to the shore or aground. It is not

<sup>1</sup> Merchant Shipping Act, 1894, s. 743.

<sup>2</sup> *The Jennie S. Barker* (1875), 3 Asp. M. C. 42; *The Broomfield* (1905), 10 Asp. M. C. 194.

<sup>3</sup> *The Brig Byron* (1879), 2 New South Wales L. R. Adm. 1.

<sup>4</sup> *The Cap Vert* (1920), 5 Ll. L. R. 269; *The Cupica*, [1919] P. 122.

<sup>5</sup> Article 14.

confined to the time when a vessel is making way through the water, but applies to all times when the vessel is not fast to the shore or aground, or is not actually held by her anchor.

Thus a sailing ship hove-to,<sup>1</sup> a steam vessel lying-to,<sup>2</sup> a vessel broken adrift from her anchors and setting sail,<sup>3</sup> a vessel riding by her chains but without anchors fixed to them,<sup>4</sup> a vessel stationary while hauling her trawl,<sup>5</sup> or hauling or shooting drift nets,<sup>6</sup> and a vessel with her anchor down but not holden by it, have all been held to be vessels under way.<sup>7</sup> A vessel may be under way though she is to some extent in a fixed position, as when a tug is attached alongside a vessel at anchor while she is towing the vessel up to her anchor for the purpose of weighing it,<sup>8</sup> though the vessel she is towing is still a vessel at anchor.

“*At Anchor.*”—“*Made fast to the shore or aground.*” These terms are discussed under Article 11, *post*, p. 36.

## RULES CONCERNING LIGHTS

The word “visible” in these Rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

### ARTICLE 1.

The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

<sup>1</sup> *The Rosalie* (1880), 5 P. D. 245.

<sup>2</sup> *The Jennie S. Barker* (1875), 3 Asp. M. C. 42; *The Broomfield* (1905), 10 Asp. M. C. 194.

<sup>3</sup> *The George Arkle* (1861), Lush. 382; *The Buckhurst* (1881), 6 P. D. 152.

<sup>4</sup> *The Faedrelandet*, [1895] P. 205.      <sup>5</sup> *The Gladys*, [1910] P. 13.

<sup>6</sup> *The Pitgaveney*, [1910] P. 215.

<sup>7</sup> *The Esk* (1869), L. R. 2 A. & E. 350.

<sup>8</sup> *The Romance*, [1901] P. 15.

The general object of the Rules with respect to carrying lights is to furnish the means of apprising other vessels whether the vessel carrying them be stationary or in motion, so that the other vessel may direct her course accordingly, and, when it is her duty to keep out of the way, give the vessel carrying coloured lights and in motion a wider berth than she would give if that vessel carried an anchor light and was stationary.<sup>1</sup>

It is no excuse for non-observance of Article 1 that the lights were being trimmed;<sup>2</sup> that they had been put out, or that, owing to bad weather several hours previously, the glass of the lights had been broken and the light extinguished, or so dimmed as not to be discernible at any distance;<sup>3</sup> that the night was clear and moonlight;<sup>4</sup> or that it was only a short time after sunset and fine and clear.<sup>5</sup> It may be an excuse that the lights have been lost overboard, or damaged by collision, or other causes, if it can be shown that there has been no opportunity of replacing them by others. A vessel in this predicament, however, must use every means in her power of warning an approaching vessel of her condition.<sup>6</sup>

Although by this Article it is forbidden to exhibit lights that may be mistaken for lights that a ship must show under these Rules, yet it is the duty of a ship under exceptional circumstances to show a light to warn an approaching ship—viz., by burning a blue light or a flare over the quarter to attract attention,<sup>7</sup> and Article 12 permits any vessel to attract attention by a flare-up light, or by using any detonating signal that cannot be mistaken for a distress signal.

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<sup>1</sup> *The Esk* (1869), L. R. 2 A. & E. 350, at p. 353.

<sup>2</sup> *The C. M. Palmer* (1873), 2 Asp. M. C. 95.

<sup>3</sup> *The Saxonia* (1862), Lush. 410.

<sup>4</sup> *The City of London* (1857), Swab. 246.

<sup>5</sup> *The Emperor* and *The Zephyr* (1864), Holt, R. of Road, 24.

<sup>6</sup> *The Aurora* (1861), Lush. 327.

<sup>7</sup> *The Merchant Prince* (1885), 10 P. D. 139.

## ARTICLE 2.

A steam vessel when under way shall carry—

- (a) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than 20 feet, and if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than 40 feet, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.
- (b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
- (d) The said green and red side lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

- (e) A steam vessel when under way may carry an additional white light similar in construction to the light mentioned in sub-division (a). These two lights shall be so placed in line with the keel that one shall be at least 15 feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

No position on the side of the vessel is assigned for the side lights. They may be placed anywhere on the side, so long as they are on their proper sides, and shed their light over the area prescribed by sub-sections (b) and (c); but care must be taken to see that the lights are not obscured by the rigging or equipment of the ship or by the smoke or steam from the funnel.<sup>1</sup>

The exact method by which the side lights are to be screened has never been defined by the Courts. The Board of Trade Surveyors, however, have been instructed to screen the lights in such a way that a line drawn from the inside edge of the wick (or filament of electric lights) to the outside edge of the forward end of the light screen be parallel to the line of the keel of the ship.

This method allows the lights to be seen about 2 to 4 degrees across the bows of the ship.

The fact that the lights are screened in this way by the Board of Trade Surveyors will not be conclusive that the lights are screened in accordance with the requirements of this Article, because there is now no Order in Council defining how the lights shall be screened so as to comply with this Article.<sup>2</sup>

<sup>1</sup> *The Fanny M. Carvill* (1875), 2 Asp. M. C. 565; *The Duke of Buccleuch*, 15 P. D. 86; [1891] App. Cases, 310; *The Vivid* (1849), 7 Not. of Cases, 127.

<sup>2</sup> The Order in Council of 30th January, 1893, defining how the lights should be screened to comply with these Rules, was repealed by an Order in Council of 8th February, 1896, and no Order in Council has been made in its place.

Every vessel should comply with the requirements of Article 2. An infringement of it, however, will not necessarily cause a vessel to be held in fault, if she can show that the infringement could not in the circumstances have possibly caused or contributed to the collision. So where a steamer collided with a sailing ship which after sunset was showing no lights, it was held by the Appeal Court that although there was some look-out on the steamer, nevertheless the absence of lights on the sailing ship could not in the circumstances have possibly caused or contributed to the collision: and that therefore the sailing ship was not to be deemed to be in fault for the collision.<sup>1</sup>

But where a brig, beating to windward on the starboard tack at night, encountered such rough weather as to render it justifiable, in the opinion of the Court, that her side lights should be removed from the place where they were usually carried in the forepart of the vessel, to the afterpart near the taffrail, and the lights were so removed, and in this latter position were obscured to the extent of a point and a half on either bow, she was held in fault for a collision with a vessel on the port tack for a breach of sub-sections (b) and (c).<sup>2</sup>

A ship whose side lights were occasionally partially obscured by the sails is not in fault if the circumstances of the case are such that the obscuration of the lights could not possibly have caused the accident.<sup>3</sup> Although the light screens are short of the length required by this Rule a ship will not be held in fault if their shortness could not have contributed to the collision.<sup>4</sup>

The light mentioned in sub-section (e) provides a ready and useful means by which the heading of an approaching steamer may with greater certainty be ascertained. In smooth waters this light will, on a vessel approaching end on, be seen directly above the masthead light. If the vessel

<sup>1</sup> *The Argo* (1900), 9 Asp. M. C. 74.

<sup>2</sup> *The Tirzah* (1878), 4 P. D. 33. See *post*, p. 19.

<sup>3</sup> *The Duke of Buccleuch*, 15 P. D. 86; [1891] App. Cases, 310.

<sup>4</sup> *The Fanny M. Carvill* (1875), 2 Asp. M. C. 565.

has a list it will appear out of perpendicular with the mast-head light, but will not be misleading as the side lights will show the angle of the list. This light must not be confused with the light used by a tug to indicate that she is towing a vessel.

It is possible for a tug engaged in towing to have her lights so placed that they may be mistaken for a steamer using the additional light mentioned in this Article, as she may have her towing light any distance, not less than 6 feet from the masthead light; and, on the contrary, a steamer exhibiting this additional light may be mistaken for a tug with a tow.

Confusion can only arise when the vessel is approaching end on. In all other positions the white lights will not appear to be perpendicular. (*See further on this, Article 3.*)

### ARTICLE 3.

A steam vessel when towing another vessel shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Article 2 (*a*), except the additional light, which may be carried at a height of not less than 14 feet above the hull.

Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

“Towing” means the exertion of the tug’s power on the vessel attached to her, thus: A tug, when made fast to a vessel which she is moving up to her anchor for the purpose

of weighing it, is "towing" within the meaning of this Article, and must exhibit the lights for a steam vessel when towing. The vessel which is being moved must exhibit the lights for a vessel at anchor until she ceases to be held by her anchor;<sup>1</sup> but a tug made fast to her tow preparatory to towing her, though not in fact exerting her towing power, is not a steam vessel towing another, and should not exhibit her towing lights until she actually exerts her towing power.<sup>2</sup>

The lights used to indicate that a vessel is towing must be at least, if not more than, 6 feet apart, with the exception of the additional light used when towing a tow of over 600 feet in length. This additional light shall be placed 6 feet above or below the other lights, provided that it is carried at a height above the hull of not less than 14 feet. From this it is evident that the lower of the two ordinary towing lights must be placed at least 20 feet above the hull of the tug when the additional towing light mentioned in this Article is to be carried. [See Article 2 (a).]

In addition to the lights mentioned in this Article a tug may also use the light mentioned in Article 2, sub-section (e), as she is a steam vessel under way.

These extra lights that a steam vessel towing another must carry are doubtless allotted to her by the legislature for the purpose of indicating that she is not entirely her own mistress, and cannot be expected to act in every respect as an ordinary steam vessel. The tug and tow are not absolved from obeying the rules, but a sailing ship approaching them must be additionally cautious.<sup>3</sup>

Persons in charge of vessels being towed must recollect that when the tug and tow are in such a position towards one another that the tow controls the navigation of the tug, the tow may be liable for an infringement by the tug of the Regulations as regards lights.<sup>4</sup>

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<sup>1</sup> *The Romance*, [1901] P. 15.

<sup>2</sup> *The Sargasso*, [1912] P. 192; *The Devonian*, [1901] P. 221; *The Elysia*, [1912] P. 152.

<sup>3</sup> *The American and Syria* (1874). L. R. 6 P. C. 127. 131.

<sup>4</sup> *The Devonian*, [1901] P. 221, and cases there cited.

The small white steering light ought not to be visible before the beam. If it is, it will be a breach of the rule, and to escape from blame for any resulting collisions it must be shown that this infringement could not by any possibility have contributed to the collision.<sup>1</sup>

It is to be remarked that by these Rules no special lights are allotted to a sailing vessel towing a vessel. She must only show her side lights, although in fog she makes with her foghorn the signal for a vessel towing. (See Article 15.)

#### ARTICLE 4.

- (a) A vessel which from any accident is not under command shall carry at the same height as the white light mentioned in Article 2 (a), where they can best be seen, and, if a steam vessel, in lieu of that light, two red lights, in a vertical line one over the other, not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles ; and shall by day carry in a vertical line one over the other, not less than 6 feet apart, where they can best be seen, two black balls or shapes, each 2 feet in diameter.
- (b) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in Article 2 (a), and, if a steam vessel, in lieu of that light, three lights in a vertical line one over the other, not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day she shall carry in a vertical

<sup>1</sup> *The Sanspareil* (1900), 9 Asp. M. C. 59.

line one over the other, not less than 6 feet apart, where they can best be seen, three shapes not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

- (c) The vessels referred to in this Article, when not making way through the water, shall not carry the side lights, but when making way shall carry them.
- (d) The lights and shapes required to be shown by this Article are to be taken by other vessels as signals that the vessel showing them is not under command and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Article 31.

The Rule as to vessels not under command only applies to vessels under way, whether making way through the water or not [see sub-section (c)], and therefore a vessel which is aground in the fairway would be wrong in exhibiting in the daytime the two black balls.<sup>1</sup> If aground at night-time she must show the lights for a vessel at anchor and the two red lights prescribed by this Article. (See Article 11.)

Under this Article no distinction is made between a sailing ship and a steamship not under command. It is therefore very necessary when a vessel is sighted showing these signals that she should be studiously avoided. She is not a vessel in distress or wanting assistance, but is a vessel that may not be entirely under the control of her navigators.<sup>2</sup> By exhibiting "not under command" signals, she in effect says, "Here I am in a crippled condition and not under command," and she should act accordingly and

<sup>1</sup> *The Carlotta* (1899), 8 Asp. M. C. 544.

<sup>2</sup> For the signals to be shown by a vessel in distress, and wanting assistance, see Article 31, *post*, p. 88.

leave other vessels to get out of the way.<sup>1</sup> She is not, however, bound to keep her course and speed, but is entitled to take whatever manœuvres are proper under the peculiar circumstances of danger she is in.<sup>2</sup>

Before deciding to hoist the not under command signal, the officer in charge should satisfy himself that the vessel in point of fact is not under command.<sup>3</sup> It is impossible to foresee the many circumstances that might justify a vessel in exhibiting these lights; and the judgment, therefore, of Lord Herschell, in *The P. Caland*, is here set out and should be carefully noted.<sup>4</sup>

*The P. Caland* was steaming up Channel when an accident happened to her machinery, the effect of which was to reduce her speed to between 4 and 5 knots. Her captain, thinking she might come to a standstill at any moment, and that if her engines had to be stopped they might not be able to be moved again, considered her to be a disabled ship, and hoisted the lights for a vessel not under command. *The Glamorgan* seeing these lights and no side lights, as she alleged, and thinking *The P. Caland* might require assistance, steamed towards and collided with her. Lord Herschell, when giving judgment in the House of Lords, said:

At the time of the collision *The P. Caland* had at her mast-head, in place of the regulation white light, the red lights, indicating that she was not under command. The question is, whether she was, under the circumstances, justified in exhibiting these lights. At the time when she thus exhibited them she was proceeding at a speed which must be taken to have been not less than 4 to 5 knots. Both the Courts below have held that she cannot properly be said to have been not under command at the time in question.

Construing the Article as a whole, it is certain that a vessel

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<sup>1</sup> *The Hawthornbank*, [1904] P. 120.

<sup>2</sup> See judgments of Bankes and Scrutton, L.JJ. in *H.M.S. Drake*, [1919] P. 362.

<sup>3</sup> See judgments of Viscount Finlay and Lord Phillimore in *s.s. Mendip Range v. Radeliffe*, [1921] 1 A. C. 556.

<sup>4</sup> [1893] A. C. 207, at p. 211; see also *The Hawthornbank*, [1904] at p. 129.

may not be under command within the meaning of those words as used in the Article, and yet be making way through the water; for it is provided that, if making way through the water, a vessel shall carry the ordinary side lights as well as the red lights at her masthead.

At the same time, I desire to say that I do not think that because the Rule contemplates that a vessel not 'under command may be justified in making way through the water, it therefore implies that a vessel in so disabled a condition is always justified in continuing so to make way. This must depend upon the circumstances; and in my opinion, a vessel which cannot show that they were such as to justify her in taking this course, must be held to blame for not acting in a reasonable and seamanlike manner, even though she had complied with the statutory regulation. It never was intended that under all circumstances a vessel should be entitled to proceed at a considerable speed through the water, throwing upon other vessels out of whose way she would ordinarily have had to get, the obligation to get out of her way, though the circumstances might no doubt be such as to justify that course. For example, it might be necessary in order to avoid some danger which would otherwise be imminent. Or, again, if she were very near port, it might be reasonable and prudent to pursue her course.

With these preliminary observations I proceed to consider the construction of the Article.

In the Court of Appeal the Master of the Rolls expressed himself as follows: "Now looking at the words of the statute, at the first part of the clause, which speaks of her not being under command, and the second part her not being under command so that she cannot keep out of the way—taking those two together, it seems to me that the real construction of the Rules is, that she must, through some accident, be in such a position that she is not under command in this sense, that she could not keep out of the way of another vessel coming near her. But if she can be steered, and can be stopped, and can go ahead—which is necessary in order that she may be steered—then she is under command, and the apprehension of her being likely, however well founded, to be in a few moments out of command does not show that she is out of command at the moment spoken of." And the other learned judges concurred in this view.

I cannot but think that this construction is somewhat too narrow. Suppose the vessel, though having steerage way on her and capable of being steered to port or starboard, yet owing to some disablement answered her helm but very slowly, so that if an occasion for doing so should arise she could not get out of the way of another vessel in the manner which such vessel would have reason to anticipate. And suppose, though she can stop and reverse, she can only do so after great and unusual delay. I am not satisfied that in either of these cases she might not be properly described as not under command, and not able to keep out of the way of other vessels. It is not necessary to dwell upon the point as it has no application to the present case, but I wish to guard against being supposed to assent to so narrow a construction as appears to me to have been adopted by the Court below.<sup>1</sup>

Again, suppose that owing to a breakdown of the machinery, its ceasing to be capable of propelling the vessel is reasonably regarded as imminent and likely to occur at any moment, I am not satisfied that in this case a vessel may not properly be said, within the meaning of the Rule, not to be under command. If she were to allow other vessels to continue their course and to manœuvre on the assumption that she would get out of their way, she might prove unable to take any action at the very time when a change of direction on her part could alone enable her to keep out of the way and thus avert disaster. It would certainly tend to safety if under such circumstances the Rule required her to warn other vessels to keep out of her way, and I do not think any violence need be done to the language used to construe it as extending to such a case.

Even assuming, however, that the Article will bear this construction, I am of opinion that *The P. Caland* cannot be said to have been out of command at the time of the collision. She was able to proceed at a rate which I think cannot have

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<sup>1</sup> Viscount Finlay, in s.s. *Mendip Range v. Radcliffe*, [1921] 1 A. C., p. 571, after quoting the above passage, said: "I think that, the view indicated by Lord Herschell in the passage I have quoted is correct. If a vessel is in such a condition owing to an accident that she can only get out of the way of another after great and unusual delay, I think she must be considered as 'not under command' for the purpose of Article 4. She is not able to behave as those on board other vessels meeting her would reasonably expect."

been less than four to five knots an hour. This speed was maintained, after the damage to the machinery presented itself and the red lights were exhibited, for half to three-quarters of an hour before the collision. The two vessels were a considerable time locked together, and after they were separated *The P. Caland* steamed for half an hour before she became stationary. Even then it would appear that the machinery did not come to a standstill on account of its damaged condition, but was intentionally stopped for the purpose of repairing the damage.

Under these circumstances I cannot hold that, owing to the disablement of the machinery, the risk of its ceasing to work was so imminent that the vessel can be said not to have been under command within the meaning of the Rule. I think, therefore, that she was not justified in exhibiting the red lights at her masthead, and must be held to have infringed the sailing regulations. And it appears to me impossible to say that this breach of the regulations was in no way connected with the collision which occurred, and cannot be said to have at all contributed to it. In my opinion, therefore, it has been rightly held that *The P. Caland* was to blame.

A vessel showing the not under command signals, which is in effect a warning to approaching vessels that she is unable to get out of the way as required by the Collision Regulations, is not entitled to go blindly ahead regardless of other vessels; she must be navigated carefully, and with the knowledge that vessels in her vicinity are not required by the Collision Regulations to take any specific steps to avoid her, but are left to act as good seamanship dictates in the circumstances.<sup>1</sup>

A steam vessel which is riding to her anchor chains without anchors and with her fires banked is a vessel not under command, and should show the signals prescribed by this Rule.<sup>2</sup> A vessel steaming through the mud in Monte Video Bay was held to be neither "not under command" nor "aground" within the meaning of the Rules.<sup>3</sup>

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<sup>1</sup> See s.s. *Mendip Range v. Radcliffe*, [1921] 1 A. C. 557.

<sup>2</sup> *The Faedrelandet*, [1895] P. 205.

<sup>3</sup> *The Bellanoch*, [1907] P. 170, [1907] A. C. 269.

By the Submarine Telegraph Act, 1885, when a ship exhibits the signals specified in Article 4 (b), other vessels which see them, or are able to see them, shall withdraw to or keep beyond a distance of 1 nautical mile at least from the ship in question, so as not to interfere with her operations.<sup>1</sup>

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ARTICLE 5.

**A sailing vessel under way, and any vessel being towed, shall carry the same lights as are prescribed by Article 2 for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.**

A sailing ship is under way within the meaning of this Rule as soon as she ceases to be holden by her anchors, even though she may not be moving through the water, and continues to be a vessel under way till her anchor is on the ground and holds her.<sup>2</sup> But a vessel being moved up to her anchor by a tug is not a vessel being towed within the meaning of this Rule until her anchor is broken out of the ground, and until this occurs she is justified in exhibiting her anchor light, though the tug should exhibit her towing lights.<sup>3</sup>

By this Rule a steam vessel being towed must carry the same lights as a sailing vessel under way or being towed. A steam vessel being towed in fog, mist, falling snow, or heavy rainstorm, must sound her foghorn and not her whistle or siren. (Article 15.)

As soon as a tug exerts her force on a steam vessel, the former must put up her towing lights, and the latter take down her masthead light. As it appears from the cases mentioned on p. 10, that the term "towing" implies that

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<sup>1</sup> 48 & 49 Vict., c. 49, Sch., Art. 5.

<sup>2</sup> *The Esk* (1869), L. R. 2 A. & E. 350; *The Buckhurst* (1881), 6 P. D. 155. See *ante*, page 4, and *post*, p. 37.

<sup>3</sup> *The Romance*, [1901] P. 15.

the tug must be actually exerting her force on the tow before she exhibits the towing lights; and that the term "being towed" means that the tug must be towing and not just made fast to the tow, it would appear to be the duty of a steamship which has a tug fast ahead of her to assist her by towing from time to time as required, to keep her masthead light up until the tug begins to tow her, and to put it up again as soon as the tug ceases to exert her force on the tow.

A pilot vessel, whether sailing or steam, being towed must take down her masthead light and put up her side lights.<sup>1</sup>

The side lights may be carried in the rigging or at any place on the side of the vessel from which they will show an unbroken light from right ahead and two points abaft the beam.<sup>2</sup>

#### ARTICLE 6.

Whenever, as in the case of small vessels under way during bad weather, the green and red side lights cannot be fixed, these lights shall be kept at hand lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

It is impossible to say by what class of vessels these lights may be used, as no definition is to be found of "small vessels."

<sup>1</sup> *The Mary Hounsell* (1879), 4 P. D. 204; Article 8.

<sup>2</sup> *The Glamorganshire* (1888), 13 A. C., at p. 463.

Perhaps these lights may only be used by the vessels mentioned in the next Article; but from the decision of *The Tirzah* it seems that the Court might allow vessels of a larger tonnage, having regard to their sea-going qualities and the state of the weather, to take advantage of this Rule.

It is impossible to say for certain what form the screens mentioned in this Rule should take. Probably they should be similar in pattern to the screens mentioned in Article 2, and should be fixed aft on the quarters, and so constructed that the lights can be very quickly dropped into position to show in the directions specified in Article 2 (b) and (c).<sup>1</sup>

*The Tirzah*, a brig of 239 tons, had screens fitted aft on the quarters in which the lights were placed in bad weather instead of in their proper screens forward. The Court found that owing to the state of the weather she was justified in taking them out of their proper screens forward and placing them aft, but held her in fault for a collision, because the lights when in the latter position were partially obscured by the sails.<sup>1</sup>

#### ARTICLE 7.

Steam vessels of less than 40, and vessels under oars or sails of less than 20, tons gross tonnage, respectively, and rowing boats, when under way, shall not be obliged to carry the lights mentioned in Article 2 (a) (b) and (c), but if they do not carry them they shall be provided with the following lights :

1. Steam vessels of less than 40 tons shall carry :

(a) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 feet,

<sup>1</sup> *The Tirzah* (1878), 4 P. D. 33. See also *The Glamorganshire* (1888), 13 A. C., at p. 463.

a bright white light constructed and fixed as prescribed in Article 2 (a), and of such a character as to be visible at a distance of at least 2 miles.

- (b) Green and red side lights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.
2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the combined lantern mentioned in subdivision 1 (b).
  3. Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.
  4. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

The vessels referred to in this Article shall not be obliged to carry the lights prescribed by Article 4 (a), and Article 11, last paragraph.

This Rule prescribes optional and more suitable lights to be carried by small craft.

Sub-section 3 defines the lights to be carried by sailing vessels or vessels under oars of less than 20 tons gross register. This sub-section does not apply to rowing boats, but it does apply to dumb barges and lighters propelled by

oars under 20 tons.<sup>1</sup> The light is to be visible at a distance which will be sufficient to prevent collision.

All rowing boats (this probably means small undecked or open rowing boats, as gigs, dinghies, punts, etc.) must now have on board a lantern showing a white light, and must show it in time to prevent collision.

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#### ARTICLE 8.

Pilot vessels, when engaged on their station on pilotage duty, shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their side lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A pilot vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board, may show the white light instead of carrying it at the masthead, and may, instead of the coloured lights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

A steam pilot vessel exclusively employed for the service of pilots licensed or certified by any pilotage authority or the Committee of any pilotage district, when engaged on her station on pilotage duty and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at

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<sup>1</sup> No lights are prescribed for such craft over 20 tons under way, but if in tow Article 5, and if not under command from any accident, Article 4 (a), (c), will apply.

least 2 miles, and also the coloured side lights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and at anchor she shall carry, in addition to the lights required for all pilot boats, the red light above mentioned, but not the coloured side lights.

Pilot vessels, when not engaged on their station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

All pilot vessels, whether steam or not, when engaged on their station on pilotage duty and *at anchor*, must not exhibit the anchor light specified in Article 11, but are required to show the masthead lights according to their class, and to exhibit at short intervals not exceeding fifteen minutes a flare-up light, and on the approach of other vessels to flash or show at short intervals their side lights.

It is not clear whether the Regulations for steam pilot vessels, on their stations, on duty and under way, apply only to British vessels and British waters. The Regulations were originally made to apply only to these vessels when in British waters, and as the Order in Council by which they are now in force was a consolidating and not an amending Order,<sup>1</sup> it may be contended that foreign steam pilot vessels should not comply with these Regulations. In the United States these Regulations are only to be used by steam pilot vessels when in the waters of the United States.<sup>2</sup>

These special lights for pilot boats must only be used when the vessel is on her station on duty.

In a case when a pilot boat was proceeding from under the western breakwater at Barry to a vessel outside to put a pilot on board, she was held not to be on her station. Scrutton, L.J., saying: "I do not think that because a cutter is going to put a pilot on board some ship, or is bringing a pilot away from some ship, she is engaged on her station on pilotage duty. . . . I gather that it is a habit with pilot

<sup>1</sup> Orders in Council of 18th August, 1892, 7th July, 1897, 13th October, 1910.

<sup>2</sup> 56 Congress. Sess., i., c. 22.

cutters to take an extended view of what is their station, and I think that the sooner they put the idea out of their heads and have recourse to ordinary side lights, which will give other vessels a much better chance of seeing what they are doing, the better. In *The Reginald* (1907, 10 Asp., 518) it was held that a pilot cutter returning from her pilotage station with only a white light was not exhibiting proper lights, and I agree with that decision.”<sup>1</sup>

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ARTICLE 9.<sup>2, 3</sup>

Fishing vessels and fishing boats, when under way and when not required by this Article to carry or show the lights hereinafter specified, shall carry or show the lights prescribed for vessels of their tonnage under way.

(a) Open boats, by which it is to be understood boats not protected from the entry of sea water by means of a continuous deck, when engaged in any fishing at night with outlying tackle extending not more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light.

Open boats, when fishing at night, with outlying tackle extending more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light, and in addition, on approaching or being approached by other vessels, shall show a second white light at least 3 feet below the first light and at a horizontal distance of at least 5 feet away from it in the direction in which the outlying tackle is attached.

(b)<sup>4</sup> Vessels and boats, except open boats as defined in

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<sup>1</sup> *The Hassel* (1919), 14 Asp. M. C. 551.

<sup>2</sup> This article does not apply to Chinese or Siamese vessels.

<sup>3</sup> The expression “Mediterranean Sea” contained in sub-sections (b) and (c) of this Article includes the Black Sea and the other adjacent inland seas in communication with it.

<sup>4</sup> Dutch vessels and boats when engaged in the “kol,” or hand-line, fishing will carry the lights prescribed for vessels fishing with drift-nets.

sub-division (a), when fishing with drift-nets, shall, so long as the nets are wholly or partly in the water, carry two white lights where they can best be seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 feet and not more than 15 feet, and so that the horizontal distance between them, measured in a line with the keel, shall be not less than 5 feet and not more than 10 feet. The lower of these two lights shall be in the direction of the nets, and both of them shall be of such a character as to show all round the horizon, and to be visible at a distance of not less than 3 miles.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea<sup>1</sup> sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights ; should they, however, not carry it, they shall show in the same position (in the direction of the net or gear) a white light, visible at a distance of not less than 1 sea mile, on the approach of or to other vessels.

- (c) Vessels and boats, except open boats as defined in sub-division (a), when line-fishing with their lines out and attached to or hauling their lines, and when not at anchor or stationary within the meaning of sub-division (h), shall carry the same lights as vessels fishing with drift-nets. When shooting lines, or fishing with towing lines, they shall carry the lights prescribed for a steam or sailing vessel under way respectively.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea<sup>1</sup> sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights ;

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<sup>1</sup> Also, as regards Russian vessels, in the seas (excluding the Baltic) bordering the coasts of Russia.

should they, however, not carry it, they shall show in the same position (in the direction of the lines) a white light, visible at a distance of not less than 1 sea mile on the approach of or to other vessels.

(d) Vessels, when engaged in trawling, by which is meant the dragging of an apparatus along the bottom of the sea—

1. If steam vessels, shall carry in the same position as the white light mentioned in Article 2 (a), a tricoloured lantern so constructed and fixed as to show a white light from right ahead to two points on each bow, and a green light and a red light over an arc of the horizon from two points on each bow to two points abaft the beam on the starboard and port sides respectively ; and not less than 6 nor more than 12 feet below the tricoloured lantern a white light in a lantern, so constructed as to show a clear uniform and unbroken light all round the horizon.

2. If sailing vessels, shall carry a white light in a lantern, so constructed as to show a clear uniform and unbroken light all round the horizon, and shall also, on the approach of or to other vessels, show where it can best be seen a white flare-up light or torch in sufficient time to prevent collision.

All lights mentioned in sub-division (d) 1 and 2 shall be visible at a distance of at least 2 miles.

(e) Oyster dredgers and other vessels fishing with dredge-nets shall carry and show the same lights as trawlers.

(f) Fishing vessels and fishing boats may at any time use a flare-up light in addition to the lights which they are by this Article required to carry and show, and they may also use working lights.

- (g) Every fishing vessel and every fishing boat under 150 feet in length, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least 1 mile.

Every fishing vessel of 150 feet in length or upwards, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least 1 mile, and shall exhibit a second light as provided for vessels of such length by Article 11.

Should any such vessel, whether under 150 feet in length, or of 150 feet in length or upwards, be attached to a net or other fishing gear, she shall on the approach of other vessels show an additional white light at least 3 feet below the anchor light, and at a horizontal distance of at least 5 feet away from it in the direction of the net or gear.

- (h) If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall in daytime haul down the day-signal required by sub-division (k); at night show the light or lights prescribed for a vessel at anchor; and during fog, mist, falling snow, or heavy rainstorms make the signal prescribed for a vessel at anchor. [See sub-division (d), and the last paragraph, of Article 15.]
- (i) In fog, mist, falling snow, or heavy rainstorms, drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of dragnet, and vessels line-fishing with their lines out, shall, if of 20 tons gross tonnage or upwards, respectively, at intervals of not more than one minute make a blast; if steam vessels, with the whistle or siren, and if sailing vessels, with the foghorn; each blast to be followed by ringing the bell. Fishing 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 one minute.

(k) All vessels or boats fishing with nets or lines or trawls, when under way, shall in daytime indicate their occupation to an approaching vessel by displaying a basket or other efficient signal where it can best be seen. If vessels or boats at anchor have their gear out, they shall, on the approach of other vessels, show the same signal on the side on which those vessels can pass.

The vessels required by this Article to carry or show the lights hereinbefore specified shall not be obliged to carry the lights prescribed by Article 4 (a), and the last paragraph of Article 11.

This Rule is supposed to give a complete code of signals to be exhibited or given by craft when engaged in fishing, whether by day or night, or in fog, mist, falling snow, or heavy rainstorms. The Rule purports to legislate for fishing vessels and fishing boats, both decked and open, but it has omitted to state what it means by a fishing vessel and a fishing boat, whether they are different or the same class of vessels. The Merchant Shipping Act, 1894, by virtue of which this Rule was made, throws no light on the matter, as it only defines what a fishing boat is for the purpose of Part IV. of that Act, and no special meaning is to be found for the term fishing vessel as distinguished from fishing boat. Possibly there is no distinction.

It may assist in arriving at the effect of this Rule if its provisions are sorted—distinguishing those that apply by day, by night, and in fog—as under:

### **By Day.**

#### *Under Way.*

Fishing vessels and fishing boats, including open boats, by which is meant boats not protected from the entry of sea water by means of a continuous deck—whether they be propelled by steam or not, must, when fishing with nets

or lines or trawls, display to an approaching vessel a basket or other efficient signal where it can best be seen [sub-division (*k*)]. If, when fishing, they become stationary in consequence of the gear getting fast to a rock or other obstruction the signal above mentioned must be taken down [sub-division (*h*)]. Thus, if they are sailing vessels with their sails up or steam vessels with smoke or steam coming from them, there is nothing to distinguish them from vessels under way, or if their sails are down to distinguish them from vessels at anchor.

#### *At Anchor.*

If when at anchor the fishing gear is out they must, on the approach of other vessels, show the basket signal on the side on which those vessels can pass [sub-division (*k*)].

#### **By Night.**

##### *Under Way—Drift-Nets and Line-Fishing.*

Fishing vessels and fishing boats having a continuous deck, whether propelled by steam or other power, when fishing with drift-nets, so long as the nets are wholly or partially in the water—and when line-fishing with their lines out and attached to or hauling their lines (but not when shooting lines or fishing with towing lines)—and Dutch vessels and boats when engaged in the “kol” or hand-line fishery, must carry where they can best be seen two white lights showing all round the horizon and visible at a distance of not less than 3 miles. The lights must be so placed that the vertical distance between them be not less than 6 feet and not more than 15 feet, and the horizontal distance measured in a line with the keel be not less than 5 feet and not more than 10 feet. The lower light must be in the direction of the net.

In the Mediterranean and in the seas bordering on the coast of Japan and Korea, and Russian vessels in the seas (excluding the Baltic) bordering on the coasts of Russia, sailing vessels of less than 20 tons gross tonnage are not obliged

to carry the lower of these two lights, but must on the approach of or to other vessels show in its place a white light visible at a distance of not less than 1 mile [sub-divisions (b), (c)].

#### *Open Boats.*

Open boats—*i.e.*, boats not having a continuous deck—under way when fishing at night with outlying tackle extending not more than 150 feet horizontally from the boat into the seaway must carry one all-round white light. If the tackle extends more than 150 feet from the boat they must carry the all-round light, and in addition, on approaching or being approached by other vessels, must show a second white light at least 3 feet below the first light and at a horizontal distance of at least 5 feet away from it in the direction which the outlying tackle is attached [sub-division (a)].

#### *Trawling and Dredging.*

Fishing vessels and fishing boats, whether open or not, when engaged in trawling, by which is meant the dragging of an apparatus along the bottom of the sea, or when fishing with dredge-nets.

1. If steam vessels, must carry in the same position as the white light mentioned in Article 2 (a) a tricoloured lantern so constructed and fixed as to show a white light from right ahead to 2 points on each bow, and a green light and a red light over an arc of the horizon from 2 points on each bow to 2 points abaft the beam on the starboard and port sides respectively; and not less than 6 nor more than 12 feet below the tricoloured lantern a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon.

2. If sailing vessels, must carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon and on the approach of or to other vessels show where it can best be seen a white flare-up light or torch in sufficient time to prevent collision. All the lights mentioned above must be visible at a distance of at least 2 miles [sub-divisions (d), (e)].

*Vessels coming Fast.*

If vessels when trawling, dredging, line or drift-net fishing become stationary in consequence of the gear getting fast to a rock or other obstruction, they are to show the light or lights of a vessel at anchor prescribed by Article 11 [sub-division (*h*)].

*At Anchor.*

Every fishing vessel and fishing boat, whether open or not, under 150 feet in length, when at anchor must exhibit a white light visible all round the horizon at a distance of at least 1 mile. Every fishing vessel of 150 feet in length or upwards must exhibit the above white light, and also a second light as provided for vessels of such length by Article 11 [sub-division (*g*)].

NOTE.—No position is assigned by this rule for the anchor light, but it would be wise to place it in the position specified for the forward anchor light in Article 11.

Should any such fishing vessel or fishing boat at anchor be attached to a net or other fishing gear she must, on the approach of other vessels, show an additional white light at least 3 feet below the anchor light and at a horizontal distance of at least 5 feet away from it in the direction of the net or gear [sub-division (*g*)].

All fishing vessels and fishing boats may at any time use a flare-up light in addition to the lights which they are by this Rule required to carry, and they may also use working lights [sub-division (*f*)].

**In Fog, Mist, Falling Snow, or Heavy Rainstorms.***Fishing Vessels Under Way.*

Steam or sailing vessels, whether open boats or not, attached to drift-nets or when trawling, dredging, or fishing with any kind of drag-net, or when line-fishing with the lines out, must, if of 20 tons gross tonnage or upwards, at intervals of not more than one minute, make a blast, if

steam vessels, with the whistle or syren, and if sailing vessels, with the foghorn, each blast to be followed by ringing the bell. Fishing vessels and boats of less than 20 tons gross tonnage are not obliged to give the above-mentioned signals; but if they do not, they must make some other efficient sound signal at intervals of not more than one minute [sub-division (*i*)].

If such vessels become stationary in consequence of the gear getting fast to a rock or other obstruction they must make the signal for a vessel at anchor [see Article 15, sub-division (*d*)], and the last paragraph, sub-division (*h*)].

#### *At Anchor.*

Unless sub-division (*i*) applies to fishing vessels at anchor there is no provision in this Rule of any fog signal for fishing boats at anchor and fishing. As when they become stationary by reason of the gear getting fast to a rock they are to make the signal for a vessel at anchor, it would seem reasonable that they should make the same signal when at anchor and fishing.

Article 9 provides no special lights for the following cases: Open boats long-line fishing; decked boats seine fishing; any boats trawling for floating fish—that is, when the trawl is not dragged along the bottom of the sea; fishing for crabs and lobsters; trammel-net fishing. These boats and all boats fishing by any method not specified in the Rule therefore must show the lights prescribed for vessels of their tonnage under way (see first paragraph of Article 9), and decked boats when shooting lines or towing lines are to carry the lights for a steam or sailing vessel under way respectively [sub-division (*c*)].

As Article 26 provides that sailing vessels are to keep out of the way of sailing vessels engaged in fishing with nets, lines, or trawls, and as the Courts have ruled that steam and sailing vessels have to get out of the way of fishing vessels showing the lights which by this Rule they are compelled to carry, it is important to bear in mind what

these various lights signify so as to have some idea of how to act.

*One white light, visible all round the horizon.*

This may be a light—

1. On a trading vessel or a fishing vessel or boat under 150 feet in length at anchor, and not fishing [Article 11; Article 9, sub-division (g)].
2. On an open boat under way with outlying tackle extending not more than 150 feet from the boat into the seaway [sub-division (a)].
3. On an open boat under way with outlying tackle extending more than 150 feet from the boat which has not shown the additional white light [sub-division (a)].
4. On a sailing trawler or dredger which has not shown her flare [sub-division (d) 2) and (e)].
5. On a fishing vessel or fishing boat under 150 feet in length at anchor and attached to her gear which has not shown the additional white light [sub-division (g)].
6. On a fishing vessel or boat whose fishing gear has got fast to a rock or other obstruction [sub-division (h)].

*A white light, and on approach a white light shown 3 or more feet below and 5 or more feet horizontally away from the white light.*

These lights may be—

1. On an open boat under way engaged in fishing with tackle extending more than 150 feet horizontally from her [sub-division (a)].
2. On a fishing vessel or fishing boat under 150 feet in length at anchor and attached to fishing gear [sub-division (g)].

*A white light, and not less than 6 feet or more than 15 feet below, and horizontally not less than 5 feet or more than 10 feet away, another white light.*

These lights may be—

1. On fishing vessels and decked boats under way fishing with drift-nets [sub-division (b)].
2. On fishing vessels and decked boats under way fishing with lines out and attached to or hauling their lines [sub-division (c)].
3. On Dutch vessels and boats engaged in “kol” or hand-line fishing.
4. If the lower light is shown on approaching it may be on an open boat under way fishing with tackle extending more than 150 feet from her, or on a fishing vessel or boat under 150 feet in length fishing at anchor, and in the Mediterranean Sea, or in the seas bordering the coast of Japan, Korea, or Russia, except the Baltic, on a sailing fishing vessel of less than 20 tons gross tonnage fishing with drift-nets or lines [sub-divisions (a), (b), (c), (g)].

It is the duty of all vessels, whether sailing or steam, to get out of the way of vessels, whether sailing or steam, when fishing. That is, when such vessels are so situate that by day they have to exhibit the basket or at night to show the special lights prescribed by Article 9. The reason for this is that as Article 9 now makes it compulsory for vessels fishing to exhibit a special signal and special lights, thereby indicating that such vessels are at once an obstacle to navigation and an obstacle which constitutes danger, there is a special circumstance within the meaning of Article 27 which makes it necessary for every vessel, whether steam or not, to depart from the Rules and to keep out of the way of vessels showing such signal or lights.<sup>1</sup> Of course, in the case of sailing vessels meeting sailing vessels or boats fishing with nets or lines or trawls, Article 26 requires them to give way.

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<sup>1</sup> *The Grovehurst*, [1910] P. 316; *The Pitgaveney*, [1910] P. 215; *The Ragnhild*, [1911] P. 254.

A vessel engaged in drift-net fishing is fishing within the meaning of this Rule so long as any part of her nets are in the water and attached to them; but if she buoys her nets and proceeds for another purpose she ought to show the ordinary under-way lights.<sup>1</sup> A vessel is engaged in trawling, and therefore should show the lights for a trawler, directly she starts to manœuvre as required for shooting her trawl, while the trawl is on the ground and whilst it is being hauled up, and if, immediately after her trawl is up, without going to any other ground, she shoots her trawl again, then she is still fishing during the interval, but if she changes her ground then she must change her lights.<sup>2</sup> The same remarks would seem to apply to vessels engaged in dredging.

A vessel engaged in long-line fishing is to be avoided by every vessel under way when she is attached to her lines or is hauling them, but when shooting her lines she has to carry the lights for a vessel of her class under way, from which it would seem to follow that she must act as an unencumbered vessel, although in fact encumbered by her lines [sub-division (c)]. Yet in the daytime she must exhibit the basket signal indicating she is an encumbered vessel [sub-division (k)]. It is not apparent why a vessel shooting her lines should be allotted the lights of a vessel under way, for she is not free to act as an ordinary vessel, and if she has to do so stands a good chance of losing her gear.

When vessels engaged in fishing meet other vessels engaged in fishing the Rules for vessels meeting under way should be obeyed, but the paramount principle of good seamanship may, under certain circumstances, require them to disregard the rules and act accordingly.<sup>3</sup>

<sup>1</sup> *The Pitgavney*, [1910] P. 215; *The Cockatrice*, [1908] P. 182.

<sup>2</sup> *The Gladys*, [1910] P. 13; *The Picton*, [1910] P. 46; *The Upton Castle*, [1906] P. 147; *The Cockatrice*, [1908] P. 182.

<sup>3</sup> *The Grovehurst*, [1910] P. at p. 334; see remarks of Buckley, L.J.

## ARTICLE 10.

A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be shown by this Article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of 12 points of the compass, viz., for 6 points from right aft on each side of the vessel, so as to be visible at a distance of at least 1 mile. Such light shall be carried as nearly as practicable on the same level as the side lights.

This Article applies to all kinds of craft, except pilot boats engaged on their stations, vessels at anchor, and possibly certain fishing boats when fishing—for example, those fishing boats which are required on the approach of or to other vessels, to show a light or torch [see Article 9 (b), (c), (d 2), and (e)].

The stern light is allowed to be *fixed*; but if it is fixed it must only show over that portion of the horizon from which an overtaking ship can approach—viz., from 6 points from right aft on either side of the vessel (see Article 24).

When this light is *not fixed* it need not be shown to the overtaking ship till the vessel which is being overtaken has had an opportunity of seeing that the vessel which is overtaking her is a vessel coming nearer to her, and that she is approaching on such a course that she cannot see the lights of the overtaken ship; and the light must be shown within a reasonable time to give the overtaking vessel an opportunity of keeping out of the way.<sup>1</sup> It is also necessary to have a look-out stationed astern to show the light to an overtaking ship. A fixed or movable binnacle light

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<sup>1</sup> Per Lord Herschell in *The Main* (1886), 11 P. D. 136; see also *The Picton*, [1910] P. 46.

showing astern is not such a light as is required to be shown by this Article,<sup>1</sup> nor is the white masthead light of a trawler, although visible from astern<sup>2</sup> (see Article 24).

A vessel hove-to on being overtaken by another vessel must comply with this Rule and show a stern light.<sup>3</sup>

#### ARTICLE 11.

A vessel under 150 feet in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 1 mile.

A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20, and not exceeding 40, feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall not be less than 15 feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed by Article 4 (a).

The expression "at anchor" is not defined in the Regulations, but "at anchor" is contrasted with "under way" and "made fast to the shore or aground." A vessel made fast to the shore—*i.e.*, tied up to the bank, or to a quay or pier, even though the pier be a floating pontoon attached by a bridge to the bank—is not a vessel at anchor, and not

<sup>1</sup> *The Patroclus* (1888), 13 P. D. 54; *The Breadalbane* (1881), 7 P. D. 186.

<sup>2</sup> *The Pacific* (1884), 9 P. D. 124.

<sup>3</sup> *The Reihel* (1881), 4 Asp. M. C. 478.

required to show any anchor lights,<sup>1</sup> and a vessel made fast to such a vessel is in the same category.<sup>2</sup>

The requisites for a vessel to be considered as "at anchor," and therefore requiring her to show the lights mentioned in this Rule, are: (1) That she has her anchor down and it holds.<sup>3</sup> She is not at anchor if it drags, though she may be excused for carrying the anchor lights if under the circumstances it is thought to be less misleading.<sup>4</sup> She continues to be at anchor so long as the anchor holds; and while getting up her anchor, or being towed up to her anchor for this purpose, she is at anchor until the anchor is out of the ground.<sup>5</sup>

(2) That she is held by something equivalent to her anchor—*i.e.*, when she is moored to a buoy or similar moorings, or when she is made fast to a vessel at anchor in such a way as to be under the control of that anchor.<sup>6</sup> A vessel is not at anchor when she has only her anchor chains out with no anchors attached thereto and is driving;<sup>7</sup> neither is a tug fast to a vessel at anchor which she is towing up to her anchor; such a tug is a vessel under way.<sup>8</sup>

A vessel aground in or near a fairway, though she may not be a vessel at anchor, must exhibit the lights for a vessel at anchor and the two red lights prescribed by Article 4(a). A vessel which in the ordinary course of navigating a particular locality has to drag her way through the mud is not aground within the meaning of this Rule.<sup>9</sup>

Steam vessels of less than 40 tons, vessels under oars and sails of less than 20 tons, and rowing boats are, by Article 7, relieved of the obligation of carrying the lights prescribed by the last paragraph of this Rule and the lights prescribed

<sup>1</sup> *The Titan* (1906), 10 Asp. M. C. 350.

<sup>2</sup> *The Turquoise*, [1908] P. 148.

<sup>3</sup> *The Dunelm* (1884), 9 P. D. 164, 171.

<sup>4</sup> *The Buckhurst* (1881), 6 P. D. 152; *The Esk*, *infra*.

<sup>5</sup> *The Esk* (1869), L. R. 2 A. & E. 350; *The Romance*, [1901] P. 15.

<sup>6</sup> *The Romance*, [1901] P. 15.

<sup>7</sup> *The Faedrelandet*, [1895] P. 205.

<sup>8</sup> *The Romance*, [1901] P. 15.

<sup>9</sup> *The Bellanoch*, [1907] P. 171; [1907] App. Cases, 269.

by Article 4 (*a*). But they ought, under the rules of good seamanship, to give some warning of their position, such as the exhibition of the anchor light prescribed by Article 11.

No exact place is designated at which the forward anchor light of a vessel over 150 feet long shall be exhibited, except that it is to be in the forward part of the vessel; and a light which was hung on the fore-shrouds of the fore-rigging 72 feet from the stem of a vessel 313 feet long, was held to be rightly placed as being in the forward part of the vessel.<sup>1</sup> The position of the anchor light of a vessel under 150 feet in length is forward where it can best be seen. The almost universal practice of hanging it on the forestay is a very strong indication of the best position. This was apparently the view of the Elder Brethren who advised Mr. Justice Bucknill in the case of *The Philadelphian*.<sup>2</sup>

The stern anchor light must be at or near the stern. A light hung on the fore-shroud of the main rigging at 100 to 120 feet from the stern of a vessel 455 feet long is not carried at or near the stern.<sup>3</sup>

#### ARTICLE 12.

**Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal.**

This Rule was not included in the Collision Rules of 1884. It enables a vessel wishing to attract the attention of the look-out on board of an approaching vessel to take the necessary steps to do so.<sup>4</sup> The distress signals are given at p. 88, *post*.

<sup>1</sup> *The Philadelphian*, [1900] P. 262.

<sup>2</sup> *The Philadelphian*, [1900] P. 45.

<sup>3</sup> *The Gannet*, [1900] App. Cases, 234.

<sup>4</sup> See *The Merchant Prince* (1885), 10 P. D. 139.

## ARTICLE 13.

Nothing in these Rules shall interfere with the operation of any special Rules, made by the Government of any nation, with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by shipowners, which have been authorised by their respective Governments and duly registered and published.

## ARTICLE 14.

A steam vessel proceeding under sail only, but having her funnel up, shall carry in daytime, forward, where it can best be seen, one black ball or shape 2 feet in diameter.

This Rule is required because of the second paragraph of the Preliminary Article to the Collision Regulations. It appoints a distinguishing mark to steamers under sail only. Steam vessels showing this signal are to be treated as sailing vessels, and will have to manœuvre as such because a steam vessel under steam with sails set is to be considered a steam vessel (*see* Preliminary Article).

If the steam vessel proceeding under sail with her funnel up is not under command, she must, besides exhibiting this distinguishing mark, hoist the shapes mentioned in Article 4 (*a*).

## SOUND SIGNALS FOR FOG, ETC.

## ARTICLE 15.

All signals prescribed by this Article for vessels under way shall be given:—

1. By “steam vessels,” on the whistle or siren.

2. By “sailing vessels and vessels towed,” on the fog horn.

The words “prolonged blast” used in this Article shall mean a blast of from 4 to 6 seconds duration.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn, to be sounded by mechanical means, and also with an efficient bell.<sup>1</sup> A sailing vessel of 20 tons gross tonnage or upwards shall be provided with a similar fog horn and bell.

In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this Article shall be used as follows, viz. :—

- (a) A steam vessel having way upon her shall sound, at intervals of not more than 2 minutes, a prolonged blast.
- (b) A steam vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than 2 minutes, two prolonged blasts, with an interval of about 1 second between them.
- (c) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (d) A vessel when at anchor, shall, at intervals of not more than 1 minute, ring the bell rapidly for about 5 seconds.
- (e) A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to manœuvre as required by these Rules shall, instead of the signals prescribed in sub-divisions (a) and (c) of this Article, at intervals of not more than 2 minutes, sound three blasts in succession,

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<sup>1</sup> NOTE.—In all cases where the Rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small sea-going vessels.

viz.:—one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

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.<sup>1</sup>

This Article differs considerably from Article 12 of the Collision Regulations, 1884. Two additional signals are introduced, viz.:

- i. Two prolonged blasts for steam vessels under way, but not moving through the water; and
- ii. A long blast followed by two short blasts for vessels towed and towing, vessels not under command, vessels not able to manœuvre as required by these Rules, and vessels at work on a telegraph cable.

This last signal may lead to uncertainty as to what manœuvres to adopt when it is heard in fog, mist, falling snow, or heavy rainstorms. It may come from a vessel for which you are not required to manœuvre, or it may come from a vessel for which you must manœuvre.

If this signal is sounded on a whistle or siren it may come from—

- i. A steam vessel towing.
- ii. A telegraph ship at work from which you must keep at least a mile away.<sup>2</sup>
- iii. A steam vessel not under command, whether making way through the water or not.
- iv. A steam vessel not able to manœuvre as required by these Rules.

<sup>1</sup> Dutch steam pilot vessels when on their stations on pilotage duty sound, at intervals of two minutes at most, one long blast with the siren, followed after one second by a long blast with the steam whistle, and again after one second by a long blast on the siren. When not engaged on their stations on pilotage duty they make the same signals as other steamships.

<sup>2</sup> See Submarine Telegraph Act, 1885, Sch. I., Article 5.

If on a fog horn, from—

- i. A sailing vessel towing.
- ii. A sailing vessel being towed.
- iii. A steam vessel being towed.
- iv. A sailing vessel not under command, whether making way through the water or not.
- v. A sailing vessel unable to manœuvre as required by these Rules.

Vessels “unable to manœuvre as required by these Rules” are not vessels entitled to take advantage of the “not under command Rule” (Article 4), but are vessels which, from some temporary cause, are not able to manœuvre as directed by these Rules, and include steamers in difficulties by reason of dangers of navigation, or collision with other vessels, and sailing vessels “in irons,” or becalmed and not making way through the water.

It may be argued that this signal cannot be used by sailing vessels becalmed, because they are not required to manœuvre; as steamers must get out of their way, and other sailing vessels will also be becalmed. This is not so. They are required by Article 21 to take steps to avoid a collision when they see that a collision cannot be averted by the action of the steam vessel alone.

Vessels which are “unable to manœuvre as required by these Rules” must make use of this signal when performing or about to perform a manœuvre which is not sanctioned by these Rules.

Vessels hearing this signal [letter D of the Morse Code] must be prepared to act for any one of the various descriptions of craft above described.

Article 15 does not apply to vessels approaching fog, mist, snow, or heavy rainstorms, but good seamanship requires that if she is in its vicinity she must sound her fog signals so that vessels in the fog may know of her position.<sup>1</sup>

<sup>1</sup> *The St. Paul*, [1909] P. 43; *The Oravia* (1907), 10 Asp. M. C. 434; *The Milanese* (1881), 4 Asp. M. C. 318; *The N. Strong*, [1892] P. 105; 7 Asp. M. C. 194.

What amount of density of fog will necessitate the use of these fog signals has not been defined. It probably must be such that the vessels, or their lights, cannot be seen in sufficient time to enable them to take all necessary steps to avoid risk of collision.

A sailing vessel tacking must continue to sound fog signals for the tack on which she has been sailing until she has got the wind or the other tack. For example, a vessel tacking from the port tack to the starboard tack must sound two blasts until she has the wind on her starboard side, and *vice versa*.<sup>1</sup>

A vessel hove-to must sound her foghorn for the tack on which she is hove-to, because she is a vessel under way and is not a vessel not under command.<sup>2</sup> If unable to manœuvre she must make the signal in sub-section (e).

A sailing vessel under way must sound her foghorn at intervals of not more than one minute, though if she is being towed, or is towing, or is not under command, or unable to manœuvre as required by the Rules, she is then only required to make her signals at intervals of not more than two minutes.

The signal of two prolonged blasts to be given by a steamship stopped dead in the water must only be used by steamers under way, which, though not making any way through the water, can, if required, manœuvre as directed by these Rules. The two prolonged blasts signal must not be used until the navigator has satisfied himself that all the way is off his vessel, and that she is stationary in the water. It is imperative that all way should have ceased because the signal justifies action on the part of the vessel hearing it which would otherwise be unjustifiable. It would justify her altering her course, but it would not justify her in going at a speed which would not enable her to bring herself up on seeing the other vessel.<sup>3</sup>

<sup>1</sup> *The Constantia* (1889), 6 Asp. M. C. 478.

<sup>2</sup> *The Pennsylvania* (1870), 3 Asp. M. C. 477.

<sup>3</sup> *The Castleventry*, *Shipping Gazette*, 16th April, 1904; *The Bittern*, *Shipping Gazette*, 2nd April, 1908.

No signal to be used in fog is assigned to a vessel aground; she is not a vessel under way, neither is she a vessel at anchor, but Article 29 requires that some efficient signal or warning should be given to vessels in the vicinity.<sup>1</sup>

As has been stated before, "in tow" means that the tug must be exerting her towing force on the vessel in tow. So when a tug was fast to a steamer by about 15 fathoms of rope, but was not towing, it was held by Sir Samuel Evans that she was not entitled to use the signals for a vessel towing, but that in the special circumstances of the case—from the point of view of navigation—safe navigation, warning to others, it was less confusing that the steamship attached to the tug should give the signals for a vessel under way unaccompanied by any signals from the tug.<sup>2</sup>

It should always be recollected that sound is conveyed in a very capricious way through the air. Apart from wind, large areas of silence have been found in different directions and at different distances from the origin of a sound even in clear weather.<sup>3</sup> It is well established that both in direction and intensity fog signals may be blinded or rendered misleading by the condition of the air.<sup>4</sup> And neither whistles nor bells can be absolutely relied upon to be heard in a fog, when in any case wind, noise of engines, and other matters have to be taken into account.<sup>5</sup> A vessel is not necessarily in fault for not hearing the fog signal of another vessel until too late to avoid her, even if no special reason can be given for this; but in such circumstances the collision may be an inevitable accident.<sup>6</sup> On the other hand, the fact that fog signals have been regularly sounded but are not heard may be sufficient to justify the finding of a bad look-out.<sup>7</sup>

<sup>1</sup> Compare *The Carlotta*, [1899] P. 223.

<sup>2</sup> *The Sargasso*, [1912] P., at p. 198; see also *The Elysia*, [1912] P. 152.

<sup>3</sup> *The Koning Willem I.*, [1903] P. 117.

<sup>4</sup> *The Geelong, Shipping Gazette*, 5th March, 1908.

<sup>5</sup> *The Nador*, [1909] P. 300; *The Mertleyr* (1898), 8 Asp. M. C. 475.

<sup>6</sup> *The Nador*, [1909] P. 300.

<sup>7</sup> *The Curran*, [1910] P. 184.

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

### ARTICLE 16.

Every vessel shall, in a fog, mist, falling snow, or heavy rainstorms, 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.

This Rule requires that every vessel in fog, mist, falling snow, or heavy rainstorms shall go at a moderate speed, and it applies from the moment a vessel enters the fog until she is clear of it, irrespective of the fact that there may be no other vessels in the fog. Good seamanship requires that a vessel in the vicinity of fog, mist, falling snow, or heavy rainstorms shall take steps to ensure that her speed is moderate when she enters the fog, etc.<sup>1</sup>

It is not possible to define what number of knots through the water will be considered a moderate speed, for it depends on the existing circumstances and conditions at the time. "Moderate speed" is a relative term, depending on the place of the fog, whether in the open sea or in narrow waters, on the kind of ship, and on the kind of fog.<sup>2</sup> What may be moderate speed before the fog signal of another vessel is heard may not be moderate speed afterwards. As a general rule, speed in thick weather must never be such that a vessel cannot, if required, pull up in time to avoid a collision. The Elder Brethren, in advising Mr. Justice Bargrave Deane in *The Counsellor*,<sup>3</sup> suggested that you ought not to go so

<sup>1</sup> *The St. Paul*, [1909] P. 43.

<sup>2</sup> *The Beta* (1884), 9 P. D. 134.

<sup>3</sup> [1913] P. at p. 72.

fast in a fog that you cannot pull up within the distance that you can see, and his Lordship adopted this rule and said: If you cannot retain steerage way at such a speed then you should manage by alternately stopping and putting the engines ahead.

As showing the view that the Courts take of the absolute necessity of going at a very low speed in thick weather, the extracts from the judgments in the following cases should be noted:

Lord Esher in *The Dordogne*<sup>1</sup>—a case of a collision in a dense fog off Ushant, tried before the second paragraph of this Rule became law—said:—

This case, it should be observed, is not like the case of a steamer going up or down a river or a narrow arm of the sea. There, whether vessels hear a whistle or not, they should contemplate the probability of meeting other vessels, and that in such a place vessels meeting would do so almost on the same line. Therefore, in the Thames, for example, before a whistle is heard I think that a vessel in a dense fog should be brought as nearly as possible to a standstill, so as only to be just under command. But, on the open sea, where the probabilities of actually meeting another ship are less, I do not think that the speed need be as moderate as if a vessel is navigating a narrow channel. When, however, a sailor at sea hears a whistle, he knows immediately that there is another vessel in his vicinity. Then the case becomes more like the case of a fog in a river. A good deal must depend in the case at sea upon the indications which are given of the whistling vessel, and these must depend on the whistling from her, for it appears to me impossible that a whistle sounded a mile and a half off can sound the same as a whistle heard at the distance of 100 yards. Therefore, if a ship at sea, in a dense fog, hears a whistle which should indicate that the other vessel may be from a mile to a mile and a half away, she ought at once to reduce her speed to a moderate rate, though the moderation then would be very different from the moderation required when the other vessel came closer. . . . As the ship comes nearer and nearer, moderate speed becomes more moderate and more moderate.

<sup>1</sup> (1884), 10 P. D. 10.

That which was moderate speed when the vessels were two or three miles apart, is not moderate speed when the vessels are within half a mile of each other, and as the vessels get nearer he must bring his own to as complete a standstill as possible without putting her out of command. . . . A sailing ship ought, if she is under full sail, to take sail off till she brings herself as nearly to a standstill as is possible whilst being under command.

In *The Germanic*,<sup>1</sup> Mr. Justice Gorell Barnes, referring to this Rule said:

This is a most salutary Rule. The safety of life and property in thick weather at sea, and especially in narrow and crowded waters, depends largely upon a strict compliance with its provisions. If all vessels moving about in thick weather comply with the Rule their speeds will be so reduced that, although one may be seen from another only at a short distance, time will still be left for each to take proper steps to avoid the other. If the ordinary slow speed of fast steamers (whose engines, when working at slow, may give them nearly as much speed as less powerful vessels only make at full speed or half-speed) will not produce safe navigation, the engines must be reduced to dead slow, and if that is not sufficient they must be stopped from time to time.

And his Lordship in *The Campania*,<sup>2</sup> a case arising under the present Rule, after referring to the above case, said with regard to the speed of *The Campania*, which was 9 knots:

The advantages to be gained by a very slow speed, as compared with greater speed, are clear. One of the most important is that those on board a vessel proceeding at very slow speed have more opportunities, while traversing a given space, of hearing the sound signals of an approaching vessel than if their vessel were going faster. . . . Moreover, it is obvious that at the slower speed more time is given to act for an approaching vessel when her signals are heard or she is seen, and that the way of a steamer is much more quickly taken off by reversing when she is going at slow than at fast

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<sup>1</sup> *The Germanic*, *The Times*, 22nd February, 1896.

<sup>2</sup> *The Campania*, [1901] P., at p. 296.

speed, and even if a collision is not averted, its consequences may be much less disastrous if the speed is very slow. . . . The contention for the defendants comes to this, that as their vessel cannot, as they allege, go with safety when navigating at less speed than about 9 knots an hour, she is justified in keeping on at that speed in a dense fog. Possibly a similar contention could be made on behalf of a considerable number of the large and fast passenger boats of the day.

Article 16 is imperative, and I believe it would be most dangerous, having regard to the traffic to be met with everywhere, especially near the coast in crowded waters, if this contention were to be upheld. It is based on the supposed necessity for *The Campania* to keep the speed at which she was going for the safety of her own navigation; but I am advised that this basis is unsound. Captain Watson himself stated that a fog may be so dense that it is not possible to see across the ship, and that in that case she would probably have to stop her engines. A special signal is provided by Article 15 (*b*) for such a case. . . . If the fog be not so dense as to require the vessel to stop, she can go at a moderate speed within the Rules by going slowly ahead and stopping her engines from time to time.

The second paragraph of this Rule requires that a steam vessel, whether in fog, mist, falling snow, or heavy rainstorm, *or not*,<sup>1</sup> hearing forward of her beam a fog signal of a vessel the position of which is not ascertained at once to stop her engines unless there are special circumstances why this should not be done,<sup>2</sup> and the engines ought to be kept stopped until, by hearing further signals, the position of the other vessel is ascertained.<sup>3</sup> In some cases it is necessary at once to reverse the engines, though this Rule does not in terms render this action compulsory; for instance, on hearing the foghorn of a sailing ship, it is the duty to do so if the foghorn is heard not far off, and gives an indication that the sailing ship is on a course that will cross the course of the steamship.<sup>4</sup>

<sup>1</sup> *The Barnard Hall* (1902), 9 Asp. M. C. 300.

<sup>2</sup> *The Challenge and Duc d'Aumale*, [1905] P. 199.

<sup>3</sup> *The Rondane* (1900), 9 Asp. M. C. 106.

<sup>4</sup> *The Merthyr* (1898), 8 Asp. M. C. 475.

The object of this Rule is to give opportunity for accurate observation of sound, while at the same time not executing any manœuvre at all, until there is such certainty as to the situation of the other vessel as shall make manœuvring at all a careful act in itself, and not a change of direction or speed made blindly when the position of the other vessel is not ascertained.<sup>1</sup>

It is no excuse for not stopping the engines to plead that another steamer is following close astern,<sup>2</sup> or that the vessel was towing another, when she can, without risk of being overrun by her tow, do so.<sup>3</sup> It is a good excuse if it can be established that the position of the vessel giving the fog signal is ascertained. Where vessels are navigating in narrow waters such as a canal, it is obvious she must be in the canal, and therefore her ordinary position in the canal must be ascertained if both vessels keep to their right side.<sup>4</sup> So, too, when before the fog a vessel is seen in a position of safety and on being enveloped in the fog her whistle is heard on the bearing that was expected from the previous position and course of the vessel.<sup>5</sup> In each of these cases the vessels hearing the whistle for the first time were not required to stop the engines.

In all other cases when the first indication of another vessel is the sound of her foghorn, it is impossible to say that the position of the vessel is ascertained because, as shown above, it is well established that sound travels in a most capricious manner, and on this subject, and generally on the way the Courts consider this Rule, the following remarks of Sir Gorell Barnes in *The Britannia*<sup>6</sup> should be noted:

It is not true to say that because a whistle sounds distant those on the ship hearing it are entitled to treat it as distant. Many cases in this Court have shown that an apparently

<sup>1</sup> See *Crawford v. Granite S.S. Co.* (1906), 8 F. 1013.

<sup>2</sup> *The Rondane* (1900), 9 Asp. M. C. 106.

<sup>3</sup> *The Challenge and Duc d'Aumale*, [1905] P. 199.

<sup>4</sup> *The Hare*, [1904] P. at p. 338.

<sup>5</sup> *The Oravia* (1905), 10 Asp. M. C. 434.

<sup>6</sup> *The Britannia* (1904), 10 Asp. M. C. 65.

distant sounding whistle is really close to. Again, it is not correct to say that a whistle having been heard can be located so as to be certain it is at a precise bearing on the bow. Case after case in this Court shows that it is not so. . . . If one was to hold that upon hearing a whistle which sounded to be distant, a vessel was justified in not stopping although its position was not ascertained, except that it sounded a long way off, every case in this Court would be that the whistle sounded such a long way off that those who heard it were justified in not stopping their engines. It is no use to say: "Well, but it would not have made any difference at all if we had stopped, because when we heard it again at a later period, and made it out, we did stop our engines, and kept them stopped for some ten or fifteen minutes. . . . Having stopped so long as that, it could not have made any difference if the engines had been stopped when the whistle was first heard." That is an argument which one cannot possibly agree with. One might feel some difficulty in dealing with such an argument if one was not bound by Rules and was free to consider mere contribution to the collision. . . . But the Rules have been dealt with over and over again, and before one can acquit of blame one must see that the non-stopping could by no possibility have contributed to the collision.

It is no excuse for not stopping that the vessel was going so slow and the whistle of the other vessel seemed to be so far off, that it was thought better to wait until it was heard again,<sup>1</sup> or that, as a whistle of an overtaking vessel was heard at the same time Articles 21 and 24 had to be obeyed, because in fog, etc., this Rule applies to the overtaking vessel, and she has to stop when she hears the fog signal of the vessel ahead of her.<sup>2</sup> Nor is it an excuse to urge that she had passed other vessels in the fog which she had not seen without having stopped for them; for a vessel is not justified in adopting a course, and because it turns out all right on a few occasions, saying: "I was not to blame when I eventually ran into a vessel, because I passed others

<sup>1</sup> *The Koning Willem I.*, [1903] P. 114.

<sup>2</sup> *The Britannia* (1904), 10 Asp. 65.

without doing it.”<sup>1</sup> Nor is it an excuse that from the whistle signals heard the pilot or master was confident that the ships were on opposite courses<sup>2</sup> and would pass clear of each other.

Having stopped the engines on hearing the fog signal forward of the beam, a steamer should not proceed even at dead slow speed if the indications are that the other vessel is approaching and not broadening. The engines should be stopped, with an occasional touch ahead to keep her on her course and under control. So when a steamer continued on for some twenty minutes at dead slow, when the indications were not such as to show distinctly and unequivocally that if both vessels continued to do what they appeared to be doing they would pass clear of each other, she was held to blame for a collision that ensued.<sup>3</sup>

There is no hard-and-fast rule that a vessel should not alter her course in a fog, though alteration of course at such a time is attended with risk. Lord Herschell, in the case of *The Vindomora*,<sup>4</sup> said:

It had been contended “there was a rule of practice always acted upon in the Admiralty Court, that where two vessels were approaching one another in a fog neither vessel had a right to manœuvre in any way until she had a clear and unmistakable indication as to the course upon which the other vessel was proceeding, or its relative position to her own. My lords, I do not think the cases which the learned counsel cited support the proposition that there is any such absolute hard-and-fast rule as that a vessel having only the indication of a single whistle from the other vessel is never justified in manœuvring, and must always be held to blame if she does manœuvre. I should be very sorry to say anything to indicate any dissent from the view that where two vessels are approaching one another in a fog, without any sufficient indication to justify action, neither vessel would be justified in altering her course. I think the proper steps to be taken in such a case

<sup>1</sup> *The General Manoury* (1920), 5 Ll. L. R. 309.

<sup>2</sup> *The Benalla* (1921), 8 Ll. L. R. 415.

<sup>3</sup> *The Aras*, [1907] P. 28.

<sup>4</sup> *The Vindomora*, [1891] A. C. 1, at p. 4.

would be for each vessel to keep the course on which she was proceeding. But although I entirely agree that that is a good general rule to lay down, yet that rule must nevertheless be interpreted in each case according to the circumstances of that case. It is impossible to lay down an abstract rule of that description which shall be applicable to all circumstances, to all parts of the seas, and to all positions of vessels.”

In this particular case the vessel had starboarded to a whistle  $3\frac{1}{2}$  to 4 points on the starboard bow, and apparently half a mile to a mile distant. She was held free from blame. Except in exceptional circumstances the helm should not be used on hearing the fog signal of another vessel for the first time. For it is not navigating with caution as ordered by this Rule, if, before doing anything at all to ascertain where the other vessel is, you alter your course.<sup>1</sup>

## 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.**

<sup>1</sup> *The Counsellor*, [1913] P. 70, at p. 73.

- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

The preliminary paragraph to this Article cannot be taken as the only way of ascertaining whether there is "risk of collision." It is only one method by which this can sometimes be ascertained. It is a safe method because, as every careful navigator knows, whatever may be the courses of two vessels approaching each other, if they continue on the same compass bearings from each other they must eventually collide. When the bearing is fine and begins to narrow when the vessels are only a short distance apart there will usually be considerable risk of collision, and a careful navigator should take steps accordingly.<sup>1</sup> It is not sufficient to watch the approaching vessel, you must watch the compass bearing of her.<sup>2</sup>

It is utterly impossible for the legislature to determine what would constitute "risk of collision" within these rules. That must always be decided according to the circumstances of each case by men of nautical experience.<sup>3</sup> It has been described as a chance, a strong, or a reasonable probability of collision. Directly a master is aware that there is a probability of risk of collision he ought to consider there is risk of collision.<sup>4</sup>

Thus, when a vessel blows a whistle indicating that she is altering her course, which if she has done it will produce

<sup>1</sup> *The City of Berlin*, [1908] P. 120, 123.

<sup>2</sup> *The President Lincoln*, [1911] P. 248.

<sup>3</sup> *The Mangerton* (1856), Swab. 110.

<sup>4</sup> *The Stanmore* (1885), 10 P. D. 136.

risk of collision, then on hearing the whistle it ought to be considered that there is risk of collision, and action should be taken accordingly.

Besides carefully watching the compass bearing of an approaching steam vessel to ascertain whether there is or is not risk of collision, the relative positions of the side and masthead lights should be watched. These sometimes give an indication that there is risk of collision. In deciding whether there is any such indication the speeds of the two vessels and the position of the side light with regard to the masthead light—whether it is placed ahead, abreast, or abaft of the masthead light—and the courses of the vessels must all be taken into consideration.

So when you see the side lights closing in with or broadening from the masthead light and indicating to you that the vessel is altering her course in such a way and at such a distance as to produce risk of collision, then there is risk of collision, and you must act at once,<sup>1</sup> and the same Rule will apply when you know from the speeds of the vessels that the relative positions of the lights should change but do not. When the approaching steamship carries the two masthead lights allowed by Article 2, the change in the relative positions will indicate at once whether there is risk of collision for which you must act.

One of the difficulties in construing Article 17 is to determine what exactly is the meaning of the terms “close-hauled,” “running free,” and “wind aft.”

A vessel which may be sailing on a wind is close-hauled within the meaning of this Article, although she is not as close to the wind as she can possibly be sailed. She may be as much as a point off the wind, and yet will be close-hauled within the meaning of that phrase as used in this Article.<sup>2</sup>

It is impossible to say where the line can be drawn between running free and wind aft.

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<sup>1</sup> *The Starbore* (1885), 10 P. D. 134; see also *The Albis* (1895), 8 Asp. M. C. 92.

<sup>2</sup> *The Breadalbane* (1881), 7 P. D. 186.

A vessel sailing with the wind 4 points from right aft has been held to be a vessel with the wind aft.<sup>1</sup>

It seems, however, that a vessel with the wind aft may at the same time be a vessel running free. For example:

A vessel A. running before a N.E. wind, steering S.W. Sly. with her boom to starboard has on her port side a vessel B. steering S.W. Wly. with her boom to port. Both are vessels running free and with the wind aft and are on converging courses.

If they are vessels with the wind aft and within sub-section (e), then by these Rules each has to get out of the way of the other. It is submitted that they are not within sub-section (e), but are vessels running free with the wind on different sides, in which case the vessel A. steering S.W. Sly. must give way as she has the wind on her port side.

No great difficulty will be experienced in the daytime in determining whether a vessel is close-hauled or running free. This is not so easy at night.

In *The Theodore H. Rand*, a vessel close-hauled on the port tack saw the red light of a sailing vessel on her starboard bow. Thinking it was a light of a vessel close-hauled on the starboard tack, she bore up and came into collision, for the other vessel was in fact running free.<sup>2</sup>

A vessel close-hauled on the starboard tack is directed by Article 21 to keep her course *and speed*. She may luff up as close to the wind as she can without losing her speed; but she must not let her sails shake, as that has been held to be not keeping course.<sup>3</sup>

A vessel close-hauled on the port tack must give way to a vessel close-hauled on the starboard tack, even though the latter vessel has been overtaking the former,<sup>4</sup> because the overtaking Rule, Article 24, does not apply to two vessels

<sup>1</sup> *The Spring* (1866), L. R. 1 A. & E. 99.

<sup>2</sup> *The Theodore H. Rand* (1887), 12 App. Cases, 247.

<sup>3</sup> *The Earl Wemyss* (1889), 61 L. T. 290.

<sup>4</sup> *The Annie*, [1909] P. 176.

beating to windward, but approaching each other on different tacks,<sup>1</sup> though it will apply to a vessel close-hauled overhauling a vessel on the same tack.

A vessel close-hauled on the starboard tack must give way to a vessel close-hauled on the port tack, if she sees that the vessel on the port tack is unmanageable or unable to obey the Rules of the Road by bearing up or tacking, on account of shoals, or other dangers of navigation or collision.<sup>2</sup>

A vessel close-hauled on the starboard tack must tack or get out of the way, when a vessel on the starboard tack ahead of her has had to tack on account of the proximity to a shoal<sup>3</sup> or other obstruction; and the same would apply to vessels close-hauled on the port tack.

As vessels hove-to are under way they must obey these Rules. If hove-to on the port tack, they must be got under command to avoid a vessel close-hauled on the starboard tack.<sup>4</sup>

When both vessels are running free with the wind on the same side, the windward vessel must keep out of the way of the leeward vessel; yet if the leeward vessel is an overtaking vessel as defined in Article 24, she must keep out of the way of the windward vessel, which latter vessel must keep her course *and speed*.<sup>5</sup>

A sailing vessel, whether close-hauled or running free, or with the wind aft, must give way to any vessel, whether sailing or steam, that she may overtake within the meaning of Article 24, and she must, if the circumstances of the case admit, avoid crossing ahead of her.<sup>6</sup>

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<sup>1</sup> *The Annie*, [1909] P. 176.

<sup>2</sup> *The Ann Caroline* (1865), 2 M. L. C. 208.

<sup>3</sup> *The Priscilla* (1870), L. R. 3 A. & E. 125.

<sup>4</sup> *The Rosalie* (1880), 5 P. D. 245.

<sup>5</sup> See Article 24.

<sup>6</sup> See Article 22; Article 24, the overtaking rule, overrides Article 20.

## ARTICLE 18.

When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This Article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are, when each of the two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the side lights of the other.

It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Under this Rule it is the duty of a steam vessel meeting another steam vessel on a course nearly opposite to her own to port her helm, although, in fact, she may have the other vessel a *little* on her starboard bow, because the side lights of ships are screened according to the Board of Trade Regulations so as to show apparently to 2 degrees, yet in fact to about 4 degrees across the bows. No difficulty ought, however, to be found in determining when this Rule applies.

BY NIGHT.—The only cases in which it will apply are—

- i. When each vessel is in such a position as to see both the side lights of the other vessel. When a vessel sighted right ahead shows both her side lights this Rule will apply, because each must be in such a position as to see both the side lights of the other.
- ii. When a vessel showing both her side lights is sighted on a bearing from 0 degrees to about 4 degrees on either bow, because, as the side lights are now screened to show only about 4 degrees across the bows, each vessel will be within the range of visibility of both the side lights of the other.

BY DAY.—The only cases in which the Rule will apply are when each vessel sees the masts of the other in line, or nearly in line, *with her own*.

This By Day definition is evidently intended to describe the same positions as are indicated by the side lights at night. It clearly applies to the case of a steam vessel sighted right ahead, showing her masts in line, or nearly in line. The only other cases in which this Article will apply by day are when the masts of a steamer are seen in line, or nearly in line, from 0 degrees to 4 degrees on either bow.

If in doubt whether the vessels are within these Rules or not, the bearing of the approaching steamer should be carefully taken, and due allowance should be made if the bearing is taken from the side of the vessel.

This Rule does not in terms require the engines to be stopped or reversed when there is risk of collision, but if it is seen that porting the helm will not avoid the collision then Article 29 applies, and the engines should be stopped and, if necessary, reversed.<sup>1</sup>

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<sup>1</sup> *The City of Berlin*, [1908] P. 110.

## ARTICLE 19.

**When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.**

Crossing vessels are vessels travelling upon converging courses so as to involve risk of collision.<sup>1</sup>

The latter part of this Rule only applies to the case of a steam vessel which has another steam vessel on her own starboard side from a bearing of from about 4 degrees on the starboard bow to 2 points abaft the beam on the starboard side,<sup>2</sup> and only then when the vessels are in such a position that if each keeps her course and speed there will be risk of collision, when it will be the duty of the vessel having the other vessel on her starboard side to port her helm and go astern of her, or to ease, stop, or reverse her engines (Articles 22, 23). If the steam vessel on the starboard side is more than 2 points abaft the beam she is an overtaking vessel, and by Article 24 is bound to keep out of the way of the vessel she is overtaking.

The Rule applies as soon as the two ships are approaching one another on courses which, if continued, may cause a collision, and continues to apply until the vessels have definitely passed out of the phase of crossing ships. Thus, where vessels are on nearly opposite courses you must not assume, because the green light of the other vessel is brought ahead of you, that you are justified in altering your course, for the other vessel may port in accordance with directions of Article 22, so as to avoid crossing ahead of you.<sup>3</sup> The crossing Rule is not determined until the giving way ship

<sup>1</sup> Sir Samuel Evans, P., in *The Olympic* and H.M.S. *Hawke*, [1913] P. 219.

<sup>2</sup> *I.e.*, when the vessel, if approaching at night, would only see your green light. See Article 18, last paragraph.

<sup>3</sup> *The Ordnuua*, [1921] I A. C. 250.

arrives definitively on the starboard bow of the ship which has to keep her course and speed.<sup>1</sup>

The Rule applies when one of the two vessels is lying to with her engines stopped, but driving slowly through the water by the wind,<sup>2</sup> but probably does not apply where one of the vessels has been stopped motionless in the water some considerable time before the approach of the other vessel.<sup>3</sup>

In the open sea there should be no great difficulty in deciding whether two vessels are crossing so as to involve risk of collision, but in winding rivers or amongst shoals this may not be so easily ascertained. Vessels may, no doubt, be crossing vessels within this Rule in a river. It depends on their presumable courses. If at any time two vessels, not end on, are seen, keeping the courses to be expected with regard to them respectively, to be likely to arrive at the same point at or nearly at the same moment, they are vessels crossing so as to involve risk of collision; but they are not so crossing if the course which is reasonably to be attributed to either vessel would keep her clear of the other. The question whether the Rule applies, therefore, always turns on the reasonable inference to be drawn as to a vessel's future course from her position at a particular moment, and this greatly depends on the nature of the locality where she is at the moment.<sup>4</sup>

So when navigating a winding channel or on approaching any obstacle round which vessels must pass, the particular direction taken for a moment or a few moments in rounding a corner or avoiding an obstacle is not such an indication of the real course of the ship as to justify another ship in concluding that she is a crossing ship for which she must act,<sup>5</sup>

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<sup>1</sup> See remarks of Hill, J., in *The Athena* (1921), 9 Ll. L. R. 216, at p. 218.

<sup>2</sup> *The Broomfield* (1905), 10 Asp. M. C. 194.

<sup>3</sup> *The Albano*, [1907] A. C., at p. 206.

<sup>4</sup> *The Pekin*, [1897] A. C., at p. 536.

<sup>5</sup> *The Velocity* (1869), L. R. 3 P. C. 44; *The Ranger* (1872), L. R. 4 P. C. 519; *The Oceano* (1878), 3 P. D. 63; *The Kaiser Wilhelm der Grosse*, [1907] P. 36 and 259.

and the approaching steamer should be carefully watched before deciding whether this Rule is applicable.

The Rule has been held to apply to vessels in different channels but whose courses, if continued, will intersect. For example, a vessel proceeding down Cardiff Drain and a vessel proceeding up the entrance channel to Roath Basin. This was in 1886, but it has been subsequently held that the Collision Regulations do not apply to a collision in the Cardiff Drain.<sup>1</sup> It also applies to a vessel coming out of Grimsby and bound to sea because, owing to the nature of the channel at the entrance to the Humber, vessels outward bound from Grimsby have to cross the course of vessels navigating the Humber to get into position on their proper side of the channel.<sup>2</sup> It has also been held to apply to vessels approaching the whistling buoy at the entrance of Montevideo Harbour.<sup>3</sup> The Rule applies to the river Mersey in all fit and proper cases, but vessels coming out of a dock there into the river must not rely entirely upon it. Their duty in such circumstances may be to apply the rules of good seamanship and not to rely upon the Rule, for when coming out of a dock a vessel ought to navigate with the greatest possible caution. Whether the Rule applies to such vessels depends on the distance at which they sight each other, whether they are sufficiently far apart for the crossing Rule to apply. Do they sight each other at such a distance that they can each of them reasonably act under the crossing Rule and so avoid collision?<sup>4</sup>

The fact that a vessel which has to keep out of the way of another under this Rule is about to pick up a pilot, does not prevent the Rule applying to her. She must give way to a vessel on her starboard side approaching under this Rule with risk of collision.<sup>5</sup> When it happens that the

<sup>1</sup> *The Leverington* (1886), 11 P. D. 117; *The Red Cross* (1907), 10 Asp. M. C. 321.

<sup>2</sup> *The Ashton*, [1905] P. 28.

<sup>3</sup> *The Karamea*, [1920] P. 314.

<sup>4</sup> *The Sunlight*, [1904] P. 100, 112; *The Llanelly*, [1914] P. 45; *The Gulf of Suez*, [1921] P. 318.

<sup>5</sup> *The Albano and Parisian*, [1907] A. C., 193.

vessel on her starboard side is about to pick up a pilot the vessel which has to keep out of the way must be prepared for the other vessel slackening her speed to pick up the pilot, because "speed" in Article 21 means speed in following the nautical manœuvre—picking up a pilot—in which the vessel is at the time engaged.<sup>1</sup>

When two vessels are proceeding in narrow channels—like the entrance channels to the docks at Swansea—on courses which must intersect, and each vessel must in the ordinary course of the navigation get across the course of the other at some time, then the rules of good seamanship should be followed; and if one vessel comes to the point of intersection reasonably in advance of the other, she should keep on, and the other should wait till she has passed. If both approach the spot about the same time then they must act reasonably, and the one which has the tide against her should wait for the other to pass.<sup>2</sup>

This Rule does not apply to steam fishing boats when fishing and ordinary steam vessels when on crossing courses. The fishing boats have the right of way, and the other vessels must keep clear of them.<sup>3</sup>

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#### ARTICLE 20.

**When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.**

The reason for this Rule is obvious. A steamer unencumbered is nearly independent of the wind. She can turn out of her course and turn into it again with little difficulty or inconvenience. She can slacken or increase her speed,

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<sup>1</sup> *The Roanoke*, [1908] P. 231. The Rule also applies to vessels on patrol duty. See *The Fancy*, [1917] P. 13.

<sup>2</sup> *The Prince Leopold de Belgique*, [1909] P. 103.

<sup>3</sup> *The Grovehurst*, [1910] P. 316; *The Ragnhild*, [1911] P. 254.

stop or reverse her engines, and can move in one direction or the other with the utmost facility. She is therefore with reason considered bound to give way to a sailing ship, which is less subject to control and less manageable.<sup>1</sup>

Under this Rule every "steam vessel proceeding," whether towing another vessel or not, must keep out of the way of every sailing vessel which is not overtaking her, and the Rule applies to any vessel which is proceeding through the water by means of mechanical propulsion, whether that be steam, oil, or electricity.<sup>2</sup> It also applies to a vessel which is fitted with machinery and able to use it at any moment, though at the time she is not moving through the water—*i.e.*, a steam tug lying-to<sup>3</sup>—but it does not apply to steam fishing vessels which are fishing in such circumstances that they are unable to use their engines without fouling their propellers.<sup>4</sup>

How the steam vessel is to keep out of the way is settled by Articles 22 and 23. She must not, unless compelled to avoid immediate danger, cross ahead of the sailing ship, and she must, if necessary, slacken her speed or stop or reverse her engines.

When approaching a sailing ship on nearly an opposite course to her own, she must pass the sailing ship on the side which the sailing ship presents to her. There is only one case in which the steam vessel will have an option as to which side she is to pass a sailing ship, and that will be when she is directly ahead of the sailing ship; for Article 22 cannot then apply. That the sailing ship is becalmed will not preclude the operation of this Rule, as one of the vessels, the steam ship, will be "proceeding" within the meaning of this Article.

By Article 24, if the sailing ship is overtaking the steam vessel, the sailing ship must keep out of the way.

<sup>1</sup> *The Independence* (1861), 14 Moo. P. C. C. 103.

<sup>2</sup> See the Preliminary Article. *ante*, p. 1.

<sup>3</sup> *The Jennie S. Barker* (1875), L. R. 4 A. & E. 456; *The Broomfield* (1905), 10 Asp. M. C. 194.

<sup>4</sup> *The Gladys*, [1910] P. 13; *The Pitgaveny*, [1910] P. 215.

Although the steam ship has to give way, yet a sailing ship must not hamper her movements. If compelled by force of circumstances, as by the closeness of the shore or risk of collision with other vessels, the sailing ship may tack near to the steam vessel; and the steam vessel ought to be ready to act if she does so.<sup>1</sup>

The fact that a steam vessel is neglecting to keep out of the way of a sailing ship does not make it the duty of the sailing ship to take at once measures to avoid collision, except possibly under very exceptional circumstances; because it is possible for the steamship to act for the sailing ship up to almost the last moment; and any action on the part of the sailing ship might be liable to increase the risk of collision.<sup>2</sup> If the sailing vessel finds herself so close that collision cannot be avoided by the action of the steam vessel alone, she also must take such action as will best aid to avert collision (Article 21 and notes thereto).

#### ARTICLE 21.

**Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed.**

**NOTE.**—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision (see Articles 27 and 29).

“Course” in this Rule does not mean the actual compass direction of a vessel; and “Keep her course” does not mean following the direction in which the vessel’s head happens to be turned at the time when she is seen and acted for

<sup>1</sup> *The Palatine* (1872), 1 Asp. M. C. 468; 27 L. T. 631. See also note to Bye-law 32 of Thames Bye-laws, *post*, p. 426.

<sup>2</sup> *The Highgate* (1890), 6 Asp. M. C. 512.

by the vessel which has to keep out of her way; but means keeping that course which she would take naturally and independently of the presence of the other vessel, as the proper method of her navigation at the particular place and time, as, for example, in the manœuvre of rounding a point in a winding river by porting or starboarding her helm, or coming out of a dock under a port or starboard helm.<sup>1</sup>

“Keep her speed” means keeping the right speed for the performance of the nautical manœuvre in which the vessel is at the time engaged. Thus a vessel which is about to pick up a pilot is entitled to carry out this manœuvre although doing so may involve a reduction of speed<sup>2</sup> and a change of course.<sup>3</sup>

As to the meaning of keeping course and speed in the case of an overtaken vessel, see Article 24, *post*, p. 72.

A vessel, whether sailing or steam, must obey this Article implicitly until she sees that a collision is inevitable unless she takes some steps to avoid it, and then, and only then, must she do what is best to avoid collision. Strict compliance with this Article is necessary, because it is possible for the giving-way vessel to act up to almost the last moment; and any action on the part of the vessel that is to keep her course and *speed* might be liable to mislead the other vessel and to increase the risk of collision.<sup>4</sup>

Lord Gorell, in the case of *The Albano*<sup>5</sup> said:

It must always be a matter of some difficulty for the master of a vessel, which has to keep her course and speed with regard to another vessel which has to keep out of her way, to determine when the time has arrived for him to take action, for if he act too soon he may disconcert any action which the other vessel may be about to take to avoid his vessel, and might be

<sup>1</sup> *The Velocity* (1869), L. R. 3 P. C. 44; *The Mourne*, [1901] P. 68; *The Roanoke*, [1908] P. 231.

<sup>2</sup> *The Roanoke*, [1908] P. 231; *The Albano*, [1907] A. C. 193; *The Bellanoch*, [1907] P. at pp. 180, 182.

<sup>3</sup> *The Echo*, [1917] P. 132, 14 Asp. M. L. C. 142.

<sup>4</sup> *The Highgate* (1890), 6 Asp. M. C. 512.

<sup>5</sup> *S.S. Albano v. Allan Line Steamship Company, Ltd.*, [1907] A. C., at p. 207.

blamed for so doing, and yet the time may come at which he must take action. Therefore he must keep his course and speed up to some point, and then act, but the precise point must necessarily be difficult to determine, and some little latitude has to be allowed to the master in determining this.

And in the case of *The Ranza*<sup>1</sup> he said:

The burden of taking action and departing from the Rule is cast upon the master, who has to determine when that point of departure occurs. It cannot be pressed too severely in any case. But it seems to me that if you find a man watching what the other vessel is doing, and endeavouring to do his best to make up his mind when the time to depart from the Rule has arrived, then you ought not to say, "You waited a moment too long," because if he acted a moment too soon the other ship would at once say: "If you had not acted, there would have been no collision."

Therefore it resolves itself into this, that the vessel which has to keep her course and speed must do so until the other vessel cannot avoid the collision without the assistance of the vessel which has to keep her course and speed.<sup>2</sup> So when a vessel approaching on nearly an opposite course brings her green light ahead of you, you ought not to alter your course—for the crossing Rule, Article 19, still applies—until you are satisfied that the vessel will pass clear across you, or that a collision cannot be avoided without some act by you.<sup>3</sup>

Upon this question of altering course or speed, Mr. Justice Bargrave Deane said in *The Huntsman* :<sup>4</sup>

Good seamanship requires that in any case a time may come when the course or speed or both of a stand-on ship may and ought to be altered. The difficulty in such a case is to decide at what exact time such alteration not only may

<sup>1</sup> *The Ranza* (1910), 79 L. J. P. 22.

<sup>2</sup> *The Ornen* (1910), 79 L. J. P. 23.

<sup>3</sup> See *The Orduna*, [1921] 1 A. C. 250; see also *The Athena* (1921), 9 Ll. L. R. 218, ante, pp. 59, 60.

<sup>4</sup> *The Huntsman* (1911), 11 Asp. M. C. 606; see also *The Western Star* (1920), 5 Ll. L. R. 316, where the above dicta are approved by the Court of Appeal.

be, but ought to be, made. It is impossible, mathematically speaking, to fix that time. Various ingredients come into the matter—the light or clearness of the atmosphere by which a fair judgment of distance may be formed—the speed and course of the other vessel for which an accurate estimate may be formed by the point where the two intersecting courses will meet if both vessels continue their course and speed—and the further almost insuperable difficulty of detecting, as in this case, at one o'clock in the morning, the precise moment when the giving-way vessel may be altering her course and the precise moment when, if she does not alter her course, a prudent officer in charge of the stand-on vessel feels it to be his duty to do something, and if something, what that something is to be.

The burden of taking action and departing from the rule is cast upon that officer, who has to determine when that point of departure ought to occur. It must not be pressed too severely in any case. If the officer is carefully watching the movements of the other vessel and endeavouring to do his best to judge when the time shall arrive for him to act, it ought not to be made a complaint against him that he waited too long or he acted too soon. If he acts too soon, he may discount any action which the other vessel may be about to take to avoid his vessel. It is difficult to determine the critical moment, and some latitude must be allowed to the officer of a stand-on ship who is clearly doing his utmost in a position of difficulty caused by bad navigation of those in charge of a giving-way ship.

Where there is an indication, such as the coming of the two white masthead lights into one, that the giving-way vessel is going to do something which will bring about a position of danger, or, in other words, shows that she is not only disobeying the Rule but is disobeying the Rule in circumstances in which a seaman will see that he must do something, then the vessel which has to keep her course and speed should act at once, because in such circumstances the Note to this Rule applies.<sup>1</sup> When there is an indication that the other vessel is not doing the right thing, you must not carry on in a position of danger up to the last moment expecting that the other vessel will do the right thing.<sup>2</sup>

<sup>1</sup> *The Koning Willem II.*, [1908] P. 125, at p. 131.

<sup>2</sup> See judgment of Pickford, L.J., in *The Ravenna*, [1918] P., at p. 302.

This Rule does not apply to a steam vessel in fog, mist, falling snow, or heavy rainstorms, hearing apparently forward of her beam the fog signal of another vessel, the position of which is not ascertained; for then she must stop her engines, and must keep them stopped until, by hearing further signals, she ascertains the position of the other vessel, and then navigate with care and caution until danger of collision is over, so as to comply with Article 16.<sup>1</sup> But the Rule appears to apply to all other cases of vessels in thick weather, and then the directions of the Note to the Rule must be obeyed.

This Rule must not be relied upon when one or other of two vessels which have to act for each other is a fishing vessel under way and exhibiting the appropriate signals prescribed by Article 9, for the Courts have decided that a fishing vessel in such circumstances has the right of way and should be avoided.<sup>2</sup>

This Rule applies to sailing ships, and they must keep course and speed until the circumstances are such that they ought to obey the Note to the Rule. If they do not obey the Rule they must be prepared to prove they were not negligent and were driven to act in a sudden emergency.<sup>3</sup>

A vessel close hauled does not break this Rule by luffing a little so long as she does not get so close to the wind that her sails shake, but luffing to the extent of  $2\frac{1}{2}$  points is an infringement of this Rule.<sup>4</sup> Giving room to an overtaking vessel is not a breach of this Rule,<sup>5</sup> and a vessel must not obstinately keep her course when, by departing from it, a collision can be avoided.<sup>6</sup>

A sailing vessel must not go about ahead of a steamship so as to embarrass her and make it difficult for her to get

<sup>1</sup> *The Cathay* (1900), 9 Asp. M. C. 35.

<sup>2</sup> *The Ragnhild*, [1911] P. 254; *The Grovehurst*, [1910] P. 315; *The Pitgaveney*, [1910] P. 215.

<sup>3</sup> *The Tioga* (1920), 5 Ll. L. R. 319.

<sup>4</sup> *The Earl Wemyss* (1889), 61 L. T. 289; 6 Asp. M. C. 407.

<sup>5</sup> *The Franconia* (1876), 2 P. D. 11.

<sup>6</sup> *The Lake St. Clair v. The Underwriter* (1877), 3 Asp. M. C. 361.

out of the way. But when beating through a narrow channel a sailing ship may tack at the proper time and is under no obligation to give notice that she intends to do so.<sup>1</sup>

It has been held in two cases that a steamship and even a tug and tow are not justified in crossing ahead of a fleet of warships which has them on the starboard hand, and that they should not have followed this Rule by keeping their course and speed but should have acted under Articles 27 and 29,<sup>2</sup> as the fleet of warships constituted "special circumstances" within the meaning of Article 27.

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#### ARTICLE 22.

**Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.**

This Article applies to vessels which have to keep out of the way under Articles 17, 19, 20, 24, and 26, but does not apply to vessels under the End-on Rule (Article 18). By that Rule no direct injunctions are given to the vessels to keep out of the way of each other, but only explicit directions to be observed when vessels are in certain positions.

By this Rule a steam vessel should port to a red light on her starboard bow. She may, however, stop without porting, and wait till the other vessel has passed (Article 23).<sup>3</sup>

A sailing vessel, bound to give way for another vessel, must by this Article, if wishing to cross the course of the other vessel, go astern of her.

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<sup>1</sup> *The Palatine* (1872), 1 Asp. M. C. 468.

<sup>2</sup> H.M.S. *Sanspareil*, [1900] P. 267; *The Etna*, [1908] P. 269.

<sup>3</sup> This paragraph was approved in *The Ashton*, [1905] P., at p. 31.

## ARTICLE 23.

Every steam vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

This Rule does not apply to vessels meeting under the End-on Rule (Article 18); for under that Rule the vessels are not directed to keep out of the way of each other, but only to follow a certain course—viz., to port their helms. When, however, one of the vessels, meeting under the End-on Rule, is obviously adopting a wrong manœuvre, the other vessel would be held in fault for the collision if she did not, as soon as she saw that there was risk “of collision,” ease, stop or reverse her engines, or take such steps as a prudent seaman would take under the circumstances (Article 29).

The policy of this Rule is to inculcate the necessity of immediately taking the speed off the vessel when in such proximity to another vessel as to render a collision probable, and the Rule applies unless there be something which makes it necessary for the safety of navigation that the Rule as to stopping and reversing should not be acted upon.<sup>1</sup> Thus a vessel may be excused if she can show that there were “special circumstances” which rendered a departure from this Article necessary, as, for instance, that she would have gone ashore<sup>2</sup> (see Article 27).

The necessity to slacken speed or to stop and reverse arises as soon as it becomes apparent to the eye of an officer of ordinary skill and care that if the ships continue to approach, they will, in all likelihood, either shave close or collide.<sup>3</sup>

When a steamship hears the one blast of a foghorn on the port bow, indicating that a sailing ship is passing from

<sup>1</sup> *The Khedive* (1880), 5 App. Cases, 880-882.

<sup>2</sup> *The Hazelmere*, [1911] P. 69.

<sup>3</sup> *The Beryl* (1884), 9 P. D. 141; *The Ceto* (1889), 14 App. Cases, 686.

port to starboard across the steamship's course, it is the duty of the steamship, if the position and distance of the sailing ship cannot be judged, or the indications are that the sailing ship is not far off and is on a course that will cross the course of the steamship, not only to stop her engines at once, but to reverse them.<sup>1</sup>

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#### ARTICLE 24.

Notwithstanding anything contained in these Rules, every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, i.e., in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward of or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

The overtaking Rule as it now stands makes it quite clear in what positions a vessel is to consider herself an overtaking vessel, and that she continues to be an overtaking vessel until she is quite past and clear of the overtaken vessel.<sup>2</sup>

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<sup>1</sup> *The Merthyr* (1898), 8 Asp. M. C. 475. See *ante*, p. 48.

<sup>2</sup> *The Molière*, [1893] P. 217.

How she is to pass the overtaken vessel is settled by Article 22. She must not pass ahead, nor may she after passing along the side of the overtaken vessel cut across her bows, as she continues to be subject to Article 24 till she is finally past and clear of the overtaken vessel.

If there is a probability of a close shave or of a collision with the overtaken ship, the overtaking vessel must slacken her speed, or stop and reverse, as the circumstances of the case require (Article 23).

By day a steam vessel can only in one position have any doubt how she ought to act, and that is when she is approaching the starboard side of a steam vessel from a direction of about 2 points abaft the beam of such steam vessel.

She is either a crossing vessel and bound to keep her course and speed or she is an overtaking vessel and must give way. If in doubt as to whether she is a crossing or overtaking vessel, she must under this Rule assume that she is an overtaking vessel, and give way for the vessel she is approaching.

A steam vessel approaching the port side of another steam vessel from a direction of about 2 points abaft the beam will have no doubt as to what are the proper manœuvres to adopt. She is either an overtaking ship or else she is a crossing ship, and Articles 19, 22, and 23 will apply, and cast upon her the duty of keeping clear of the overtaken vessel.

A sailing ship overtaking a steamship must, notwithstanding Article 20, keep out of the way of the steamship.

The duty of the overtaken ship is to keep her course and speed. If she has to manœuvre for a third vessel, she must not deviate from her course more than is necessary to avoid immediate danger, and the overtaking ship must then take care to keep out of the way of the overtaken ship.<sup>1</sup> The course of the overtaken vessel is not necessarily

<sup>1</sup> *The Saragossa* (1892), 7 Asp. M. C. 289.

a straight course; it may be a circular course, as, for instance, a steam trawler working round a fishing ground, and under these circumstances no alteration of the bearing of the trawler will relieve an overtaking vessel of her duty of keeping clear.<sup>1</sup>

The overtaken ship may, however, sheer away from the course of the overtaking ship so long as she does not hamper her manœuvres. For example, a steam vessel that was being overtaken by another steam vessel only three ship's lengths off on her port quarter ported and afterward hard-a-ported her helm, was not held in fault for a collision that ensued<sup>2</sup> (see Article 21, page 64).

When two vessels are sailing close-hauled on the starboard tack, the leading vessel must not go about unless obliged to do so to avoid a danger. The following vessel must then tack or keep out of the way of the leading vessel.<sup>3</sup> When the leading vessel wears instead of tacks, she must keep clear of the following ship, and she ought not to adopt this unexpected operation without some good reason or without sufficient sea room for the purpose.<sup>4</sup>

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#### ARTICLE 25.

**In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.**

It is a question for the Court to decide what channels are narrow channels within this Rule. It has been decided that the following are narrow channels to which this Article applies: The Straits of Messina;<sup>5</sup> the entrance to Falmouth Harbour;<sup>6</sup> the Swin Channel in the Thames; where the

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<sup>1</sup> See *The King's County* (1904), 20 T. L. R. 202.

<sup>2</sup> *The Franconia* (1878), 2 P. D. 13; *The Banshee* (1887), 6 Asp. M. C. 221.

<sup>3</sup> *The Priscilla* (1870), L. R. 3 A. & E. 125.

<sup>4</sup> *The Falkland* (1863), Br. & Lush. 204.

<sup>5</sup> *The Rhondda* (1883), 8 App. Cases 549.

<sup>6</sup> *The Clydach* (1884), 5 Asp. M. C. 338.

proper course for inward-bound steamers is to keep on the starboard side of the channel and to pass to the north side of the Swin Middle Lightship, leaving her on the port hand;<sup>1</sup> Cardiff Drain;<sup>2</sup> the entrance channel to Roath Basin;<sup>2</sup> the waterway in the Humber between the Bull Lightship and Clee Ness buoys on the south and the buoys on the north side;<sup>3</sup> the entrance to Queenstown Harbour;<sup>4</sup> the North Lowestoft Roads;<sup>5</sup> the channel in the Thames between the red conical-lighted buoys and the Nore Sand;<sup>6</sup> the Solent;<sup>7</sup> the entrance to Cherbourg between the breakwaters;<sup>8</sup> the entrance to Swansea;<sup>9</sup> and the Firth of Forth above the Forth Bridge;<sup>10</sup> the waters at the approach to dredged channel at the northern entrance of the Great Bitter Lake, Suez Canal;<sup>11</sup> but Lerwick Harbour is not.<sup>12</sup>

The fairway is apparently that part of the narrow channel used for navigation, and it is to the starboard side of that portion of the narrow channel that steam vessels are, if it is safe and practicable, to keep.

The fairway is not necessarily the channel between a row of buoys placed to mark the edge of the deep water; it is the open navigable passage used by vessels proceeding up or down the channel.<sup>13</sup>

It is not an infringement of this Rule that a steam vessel has to move out of the starboard side of the fairway to avoid a sailing ship. She must, however, return to her proper water as soon as possible. This Rule does not apply to a vessel turning in a channel so narrow that

<sup>1</sup> *The Minnie*, [1894] P. 336; *The Oporto*, [1897] P. 247.

<sup>2</sup> *The Leverington* (1886), 11 P. D. 117.

<sup>3</sup> *The Ashton*, [1905] P. 21.

<sup>4</sup> *The Glengariff*, [1905] P. 106.

<sup>5</sup> *The Ravenna*, [1918] P. 297.

<sup>6</sup> *The Gustafzberg*, [1905] P. 10.

<sup>7</sup> *The Assaye*, [1905] P. 289.

<sup>8</sup> *The Kaiser Wilhelm der Grosse*, [1907] P. 259.

<sup>9</sup> *The Prince Leopold de Belgique*, [1909] P. 103.

<sup>10</sup> *Screw Collier Co. v. Webster*, [1910] App. Cases 165.

<sup>11</sup> *The Knaresbro*, [1907] P. 38 n.

<sup>12</sup> *The Seymolicus*, [1909] P. 109.

<sup>13</sup> *The Blue Bell*, [1895] P. 244.

some part of her must of necessity be across the line of mid-channel.<sup>1</sup>

There may be circumstances in which this Rule will not operate to its full extent; for instance, when in the ordinary course of their navigation a vessel must cross the course of another at some time. Then the vessel which comes to the point of intersection reasonably in advance of the other may keep on, and the other must wait till she has passed. If both approach the spot at about the same time, then each must act reasonably, and deal with each other on the footing of good seamanship, and the one which has the tide against her should wait and let the other pass.<sup>2</sup>

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#### ARTICLE 26.

**Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This Rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.**

This Rule is a restriction, in favour of sailing fishing vessels, of the Common Law right of navigation which has hitherto been considered as paramount to the Common Law right of fishing.<sup>3</sup>

The fairway presumably is that portion of a channel that is used in navigation by vessels other than fishing vessels (*see* Article 25). The fishing operations may take place in such a fairway, but they must not be so carried on as to obstruct the navigation.

This Rule only applies to sailing vessels, but the Courts have so construed Articles 9 and 27 that it is the duty of

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<sup>1</sup> *The Whillieburn* (1901), 9 Asp. M. C. 154.

<sup>2</sup> *The Prince Leopold de Belgique*, [1909] P. 103.

<sup>3</sup> See Stuart Moore on "Fisheries," pp. 89 *et seq.*, and cases there quoted.

a sailing vessel and of a steam vessel to keep out of the way of steam vessels engaged in fishing when they are exhibiting the proper signals denoting their occupation prescribed in Article 9.<sup>1</sup>

#### ARTICLE 27.

**In obeying and construing these Rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above Rules necessary in order to avoid immediate danger.**

This Rule only states what you are to take into consideration when deciding to obey or depart from the other Rules. It contains no directions, and no Rule in itself as to what you are to do when a departure from the Rules is necessary. The parties are then left to the ordinary rules of good conduct and seamanship.<sup>2</sup>

The Regulations for preventing collisions at sea must be strictly obeyed. It is no answer, when they have been infringed, for a master to say that he had acted from the best of motives and according to the best of his ideas; for the law says not that the master is to do what he believes to be best, but that the Regulations are to be obeyed, and a departure therefrom is only justified when it is the one chance then left of avoiding danger which otherwise was inevitable.<sup>3</sup>

But even when a collision appears to be inevitable, and all depends upon the course of action immediately pursued, nothing can be more important than that those who have charge of the navigation of the vessel should know that if they depart from the Rules, they must prove not only to their own satisfaction, but also to the satisfaction of the

<sup>1</sup> *The Grovehurst*, [1910] P. 316; *The Pitgaveney*, [1910] P. 215.

<sup>2</sup> Romer, L.J., in *H.M.S. Sanspareil*, [1900] P., at p. 291.

<sup>3</sup> *The Benares* (1883), 9 P. D. 16.

Court, that what was done was necessary for the purpose of avoiding immediate danger. If the Rules are observed every person will know precisely what he is to do.<sup>1</sup>

A vessel, however, must not insist on her right of way when she sees that another vessel cannot or will not give way in time to avoid collision. If the giving-way vessel is a steam vessel, she must be given ample time to act, for she can get out of the way up to a very late period, and must not be hampered in her movements by a departure from the Regulations by the other vessel.<sup>2</sup>

The fact that a vessel has been guilty of misconduct, or has not observed these Regulations, does not relieve those in charge of another vessel from doing all in their power to avoid collision.<sup>3</sup> Thus, for example, a steam tug, towing a vessel in the open sea against a strong head wind, is not justified in departing from the Rule that a steam vessel must keep out of the way of a sailing vessel.<sup>4</sup>

Some instances of "special circumstances" which may render a departure from the Rules necessary are the exhibition on a steam vessel engaged in trawling or drift-net fishing of the lights or signals mentioned in Article 9. These are an indication of special circumstances, and cast upon an approaching vessel, whether sailing or steam, the duty of keeping out of the way.<sup>5</sup> The narrowness of the entrance to a dock from which a vessel is coming, the set of the tide there, and the position of the breakwaters, may be special circumstances excusing compliance with a Rule.<sup>6</sup> So, too, may the fact that an approaching vessel forms part of a squadron of men-of-war, especially when the master has knowledge of the notice issued by the Board of Trade warning mariners that on such occasions it would be in the interest

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<sup>1</sup> *The Khedive* (1880), 5 A. C., at p. 909; *The Agra* (1867), L. R. 1 P. C. 501.

<sup>2</sup> *The Independence* (1861), 14 Moo. P. C. 103.

<sup>3</sup> *The Friedrich* (1868), L. R. 2 P. C. 25, at p. 30.

<sup>4</sup> *The Warrior* (1872), L. R. 3 A. & E. 553.

<sup>5</sup> *The Grovehurst*, [1910] P. 316; *The Pitgaveny*, [1910] P. 215.

<sup>6</sup> *The Hazelmere*, [1911] P. 69.

of safety for single ships to adopt timely measures to keep out of the way of and avoid passing through a squadron.<sup>1</sup>

The complete disregard by the Germans of all rules of International Law and of the practice of civilised peoples in the conduct of war brought into existence a new danger to navigation, and when that danger was present, vessels were justified at night-time in not complying with the Rules as to lights.<sup>2</sup>

## SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER

### ARTICLE 28.

The words "short blast" used in this Article shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the following signals on her whistle or siren, viz. :—

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going full speed astern."

This Rule defines the signals which vessels in sight of each other *must* make when taking any course for the purpose of avoiding immediate danger of collision. These signals are not required to be used in fog, etc., unless the vessels are in sight of each other. The object of this Rule is to give

<sup>1</sup> H.M.S. *Sanspareil*, [1900] P. 267; *The Etna*, [1908] P. 269; *The Hero* (1912), A. C. 300; but see H.M.S. *King Alfred*, [1914] P. 84.

<sup>2</sup> *The Algol*, [1918] P. 7.

information to another vessel, and it ought to be very strictly observed.<sup>1</sup>

“In sight” does not mean in sight at any distance, but in sight with reference to the manœuvres which a vessel is authorised or required to take having regard to the other vessel approaching for the purpose of avoiding collision.<sup>2</sup>

It must be remembered that the first two signals are only for the purpose of indicating that a vessel is, at the moment the signal is given, directing her course to port or starboard. They do *not* mean that the vessel is going to pass on a particular side of your vessel; nor that her helm is placed in a particular way; nor that the vessel will continue on the course she is taking.<sup>3</sup>

The “three short blasts” signal gives no indication of the speed of the vessel, nor of her direction through the water, whether ahead or astern—it only indicates that the engines are going full speed astern at the time.

In this Article the term “course” does not mean compass course only, but includes any action of the vessel for the purpose of avoiding collision, or to put an end to any condition of danger existing.<sup>4</sup>

The expression “in taking any course authorised or required by these Rules,” includes any course which, for the safety of vessels, good seamanship requires to be taken with reference to the other vessel then in sight. For instance, an overtaking vessel which has to keep out of the way of an overtaken vessel, would be authorised in going to port or starboard, as the circumstances of the case might require, and under the crossing Rule, the vessel which has to keep out of the way must be considered authorised to do so by one of several means, as the case may seem to require. If she reverses her engines full speed for the purpose of avoiding

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<sup>1</sup> *The Bellanoch*, [1907] A. C., at p. 270.

<sup>2</sup> *Ibid.*, [1907], p. 181; *The Karamea*, [1921] P., at p. 89.

<sup>3</sup> See *The Henry Morton*, *Shipping Gazette*, 9th April, 1908. This paragraph was approved by Lord Sterndale, M.R., in *The Gulf of Sucz*, [1921] P. 327.

<sup>4</sup> *The Anselm*, [1907] P., at p. 163.

risk of collision, she is bound to sound her whistle, because though Article 23, by giving her the option of slackening speed or stopping or reversing does not require her to reverse, yet it authorises her to do so, and therefore the order in Article 28 to sound the whistle three short blasts must be obeyed.<sup>1</sup>

Not only must the signals be given when taking any course authorised or required by these Rules, but they must also be given when any course is alleged to be taken under any of the Rules so as to avoid immediate danger, even though it subsequently appears that the course so taken was a wrong one and unseamanlike, neither required nor authorised by the Rules.<sup>2</sup>

The helm signals must be given each time the course is altered. It is not sufficient to give it on the first occasion that the course is altered to avoid another vessel.<sup>3</sup>

Where, however, a vessel is taking a course for the purpose of her voyage—*e.g.*, coming out of dock under starboard helm, which course had nothing to do with the vessel approaching, or is reversing her engines to clear her propeller of mud, as has to be done by some vessels in the ordinary course of navigating Monte Video Bay, or is porting a little to keep well on the proper side of the channel—she is not taking a course authorised or required by these Rules, and Article 28 does not apply to her.<sup>4</sup>

When the helm is altered in the agony of a collision the neglect to sound the appropriate signal will not be taken as a breach of this Rule when the circumstances show that the omission did not cause or contribute to the collision.<sup>5</sup> When the engines are set full speed astern and at the same time the helm is altered to counteract the effect of the

<sup>1</sup> *The Uskmoor*, [1902] P., at p. 254; *The Anselm*, [1907] P., at p. 163.

<sup>2</sup> *The Hero*, [1911] P., at p. 159.

<sup>3</sup> *The Aristocrat*, [1908] P. 9; *The Corinthian*, [1909] P. 260; *The Frankfort*, [1910] P. 50.

<sup>4</sup> *The Mourne*, [1901] P. 68; *The Bellanoch*, [1907] P. 170; *The Calgarth*, *Shipping Gazette*, 2nd November, 1906.

<sup>5</sup> *The Tempus*, [1913] P. 166.

reversing of the engines, the three short blast signal only should be given, and not the helm signal as well, because there is no intentional direction of course to port or starboard.<sup>1</sup>

Neglect to sound helm signals will not be excused by the fact that previous sound signals had not been heard by those on the other ship, for this does not prove that the later sound signals would not have been heard nor that the neglect to give the later signals could not by any possibility have contributed to the collision. For how can anybody possibly say that neglect to sound the whistle could not have contributed to the collision when there are people on the other steamer with ears to hear the sound.<sup>2</sup>

Where, however, it is shown that the neglect to sound the whistle could have had no effect on the collision, then the defaulting vessel will not be held to blame because of the breach of this Rule.<sup>3</sup>

When approaching a vessel which is believed to be under way, though in fact at anchor, the helm signals should be given so as to give the other vessel an opportunity of indicating that she is at anchor and cannot manœuvre. When a vessel is in charge of a pilot, it is the duty of the master to call the attention of the pilot to the fact that sound signals have not been given, if in fact they ought to have been given.<sup>4</sup>

## NO VESSEL UNDER ANY CIRCUMSTANCES TO NEGLECT PROPER PRECAUTIONS

### ARTICLE 29.

**Nothing in these Rules shall exonerate any vessel, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect**

<sup>1</sup> *The Aberdonian*, [1910] P. 225.

<sup>2</sup> *The Aristocrat*, [1908] P. 9.

<sup>3</sup> *The Corinthian*, [1909] P. 260.

<sup>4</sup> *The Elysia*, [1912] P. 152; *The St. Paul*, [1909] P. 43.

**to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.**

It is not only necessary to carry and exhibit the lights required by these Rules, but those lights should conform to the requirements of the Board of Trade. Unfortunately the fact that they do comply with the requirements of the Board of Trade will not be conclusive evidence that the lights comply with the requirements of these Rules, as at present there is no Order in Council defining how the lights are to be screened so as to comply with these Rules.<sup>1</sup>

It is no excuse that the Regulation lights have been lost by collision, or broken, or put out by bad weather, unless it can be shown that the circumstances were such that lights could not be replaced in time to avoid collision.<sup>2</sup>

That the lights were being trimmed is no excuse for breaking the Rules.<sup>3</sup>

If the lights are obscured by smoke from the funnel, the speed of the vessel must be reduced.<sup>4</sup>

Sailing so close behind another vessel that the vessel's lights and the lights of an approaching vessel are obscured is negligent navigation.

Neglect to keep a good look-out will entail responsibility for any damages that may arise. In crowded waters the look-out should always be placed forward, so that objects close to the ship may be seen in time to avoid collision.

The man on the look-out should have no other duty allotted to him, and he should not be called away to attend the sheets or braces when the ship is tacking.<sup>5</sup>

The master when keeping the look-out should, before going below to look at the chart, or for other pur-

<sup>1</sup> See Article 2, *ante*, p. 7.

<sup>2</sup> *The Saxonia* (1862), Lush. 410; *The Kjobenhavn* (1874), 2 Asp. M. C. 213; *The Aurora* (1861), Lush. 327.

<sup>3</sup> *The C. M. Palmer* (1873), 2 Asp. M. C. 95.

<sup>4</sup> *The Rona* (1873), 2 Asp. M. C. 182; *The Zollverein* (1856), Swab. 97.

<sup>5</sup> *The Constantia* (1889), 6 Asp. M. C. 478.

poses, see that sufficient look-outs are on deck during his absence.<sup>1</sup>

If the look-out on a steamer is hampered by smoke from the funnel obscuring the range of vision, the speed of the steamer should be slackened, so as to give greater opportunity of avoiding any vessel with which there is a probability of coming into collision.<sup>2</sup>

If the use of glasses will enable an object to be seen sooner, the neglect by the look-out to use glasses will constitute a bad look-out.<sup>3</sup>

A vessel towed must keep a vigilant look-out to watch the towing vessel and to follow her manœuvres. When a vessel being towed is likely to meet other vessels, the tow rope should not be so made fast that it cannot be slipped, unless there are means ready at hand to cut the tow rope in case of necessity.<sup>4</sup>

A vessel that has not a fixed stern light should have a man stationed to look out astern and to show the stern light to the overtaking vessel in due time to avoid collision.

In a fog a sailing vessel must have sufficient men on deck to enable her to manœuvre rapidly to avoid collision.<sup>5</sup>

A vessel brought up in a place that is not ordinarily used as an anchorage ground must have an anchor watch to sheer the vessel and let out chain, if required. When moving about in a dock or crowded waters, or when navigating stern first up a river, there should be a look-out placed fore and aft.<sup>6</sup>

It is the duty of every vessel under way to keep clear of every vessel at anchor, whether she is at anchor in a proper or improper place.<sup>7</sup> A vessel should not bring

<sup>1</sup> *The Mellona* (1847), 3 W. Rob. 13.

<sup>2</sup> *The Vivid* (1849), 7 Not. of Cases, 127.

<sup>3</sup> *The Hibernia* (1874), 2 Asp. M. C. 454.

<sup>4</sup> *The Jane Bacon* (1878), 27 W. R. 35.

<sup>5</sup> *The Zadok* (1883), 9 P. D. 114.

<sup>6</sup> See *The La Plata* (1857), Swab. 220; *The Juno* (1894), 7 Asp. M. C. 504.

<sup>7</sup> *The Batavier* (1845), 2 W. Rob. 407; *The Lancashire* (1874), L. R. 4 A. & E. 202.

up in the fairway if she can possibly get to an anchorage ground.<sup>1</sup>

When coming to an anchor care must be used to see that a foul berth be not given to another vessel, and, if necessary, two anchors should be let go to prevent fouling the vessel already at anchor.

When taking a berth alongside another vessel, the last comer must keep out of harm's way, for the first comer is only required to take ordinary precautions to prevent damage.<sup>2</sup> He must bear the risk who voluntarily places his ship in a position where danger may arise to another.<sup>3</sup> A ship has no right to be placed in such a berth as to make it inevitable that she must take the ground on the ebb tide to the probable risk to vessels moored in her vicinity.<sup>4</sup>

A vessel to whom a foul berth is given is not required to take more than the ordinary and usual precautions against bad weather, and she will not be responsible for the damage she may do, although it might have been prevented by the exercise of unusual precautions.<sup>5</sup>

A vessel about to come to an anchor is not entitled to consider her own safety alone. She is bound to have regard to the safety of other vessels which are navigating, or at anchor, in her vicinity, and those on board of her should act as reasonable men, as men of prudence and skill would act, with due regard, not only to the safety of their own ship, but also to the safety of other vessels.<sup>6</sup> So in an anchorage where if you break adrift or drag your anchor you may damage other vessels you should have a second anchor ready to let go promptly.<sup>7</sup>

When at anchor there should be a competent person on

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<sup>1</sup> *The Kjobenhavn* (1874), 2 Asp. M. C. 213.

<sup>2</sup> *The Patriotto* (1860), 2 L. T. 301.

<sup>3</sup> *The Lidskjalf* (1856), Swab. 117.

<sup>4</sup> *The Indian* (1865), 2 M. L. C. 217.

<sup>5</sup> *The Vivid* (1873), 1 Asp. M. C. 601.

<sup>6</sup> *The Annot Lyle* (1886), 6 Asp. M. C. 51.

<sup>7</sup> *The Jessie and The Zaanland*, [1917] P. 138.

watch whose duty it is to see that the anchor light is properly burning,<sup>1</sup> and the crew should at all times be sufficient to work the ship so as to protect her from the ordinary incidents of peril which a competent seaman would foresee and provide against.<sup>2</sup> If the vessel is moored, there should be sufficient hands on board to let go her anchor, or to take other precautions to prevent damage if the moorings break.<sup>3</sup>

An officer should not relinquish his charge to one of inferior rank at a time when his vessel is actually manœuvring in order to keep clear of an approaching steamer.<sup>4</sup>

The speed of a vessel should always be such that damage is not done to other craft. A vessel must not go at such a speed that her swell may cause damage to other craft, even though she is going at a speed that may be permitted by local bye-laws.<sup>5</sup>

A steamer when near the coast,<sup>6</sup> or when passing over a fishing ground,<sup>7</sup> is not justified in running at full speed on a night so dark that vessels can only be seen at a short distance.

In narrow channels where vessels may have to cross the course of each other, it may be the duty of one to wait for the other, the vessel going against the tide waiting for the vessel going with the tide.<sup>8</sup>

When there is not room for two vessels to proceed past each other into a dock or harbour or other narrow passage, the general rule is that the outgoing vessel shall get clear before the incoming vessel enters.<sup>9</sup>

It is a prudent rule in a winding river, in the absence of

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<sup>1</sup> *The Meanatchy*, [1897] A. C. 351.

<sup>2</sup> *The Excelsior* (1868), L. R. 2 A. & E. 268.

<sup>3</sup> *The Kepler* (1875), 2 P. D. 40.

<sup>4</sup> *The Khedive* (1880), 5 App. Cases, 897.

<sup>5</sup> *The Batavier* (1854), 9 Moo. P. C. C. 286.

<sup>6</sup> *The City of Brooklyn* (1876), 1 P. D. 276.

<sup>7</sup> *The Pacific* (1884), 9 P. D. 124.

<sup>8</sup> *The Prince Leopold de Belgique*, [1909] P. 103.

<sup>9</sup> *Taylor v. Burger* (1898), 8 Asp. M. C. 365.

special regulations, for a steamship, about to round a point against the tide, to wait until the vessel coming in the opposite direction has passed clear.<sup>1</sup>

If a ship is so navigated as to expose other ships to unusual danger, she must be responsible for their not getting out of the way, and a vessel proceeding in an unusual way—proceeding at night stern first up a river—ought to be ready to take extra precautions besides just showing her stern light. She should whistle to warn vessels coming down,<sup>2</sup> and the same applies to a vessel navigating in circumstances that prevent her being seen by approaching vessels, as, for instance, rounding a bend of a river, and a warning blast on the whistle should be given by vessels coming up on the tide to warn vessels which may be on the other side of the bend, upon which the duty would fall to stop or take steps to prevent a collision.<sup>3</sup>

When a ship carries a latent instrument, as a ram, dangerous to others, she must take reasonable precautions that it does no damage, and she ought, if necessary, to warn approaching ships.<sup>4</sup>

Good seamanship often requires that in addition to or instead of the courses and speeds ordered to be taken by the Rules the engines should be promptly stopped and reversed. For instance, where vessels are approaching under the end-on Rule, and one, in breach of the Rule of the Road, alters her course, causing risk of their colliding.<sup>5</sup> When a vessel proceeding at a moderate speed alters her course and gives the signal as directed by the Rules to the approaching vessel which gave no answering signal, but at that time seemed to be acting according to the Rule of the Road, she will not be to blame for not then stopping and reversing for the collision which subsequently was brought about by the

<sup>1</sup> *The Talabot* (1890), 15 P. D. 194.

<sup>2</sup> *The La Plata* (1857), Swab. 220; *The Juno* (1894), 7 Asp. M. C. 507.

<sup>3</sup> *The Kennet*, [1912] P. 114.

<sup>4</sup> *H.M.S. Bellerophon* (1875), 3 Asp. M. C. 58.

<sup>5</sup> *The City of Berlin*, [1908] P. 110.

other vessel breaking the Rule of the Road.<sup>1</sup> When a vessel has been suddenly brought into an extremely difficult position and so in the agony of a collision makes a wrong manœuvre it ought not to be attributed to her as negligence.<sup>2</sup>

The law throws upon those who launch a vessel the obligation of doing so with the utmost precaution, and of giving such a notice as is reasonable and sufficient to prevent any injury happening from the launch. Moreover, the burden of showing that every reasonable precaution has been taken, and every reasonable notice given, lies upon those managing the launch.<sup>3</sup> A vessel that obstinately refuses to get out of the way of a launch will be in fault for a collision.<sup>4</sup>

An instance of "special circumstances" is a squadron of His Majesty's men-of-war. As they have a perfect right to sail in this way, it would be dangerous and bad seamanship to apply the ordinary Regulations. To do so would put the squadron and the ships that it met in serious danger of collision, both between the men-of-war and the other ships and amongst the ships-of-war *inter se*. Consequently under ordinary circumstances a tug and tow are not justified in crossing ahead of a fleet of warships which has the tug and tow on the starboard hand, and the tug and tow ought not to keep their course and speed under Article 21.<sup>5</sup> As to the duty of navigators in the vicinity of His Majesty's ships, *see ante*, p. 69.

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<sup>1</sup> *The Tientsin*, [1910] App. Cas. 204.

<sup>2</sup> *The Bywell Castle* (1879), 4 P. D. 219; *The Utopia*, [1893] A. C. 493, 501; *Admiralty Commissioners v. s.s. Volute*, [1922] 1 A. C. 129.

<sup>3</sup> *The Andalusian* (1877), 2 P. D. 231; *The George Roper* (1883), 8 P. D. 119.

<sup>4</sup> *The Cachapool* (1881), 7 P. D. 217; *The Highland Loch*, [1912] A. C. 312.

<sup>5</sup> H.M.S. *Sanspareil*, [1900] P., at p. 285.

## RESERVATION OF RULES FOR HARBOURS AND INLAND NAVIGATION

### ARTICLE 30.

Nothing in these Rules shall interfere with the operation of a special Rule, duly made by local authority, relative to the navigation of any harbour, river, or inland waters.

The local Rules do not in all cases preclude the operation of the Regulations for preventing collisions at sea. When they conflict, the local Rules supersede the general Regulations.<sup>1</sup> As to the effect of local Rules, *see ante*, p. xix.

Some of the special Rules made by local authorities, in so far as they relate to navigation, are set out hereafter.

## DISTRESS SIGNALS

### ARTICLE 31.

When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, viz. :—

In the daytime—

1. A gun or other explosive signal fired at intervals of about a minute ;
2. The International Code signal of distress indicated by **NC** ;
3. The distant signal, consisting of a square flag, having either above or below it a ball, or anything resembling a ball.
4. A continuous sounding with any fog-signal apparatus.

<sup>1</sup> *The C. S. Butler* (1874), L. R. 4 A. & E. 238; cf. *The Carlotta*, [1899] P. 223.

At night—

1. A gun or other explosive signal fired at intervals of about a minute ;
2. Flames on the vessel (as from a burning tar barrel, oil barrel, etc.) ;
3. Rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals ;
4. A continuous sounding with any fog-signal apparatus.

These signals are made by virtue of Section 434 of the Merchant Shipping Act, 1894, and apply to all British everywhere, and to the ships of the countries set out on p. xiii when not locally within the jurisdiction of the Government of those countries.<sup>1</sup>

The master of a vessel who displays, or allows anybody under his authority to display, the signals when his vessel is not in distress, will be liable to pay compensation for any labour undertaken, risk incurred, or loss sustained in consequence of the signals having been taken for signals of distress.<sup>2</sup> If the signals are properly displayed, that in itself does not give any right to compensation for labour undertaken or loss or risk incurred in going out to the vessel.<sup>3</sup>

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<sup>1</sup> See Order in Council, 13th October, 1910, at end of this book.

<sup>2</sup> The Merchant Shipping Act, 1894, s. 434, sub-s. 2.

<sup>3</sup> *The Elswick Park*, [1904] P. 76.

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## LOCAL RULES.

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### ARUNDEL, Port of, Littlehampton.

*Bye-laws made by the Commissioners, 25th April, 1895.*

7.—No vessel, boat, or other craft, shall, without the consent of one of the harbour masters, be temporarily moored either by rope or chain across the river within the limits of the port, and any vessel thus temporarily moored shall display by day at her fore truck, a ball, wheft, or national flag; and by night, a red light. Any such temporary mooring shall be slacked when directed by either of the harbour masters. The master of any vessel, boat, or other craft, not complying with this rule, shall, for every such offence, forfeit and pay a sum not exceeding 5*l.*

8.—If any person, having the command, rule, or government of any steamboat with a lowering funnel, or of any craft with a shifting or lowering mast, moving within the limits of the port, does not lower such funnel or mast before passing under any rope or chain, whereby any vessel may be temporarily moored, the master of such steamboat or craft shall, for every such offence, forfeit and pay a sum not exceeding 5*l.*

10.—No person having the command, rule, or government of any vessel, boat, or other craft, shall anchor within the limits of the port, for the purpose of mooring or riding at anchor, without the consent of the harbour master; and the master of any vessel, boat, or other craft, disobeying this order, shall, for every such offence, forfeit and pay a sum not exceeding 5*l.*

11.—If any person having the command or rule of any vessel, boat, or other craft, within the limits of the port, does not berth and ballast the same in such place or places as one of the harbour masters may direct; and does not, after notice given by the harbour master, transport or remove such vessel, or other craft, after ballasting, to such other berth as the said harbour master may direct, the master of such vessel, boat, or other craft, shall, for every such offence, forfeit and pay a sum not exceeding 5*l.*

12.—If any person having the command, rule, or government of any vessel, boat, or other craft, not in a delivering or mooring berth, does not exhibit from the forestay, or from such other position as one of the harbour masters may direct, a light from sunset to sunrise, the master of such ship or vessel shall, for every such offence, forfeit a sum not exceeding 5*l*.

13.—If any person having the command or rule of any steamboat shall, within the limits of the port, proceed at a rate exceeding four knots per hour, the master of such steamboat shall, for every such offence, forfeit and pay a sum not exceeding 5*l*.

14.—If any person having the command or rule of any vessel, or other craft, lying within the limits of the port, does not, upon being requested so to do by either of the harbour masters, rig in the jibboom, top or brace by the lower yards, and house the bower anchors of such vessel, or craft, the master of such vessel, or other craft, shall, for every such offence, forfeit and pay a sum not exceeding 5*l*.

*Bye-law as to vessels carrying explosives, sanctioned by the Board of Trade, 18th November, 1876.*

2.—Ships or boats coming to Littlehampton Harbour carrying any explosives shall, before crossing the Bar, hoist at the foremast head a large red flag, which shall be kept flying from sunrise to sunset, and there shall also be kept burning, between sunset and sunrise, a red lamp showing all round the horizon, and visible on a clear night at a distance of not less than 200 yards, while any explosive is on board; and such vessels shall only be allowed to enter the harbour between sunrise and sunset, and then not until a red flag is exhibited from the Harbour Signal Post by the harbour master, or other person duly authorised.

## **AVON, RIVER, and PORT AND HARBOUR OF BRISTOL.**

*Bye-laws made by the Corporation of Bristol by virtue of the Bristol Dock Act, 1881, and sanctioned by the Board of Trade, 23rd September, 1892, for regulating the navigation of so much of the River Avon as is within the Port of Bristol and lies to the eastward of the ferry on such river from Shirehampton to Pill.*

1.—In the following bye-laws the words and expressions hereinafter mentioned shall have the several meanings hereby assigned

to them, unless there be something in the subject or context repugnant to such construction. The words "the Corporation" shall mean the mayor, aldermen, and burgesses of the City of Bristol. The word "river" shall mean such portion of the River Avon as is within the Port of Bristol and lies to the eastward of the ferry on such river from Shirehampton to Pill. The word "vessel" shall mean any ship, lighter, barge, boat, wherry, punt, raft or craft, and any kind of vessel whatever, whether navigated by steam or otherwise.

2.—Every vessel navigated on the river shall be navigated with care and caution, and in such a manner as not to endanger the safety of or cause damage to any other vessel being navigated on such river, or lying at any jetties or at any mooring therein, or in any of the pills or creeks thereof.

3.—Every vessel navigated on the river shall proceed at a moderate speed, and shall slacken speed or stop when passing or approaching any ferry, or any jetty or pill where any vessel is moored, or any dredging plant of the Corporation, and also when nearing or rounding any sharp bends of the river. No vessel navigated on the river shall proceed at a speed, if drawing six feet of water, greater than at the rate of seven knots an hour over the ground, nor of six knots an hour through the water, or, if drawing less than six feet, greater than at the rate of nine knots an hour over the ground or through the water.

4.—No more than five vessels shall be towed together in the river at one time, and vessels being so towed shall not be towed abreast, but in a single line, and the distance between any two of such vessels shall not exceed 60 feet.

5.—Any person who shall commit, or shall cause to be committed, a breach of, or who shall offend against any of, the preceding bye-laws shall be liable to a penalty not exceeding 5*l.* for each and every such breach or offence.

*By an Order in Council of 25th August, 1892,<sup>1</sup> made by virtue of the Merchant Shipping Act Amendment Act, 1862, the following lights and signals were ordered to be carried in the tidal part of the River Avon by barges, trows and other vessels to which the Regulations for Preventing Collisions at Sea then in force, issued in pursuance of the Merchant Shipping Act Amendment Act, 1862, do not apply.*

1.—Every such barge, trow or other vessel shall, while afloat in or navigating the tidal part of the River Avon between sunset and

<sup>1</sup> See *London Gazette*, 1892, vol. ii., p. 5083.

sunrise, carry at the bow a bright white light, so constructed as to show an uniform and unbroken light over an arc of the horizon of about 20 points of the compass, and so fitted as to throw the light from right ahead to two points abaft the beam on either side of such barge, trow or other vessel, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least one mile.

2.—Every such barge, trow or other vessel, as aforesaid, shall, when afloat in or navigating the tidal part of the River Avon, have, in addition to the before-mentioned light at the bow, a bright white light of the like power ready in the stern, which shall be exhibited over the stern or quarter of such barge, trow or vessel on the approach of, or to other vessels passing in either direction, in sufficient time to prevent collision.

*By an Order in Council of 29th June, 1896,<sup>1</sup> made by virtue of the Merchant Shipping Act, 1894, the above lights and signals were ordered to be carried in the Floating Harbour in the City of Bristol by barges, trows and other vessels to which the Collision Regulations of the Merchant Shipping Act, 1894, directed to be obeyed do not apply.*

### Port and Harbour of Bristol.

*Bye-laws relating to vessels carrying petroleum as cargo, allowed by the Board of Trade on the 3rd September, 1909.*

2.—“ Harbour ” shall mean the Port and Harbour of Bristol the limits whereof are set forth in the Schedule hereto.

*The Schedule gives the limits as follows : The limits of the Port and Harbour of Bristol extend from the westwardmost parts of the two islands in the River Severn called the Flat and Steep Holms up the course of the Channel eastward to Northwick Oaze in the waters of the River Severn adjoining the County of Gloucester, and from the said Holms southward athwart the River Severn to a place called Uphill, and from thence along the coast or shore eastward in the counties of Somerset and Gloucester to Northwick Oaze aforesaid, and also from Holesmouth in Kingroad up the River Avon to the City of Bristol, and thence up the said river to Hanham Mills, including the docks, rivers and creeks within the said Port and Harbour.*

3.—The master of every petroleum ship shall, on nearing the harbour, and during the time that such ship remains in the harbour,

<sup>1</sup> See *London Gazette*, 1896, vol. i., p. 3770.

display by day a red flag not less than 3 feet square and by night a red light, on the masthead (or, if the ship has no mast, on a staff).

5.—The master of every petroleum ship shall anchor or moor his ship only at such place as the harbour master shall from time to time direct, and shall not remove his ship therefrom, except for the purpose of leaving the harbour, without the written order or permission of the harbour master. No petroleum ship shall be anchored or moored at any place other than that approved by the harbour master, whether for the purpose of landing or shipping petroleum or otherwise.

7.—Two or more petroleum ships shall not, except for purpose of transshipment, lie within 100 feet of one another, unless in the opinion of the harbour master it is impracticable to maintain such distance.

### **Bristol Docks (see also AVON).**

*Bye-laws allowed on the 14th February, 1876, by a Judge of the High Court, in pursuance of the powers of the Bristol Dock Act, 1848; the Bristol Dock Act, 1865; the Harbours, Docks, and Piers Clauses Act, 1847.*

16.—No vessel shall pass through any lock or bridge in the harbour without a sufficient crew on board capable of properly managing and controlling the movements of such vessel. In case any question shall arise as to whether the crew on board any vessel is sufficient for such purpose, the harbour master shall be the sole judge whether such crew is sufficient.

19.—No master of any vessel shall absent himself from such vessel while she shall be afloat without leaving such vessel in charge of some person who shall continue in attendance on board her whilst she shall remain afloat, and who shall be qualified and competent to shift or move her and attend to her moorings as the harbour master may direct or as may be necessary. But this regulation shall not be understood to refer to any barge or lighter which, being empty, shall be laid up in a place set apart for such empty vessels under the directions of the harbour master.

20.—No steam vessel shall be navigated by her own paddles or screw within the Floating Harbour, unless with the permission and according to the directions of the harbour master, and so as neither to interrupt the loading or unloading of any vessel, or to cause any damage thereto, or to the banks of the harbour.

21.—No vessel shall be moored or discharged on the towing-path side of the Feeder Canal, except with consent of the harbour master, and any vessel stopping for any other purpose must be hauled to the side of the canal opposite to the towing path.

22.—No steam vessel shall be worked on any part of the Feeder Canal, or on the River Avon between Hanham and Netham, at a greater speed than shall be directed by the harbour master. In the absence of any direction by him the speed shall in no case exceed four miles an hour. When two or more steam vessels are about to meet, each vessel must shut off steam at least one hundred yards before meeting.

23.—All vessels resorting to the harbour shall use fenders to the satisfaction of the harbour master, and no fender shall be used that will not float in the water.

24.—The speed of any steamer plying into or from the harbour when passing any dredge or other craft employed in the execution of any works in the harbour, or in the execution of any works in the River Avon authorised by the Bristol Dock Act, 1865, shall be slackened so as to prevent such dredges or craft being interrupted in their employment; and when a red flag or a red light shall be shown on the bank of the river at either end of a station where any such work is being executed, the speed of any steamer shall when abreast of such flag or light be slackened until the station is passed.

30.—No vessel, rope, or chain shall be made fast except to mooring posts, rings, or chains placed for that purpose, or to other vessels.

Any person who shall commit a breach of, or who shall offend against any of the preceding bye-laws, shall be liable to a penalty not exceeding five pounds for each and every such breach or offence.

*Bye-laws allowed 23rd December, 1850, under the provisions of the Bristol Dock Act, 1848, and the Harbours, Docks, and Piers Clauses Act, 1847, for the good rule and government of the said docks and harbour, and of all boats and vessels hereafter to be licensed in pursuance of the said Acts, and for the use of the docks and harbour by any steam vessels for the conveyance of passengers plying within the said docks and harbour, and for the good government, order, and regulation of the same within the said docks and harbour.*

1.—That all licensed boats or vessels navigating the said docks and harbour shall be required to keep to the starboard or right-hand side.

8.—That the speed of such steam vessels shall be limited, so as not to occasion inconvenience or damage to any passengers or other persons, and shall in no case exceed 6 miles an hour.

9.—That no steam whistle or other like signal shall be used in that part of the River Avon commencing at the Flag Staff, on St. Augustine's Back, and terminating at the Stone Bridge, at the Quay Head, and that no steam shall be suffered to escape through any funnel, stack, or vertical pipe of any such steam vessel while passing under the Drawbridge.

*Bye-laws sanctioned by the Board of Trade, 26th October, 1900, for regulating the navigation of the River Avon in proximity to Vauxhall Bridge.*

1.—The passage for vessels is through the centre opening only.

2.—Vessels must not drop anchor in this passage or abreast of the timber works.

4.—Vessels will not be allowed to pass each other in the bridgeway.

5.—When vessels are approaching the bridge from opposite directions the vessel going against the tide must stop before coming to the bridgeway until the vessel going with the tide has passed through.

### **Portishead Dock.**

*Bye-law made by the Corporation of Bristol, 13th December, 1910, acting as the Harbour Authority for the Port of Bristol.*

The master of every vessel bound for the Portishead Dock shall display the following signals in a conspicuous part of the vessel and where such signals can best be seen from the dock—viz., by day, code signal "Z B"; by night, a white light over a red light.

*Bye-laws made by the Bristol and Portishead Pier and Railway Company, 11th January, 1881.*

3.—No vessel shall be placed or lie at the pier head or within a radius of 300 yards from north to east thereof, without the permission of the harbour master.

6.—Every vessel about to enter the dock is required previously to so doing to have its anchors stowed on deck, its sails furled, quarter

boats lowered or stowed on board, jibboom and flying jibboom rigged close in, and all booms and boom-irons taken off the yards, and martingales and outriggers unshipped. The topsail yards are to be hoisted up, and the lower yards peaked up, and the vessel otherwise dismantled as the dock master may direct. No vessel shall pass into or out of the docks without having the master or pilot on board of her, and then only when directed to do so by the harbour master, and at a speed not greater than three miles an hour, and every such vessel shall be provided with good and sufficient ropes or warps ready to send to each pier head.

7.—No vessel shall navigate under sail within the dock entrance.

20.—No steam vessel shall be navigated by her own paddles or screw within the dock unless with the permission and according to the directions of the harbour master, and so as neither to interrupt the loading or unloading of any vessels or to cause any damage thereto or to the banks of the dock.

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## BALTA SOUND, Island of Unst, Zetland.

*Bye-laws made by Order in Council, 16th May, 1904, under the powers of the Sea Fisheries Act, 1883.*<sup>1</sup>

### SCHEDULE.

1.—For the purposes of this Order Balta Sound shall be described as the sheltered water area inside and to the westward of Balta Island, and the seaward limits shall be defined by a line joining the Rett and the north end of Balta Island, and another line joining the south extreme of Balta Island and the north end of Huney Island.

2.—All fishing boats while at anchor shall rig in jib and mizzen booms, and no oars or spars are to project from stemhead or stern, or in such place as may be pointed out by any officer of a Government Department or sea fishery officer.

3.—In selecting anchorage masters of vessels should anchor as close to the shore as is consistent with safety, so as to leave a clear fairway in mid-channel.

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<sup>1</sup> *London Gazette*, 17th May, 1904, p. 3182.

4.—All vessels, if proposing to remain in harbour more than twenty-four hours, are to be moored with two anchors so as to occupy as little of the anchorage space as possible.

5.—All vessels waiting to be loaded or employed in transhipping cured herrings shall anchor in the outer part of the Sound, or at the head of the Voe should there be sufficient room and depth of water.

6.—Masters and owners shall comply with any requisition made by any officer of a Government Department or sea fishery officer with a view to relieving congestion of traffic and maintaining a fairway in the Sound.

## **BARRY DOCKS.**

*Bye-laws made by the Barry Railway Company, 8th June, 1891, and confirmed by the Board of Trade, 28th July, 1891.*<sup>1</sup>

2.—In these bye-laws the expression “docks” includes the docks, basins, entrance channel, timber float, and all other places for the time being within the limits of the dock master’s authority, as defined by the Barry Dock and Railways Act, 1884, and any Act amending the same.

13.—Vessels shall not be navigated by steam within the docks, save with the permission and in conformity with the directions of the dock master, and then only at the sole risk of such vessel.

14.—Vessels shall not be moved across the docks whilst the dock gates are open (without the permission and in conformity with the directions of the dock master), and shall not be navigated or worked under sail in the docks.

27.—No bell shall be rung on board any vessel in the docks without the authority of the dock master, except on board steam vessels to notify the time of their departure, or in case of an alarm of fire.

76.—No vessel is to approach the docks for the purpose of entering the same unless the signals indicating that she is at liberty to do so are hoisted.

(Then follow the signals.)

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<sup>1</sup> As to the application of the Collision Regulations to vessels leaving the entrance channel and vessels approaching, see *The Hazelmere*, [1911] P. 69. In that case these bye-laws do not seem to have been brought to the notice of the Court.

No vessel is to approach the entrance between the breakwaters for the purpose of entering the same, or for the purpose of entering the docks, without permission from the dock master, unless the signals indicating that she is at liberty to do so are exhibited.

(Then follow the signals.)

77.—Any vessel intending to enter the docks shall, until the blue flag is hoisted at the Pierhead, upon passing Coldknap Point on the west, or upon passing Sully Island on the east, show the following signals: By day, two flags on the main or mizzen mast independent of the national flag. By night, two bright lights upon the main or mizzen mast, one under the other, where they can best be seen from the Pierhead. The buoys on either side of the channel are not intended to mark the same, but are for the purpose of assisting vessels in docking and undocking.

78.—Pilot boats, tug boats, and other craft must not be allowed to lie or remain in the course of the traffic to the docks, and no vessel of any description shall moor or make fast to the buoys on either side of the entrance channel, or nearer to the entrance channel than 50 feet to the westward of the western buoys, or 50 feet to the eastward of the eastern buoys.

79.—Vessels bound into the docks shall, after entering between the Breakwaters, take up a position in the channel at least a cable's length astern of the preceding vessel, which distance must be maintained.

80.—Vessels bound from the docks to sea must keep to the westward of the channel, and maintain at least a cable's length distance from the vessel ahead, and pass out to sea through the entrance channel, so that the rule of Port Helm may be always applied to clear vessels both outwards and inwards.

81.—Vessels in tow in the entrance channel must on no account have too long a tow line; the extreme length should not exceed 20 fathoms, and the same should be made fast on each bow or to a bridle.

82.—Every vessel shall have, when navigating the waters above named, and also in dock, her yards braced sharp up to the wind, her jibboom rigged in, anchor stock awash, with chain clear and ready to be let go in the event of any emergency requiring their use for the safety of such vessel or any other vessel.

83.—Every vessel shall be navigated in a careful manner, and not allowed to drift in any part of the said waters.

84.—Pilots and masters in charge of vessels are strictly prohibited, except in case of emergency, from anchoring in the entrance channel.

85.—All vessels on entering the docks must have their boom irons taken off, their yards braced sharp up on the port braces, and kept in that position during their stay in dock, jib and flying jibbooms rigged into the cap, with anchor stock awash and clear for letting go.

86.—When vessels are lying in their tiers, their anchors must be let go and kept down when required by the dock master, and always during stormy weather, and they must have mooring ropes to the shore on the windward side, and especially when the storm cone is hoisted.

87.—During fog or thick weather a gong will be sounded at short intervals, on the end of the West Jetty, when the passage is clear for vessels to come into dock. No vessel is to approach the entrance unless the gong is sounded.

#### LIGHTS AND SIGNALS FOR VESSELS APPROACHING THE BASIN FROM THE DOCKS.

88.—During tide time there will be exhibited on a mast 27 feet above the level of the quay, fixed on the west side of the passage, the following signals which will be shown up the dock only:

##### BY NIGHT.

During the time the deputy is on duty, and until the tide is over, a red light.

When the passage is clear for vessels coming down the docks to enter the basin, a green light, and no vessel is to approach the passage except when the green light is shown.

##### BY DAY.

When the passage is clear for vessels to enter the basin from the docks, a red flag will be shown on the same mast 10 feet above the quay level, or on the capstan.

When vessels are not to approach the passage, a blue flag will be shown in place of the red flag.

Persons in charge of vessel coming down the docks, and having the signals against them, shall make such vessel fast out of the fairway of vessels proceeding up the docks.

*Bye-law made 17th February, 1896.*

8.—No vessel is to approach the entrance between the Breakwaters for the purpose of entering the Lady Windsor Lock unless the signals which indicate that she is at liberty to do so are exhibited.

## **BARROW HARBOUR AND DOCKS, and PIEL HARBOUR (LANCASHIRE).**

*Bye-laws made by the Furness Railway Company under the Furness Railway and Barrow Harbour Act, 1863, and the Furness Railway Acts, 1879 and 1899, and the Harbours, Docks, and Piers Clauses Act, 1847, and dated 29th March, 1905, and allowed by the Justices of the Peace, 3rd April, 1905.*

“Harbour” shall mean the Harbour of Barrow-in-Furness, as defined by the said Acts, and includes Piel Harbour and Piel Channel as far as Hilpsford Scar (see *post*, p. 104).

“Dock” shall include any dry and wet dock, lock, entrance, approach, cut, passage, basin or timber pond, for the time being belonging to, or under the control of the Company, or within the jurisdiction of the Company as Harbour Authority.

3.—These bye-laws shall apply to the whole of the harbour, docks, and quays, but shall not apply to vessels in the employment of or belonging to the Company, unless they are specifically mentioned therein.

5.—Every vessel, including harbour craft, shall observe and obey in the harbour the Regulations for Preventing Collisions at Sea, made in pursuance of the Merchant Shipping Act, 1894, and for the time being in force.

9.—A proper watch shall be kept on deck on all vessels at anchor or moored within the harbour from sunset to sunrise.

10.—No vessel shall be anchored or moored in such a position that she, or her boats, may be or swing within the fairway or channel, and no vessel, raft, timber or other thing shall, without the consent of the harbour master, be placed or be in such a position as to obstruct the access to any quay (except while being loaded or unloaded thereat), or so as to obstruct or interfere with the access to any dock, or passage through the Channel.

11.—No vessel shall be navigated so as to cause or be likely to cause risk or damage to any works in progress by or on behalf of the Company, or to any dredgers, divers' boats, or other craft or appliances belonging to or employed by the Company, or to any property of the Company, or so as to cause or be likely to cause the opening of any dock gates, or to interfere with the execution of any work which is being carried on by or on behalf of the Company as Harbour Authority, and no steam vessel shall go at a greater speed than dead slow while within 200 yards of any such works, craft, appliances or gates.

28.—No drift or trawling or other net shall be cast or placed in any part of the harbour so as to be or be likely to become an obstruction or danger to the navigation of vessels.

30.—No vessel shall approach any dock for the purpose of entering the same, or enter the same while any vessel is passing out, or unless the signals indicating that the gates are open and the entrance clear are exhibited. (Then follow the signals.)

31.—No vessel shall leave any dock or approach any lock or basin for the purpose of leaving whilst any vessel is entering, or unless the signals that the gates are open are exhibited.

37.—Vessels proceeding to sea shall not remain in the tidal basin or lock, and jibbooms shall not be rigged out until the vessel is in the lock or basin, and special permission has been obtained from the harbour master.

49.—No steam vessel shall be navigated in dock at a greater speed than two miles an hour. No vessel (except the Company's tugs) shall tow any vessel in dock, unless and until special permission has been obtained from the harbour master, which shall not be unreasonably withheld.

50.—Vessels shall not be navigated by steam within the docks (either with or without tug assistance) save with the permission and subject to the directions of the harbour master, and then only at the sole risk of such vessel, which permission shall not be unreasonably withheld.

51.—No vessel shall be moved across the dock whilst the dock gates are open or be navigated or worked under sail in dock, save in either case with the permission and subject to the directions of the harbour master and then only at the sole risk of such vessel, which permission shall not be unreasonably withheld.

52.—While any steam vessel remains attached to or alongside any mooring buoy, mooring post, dolphin or quay, the engines shall not, without the consent of the harbour master, be set in motion.

89.—Steamers must slow down when passing the Steam Ferry between Barrow and Walney Island, and steamers and sailing vessels must pass astern of the ferry—*i.e.*, on the side of the Channel from which the ferry is moving, care to be taken as to strength of tide.

A steam whistle on the ferry will sound one short blast immediately before starting.

90.—No boat or vessel shall anchor within 200 feet on either side of the steam ferry between Barrow and Walney Island.

*The above bye-laws, so far as applicable, shall apply to Piel Harbour and Piel Channel so far as Hilpsford Scar.*

1.—The limits of the fairway of Piel Harbour and Channel within which vessels are forbidden to anchor are as follows: Coming in from Lightning Knoll Buoy, 150 feet on each side of the line of Nos. 1 and 2 Leading Lights, until abreast of Bar Buoy (Black Can), thence 100 feet on each side of the line of Nos. 3 and 4 Leading Lights, until Piel Castle bears W.  $\frac{1}{2}$  S., from which point the fairway curves in a north and north-westerly direction, passing between Piel Mooring Buoy on starboard hand and No. 1 Black Buoy on port hand, until the line of Nos. 5 and 6 Leading Lights is struck, after passing the Red Gas Light Buoy on starboard hand entering, the fairway is clearly indicated by the line of Nos. 5 and 6 Leading Lights, and by the established uniform system of buoyage.

*Bye-laws and Regulations made by the Furness Railway Company for regulating the travelling upon and use of the Company's Steam Ferry to and from Walney.*

1.—The Steam Ferry (hereinafter called the "Ferry") will ply so as to accommodate as far as possible passengers going to or coming from Walney.

2.—During night-time a bright light will be exhibited at each end of the Ferry.

3.—Steamers must slow down when passing the Ferry, and steamers and sailing vessels must pass astern of the Ferry—*i.e.*, on the side of the Channel from which the Ferry is moving, care to be taken as to strength of tide.

4.—A steam whistle on the Ferry will sound one short blast immediately before starting.

5.—Boats and vessels are not allowed to anchor within 200 feet off Ferry on either side.

*Bye-laws relating to vessels carrying petroleum as cargo, confirmed by the Board of Trade, 11th May, 1909.*

1.—These bye-laws shall apply to all parts of the harbour and docks of Barrow-in-Furness, including Piel Harbour, within the jurisdiction of the Furness Railway Company, the limits of whose jurisdiction are set forth in the schedule hereto.

3.—The master of every petroleum ship shall, on nearing the harbour, and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square, and by night a red light, on the masthead (or, if the said ship has no mast, on a staff).

5.—The master of every petroleum ship shall anchor or moor his ship only at such place as the harbour master shall from time to time direct, and shall not remove his ship therefrom, except for the purpose of leaving the harbour, without the written order or permission of the harbour master. No petroleum ship shall be anchored or moored at any place other than that approved by the harbour master, whether for the purpose of landing or shipping petroleum or otherwise.

7.—Two or more petroleum ships shall not, except for purpose of transhipment, lie within 100 feet of one another, unless, in the opinion of the harbour master, it is impracticable to maintain such distance.

#### SCHEDULE REFERRED TO IN THE FOREGOING BYE-LAWS.

The jurisdiction of the Furness Railway Company extends over the Harbour of Barrow, the limits of which are:

At its northern entrance within a line drawn from the north-west shore of Sandscale Haws Farm in the county of Lancaster at high-water mark to high-water mark on the north-west end of Walney Island, such line forming a tangent to both, and marked S.W. on a plan deposited at the Admiralty Office, Whitehall, as mentioned in the Barrow Harbour Amendment Act, 1855, and at the southern entrance within a line drawn from Westfield Point on the said coast of the county of Lancaster through the centre of Sheep Island in a straight line to the shore

of the Island of Walney, as marked by the letters L.M. on the plan aforesaid, wherever the same harbour is covered with water at a fourteen-foot tide, as shown on the Tide Gauge at Barrow, and also Piel Harbour and Piel Channel as far as Hilpsford Scar.

*Bye-laws relating to vessels carrying explosives as defined by Section 3 of the Explosives Act, 1875, sanctioned by the Board of Trade, 15th October, 1904.*

2.—No vessel having on board any explosive shall enter any of the docks under any circumstances whatever.

3.—No explosive shall be loaded from or landed at any place within the harbour other than and except the beach or shore at Concle on the west side of and within 100 yards of the railway.

4.—No vessel having on board more than 100 tons in weight of explosives of whatever description shall, except in cases of extreme emergency, enter the harbour.

10.—All vessels having on board any explosive shall, while entering the harbour, and so long as they remain therein with any such explosive on board, exhibit in a conspicuous place above deck, where it can best be seen, a red flag not less than two feet square. All such vessels shall also between sunset and sunrise exhibit where it can best be seen, but at a height not exceeding 20 feet above the hull, a red light in a lantern, so fixed and constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least a mile.

12.—No vessel having on board any explosive shall be moored within the harbour except in a berth specially assigned to it by the harbour master or other duly authorised officer of the Company, and no such vessel shall leave the berth or place so assigned to it without the express permission of the said harbour master or such other officer as aforesaid.

17.—Every vessel containing explosive shall proceed with all convenient speed and without any avoidable delay to its destination, and no vessel shall, after the loading of the explosive therein has been completed, lie alongside any vessel, wharf, quay, or other place from which it has been loaded.

18.—Every vessel having on board any explosive shall always lie singly and be kept apart, except during the actual loading or unloading of such vessel, and in such case not more than one other vessel shall be alongside on the same side at the same time.

22.—No vessel having on board any explosive shall remain in any part of the harbour, with any such explosive on board, longer than may be absolutely necessary, and in no case for more than three days, exclusive of Sunday, Good Friday, and Christmas Day.

## BELFAST.

*Bye-laws made by the Belfast Harbour Commissioners in pursuance of the provisions of the Harbours, Docks, and Piers Clauses Act, 1847, and sanctioned on the 6th day of November, 1888.*

*The limits of the Port and Harbour of Belfast are defined by Section 4 of the Belfast Harbour Act, 1882, as extending from the first weir across the River Lagan, near Annadale, in the county of Down, to Carrickfergus, on the county of Antrim side of Belfast Lough, and to Greys Point on the coast of the county of Down.*

3.—No master or other person in charge of any vessel shall permit such vessel to approach any dock, basin, or pier, or any approach or entrance thereto, without the authority of the harbour master, or when a signal is hoisted on the pier at the entrance of such dock or basin signifying that there is no accommodation.

4.—The master or other person having the command or management of any vessel, when entering or leaving any dock or basin, or removing from one part of the harbour to another, or when lying therein, shall (except when any such vessel be driven by stress of weather) have the lower yards apeak, or braced up within the beam of the vessel, as the harbour master may direct, the spritsail yard fore and aft, and all other yards braced within the beam of the vessel; the jibboom run in when practicable, the studding sail booms and irons taken off the yards, the main or mizzen boom and davits rigged in, and the flukes of the anchor above water; and shall, within twenty-four hours after such vessel shall be brought into any dock or basin, have the anchors got in on deck, with the stocks placed in a perpendicular position close to the cathead.

9.—No master, mate, pilot, or other person in charge of any vessel, shall leave any anchor in any part of the harbour, channel, or river, or in any dock or basin within the jurisdiction of the commissioners, without causing a good and sufficient buoy to be placed over it; nor in any case shall such master, mate, pilot, or other person permit or suffer any such anchor to be left in the said harbour, channel, or river, or in any dock or basin, for a longer period than one tide.

12.—The owner, master, or other person having the charge or command of any vessel moored at any of the quays, shall constantly have on board one or more persons to receive orders from the harbour master.

15.—No master or other person in charge of any vessel shall permit such vessel to manœuvre, come to anchor, or be moored in the track of the steam ferries, or to obstruct in any manner whatsoever the free passage of the channel or any other part of the harbour.

16.—No master or other person in charge of any steamer navigating the channel above the north end of the Twin Islands shall permit their vessel to proceed at a greater rate of speed than five knots per hour.

17.—Every master or other person having charge of any steamer when passing any dredger, or other craft employed in works connected with the preservation or improvement of the harbour, or any raft of timber, carrying a red flag, shall shut off steam and go sufficiently slow to prevent such dredger or other craft or raft of timber from receiving injury, or being interrupted in the works.

29.—No lighter, boat, or similar craft (ships' boats excepted) which can pass through the arches of the Queen's Bridge, shall be moored in the river north of the said bridge except when loading or discharging.

30.—No master, owner, or other person having charge of any tug steamer, shall take more than four vessels in tow at one time, or tow more than two vessels abreast (small craft in the service of the commissioners excepted).

31.—Every vessel, except boats propelled by oars, while navigating, or anchored, or moored in any part of the harbour, shall observe and obey the Regulations for Preventing Collisions at Sea, as set out in the first schedule annexed to an Order in Council made in pursuance of the Merchant Shipping Act Amendment Act, 1862, and dated the 11th August, 1884, or any Regulations which may hereafter be similarly made from time to time in substitution therefor.

34.—No master or other person in charge of a cargo steamer shall leave the quays at such a time as to interfere with the departure of an advertised passenger steamer.

46.—The harbour master shall have generally, and besides the special authority vested in him by the foregoing bye-laws, full power to regulate and conduct all matters appertaining to the order and good government of vessels in the harbour; and in cases of any dispute

or difference of opinion between the harbour master and the owner, master, consignee, or agent of any vessel in regard to the construction or true meaning of the foregoing bye-laws or any of them, the matter in dispute may be referred to the secretary of the commissioners for the time being, who shall hear and determine the same, and make such order in the matter as he shall deem just, which order shall be binding on all parties concerned.

47.—Every person committing any offence against any of the foregoing bye-laws, numbered respectively 1 to 46, both inclusive, shall, in respect of every offence so committed, forfeit and pay to the harbour commissioners a penalty not exceeding 5*l.*

*Bye-laws relating to ships carrying petroleum as cargo, approved by the Board of Trade on the 22nd June, 1896.*

1.—Ships carrying petroleum shall, on entering the harbour, and during the time that they shall remain in the harbour with petroleum on board, display a red flag by day and a red light by night at the masthead, and will not be allowed to approach further up the harbour than Garmoyle, without an order from the harbour master.

*Bye-laws relating to ships carrying explosives, approved by the Board of Trade, 4th January, 1912.*

5.—No vessel conveying any explosive shall be towed by a steam vessel or tug, and the master of every vessel with any explosive on board exceeding in weight 100 pounds, on nearing the harbour, and during the time that such vessel remains in the harbour with any explosive on board, shall display by day a square red flag not less than 3 feet square and by night a red light on the masthead (or if the said vessel has no mast, on a staff).

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## **BEREHAVEN.**

*Regulations to be observed in the Dockyard Port of Berehaven made by Order in Council, 12th August, 1907, by virtue of the Dockyard Ports Regulation Act, 1865.*

### PRELIMINARY.

1.—This Order shall take effect from the date hereof.

2.—On this Order taking effect the before-mentioned Order in Council of the 26th day of September, 1901, shall cease to operate,

and in lieu thereof the Rules and Regulations set forth in the Schedule to this Order are hereby made and shall have effect in relation to the Dockyard Port of Berehaven.

3.—In this Order, unless the context shall otherwise require, the terms “ vessel,” “ master,” and “ justice ” shall have the same meaning as in the said Dockyard Ports Regulation Act, and the term “ the said Dockyard Port ” shall mean the Dockyard Port of Berehaven, as described in paragraph 4 hereof.

### **Dockyard Port of Berehaven.**

4.—For the purposes of the said Act and of this Order, the limits of the Dockyard Port of Berehaven shall be as follows:

All the waters, bays and creeks so far as the tide flows lying between lines drawn as follows:

On the east, a line joining Gun Point and the western extremity of Carrigskye;

On the south, a line drawn S. 42° W. (true) from Carrigskye to a position 11,200 yards from it, thence to a position south (true) 6,400 yards from the western extreme of Bull Island, thence west (true) to a position south (true) from Clonaghlin Point, and thence to Clonaghlin Point;

On the west, a line drawn from the extremity of Fair Head to the extremity of Shee Head;

excepting the area north of a line joining Crowdy Point and Gun Point.

#### **DELINEATION OF LIMITS.**

5.—On the chart<sup>1</sup> accompanying this Order are drawn all the limits referred to herein.

#### **SCHEDULE.**

##### **GENERAL.**

1.—Moorings for His Majesty's ships, mark buoys, and other aids to navigation, and such other buoys as may be required for any purpose in connection with Naval or Military operations, shall be placed by the King's harbour master as, from time to time, the requirements of His Majesty's Service may demand.

2.—Moorings for private vessels shall not be laid in the said Dockyard Port without the permission, in writing, of the King's harbour

<sup>1</sup> The chart is annexed to the Privy Council Office copy of the Order.

master, and then only in such positions as he shall deem fit, and such moorings shall be forthwith removed on the requisition of the King's harbour master to that effect.

3.—If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables or moorings of buoys, the master, or other person having the charge or command of such vessel, shall not proceed to unhook the same, but shall forthwith give notice thereof to the senior naval officer, or to the King's harbour master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

4.—No merchant, or other private vessel, shall make fast to, or lie at, any of the buoys marking the channels or shoals in the Dockyard Port.

5.—No merchant, or other private vessel, shall, without licence in writing from the senior naval officer or the King's harbour master, be moored or fastened to any Government moorings, buoys, piles, or vessels, in the Dockyard Port.

6.—The area between Shot Head and Carrigskye, and between the southern boundary of the Dockyard Port and the coast to the northward, is appropriated for gunnery trials and experiments from His Majesty's ships; and whenever such trials or experiments are in progress, no merchant, or private vessel, or boat, of any description, shall anchor, moor, or carry on fishing operations in, or pass through the above-mentioned area; and all vessels being in this area shall immediately move to a position outside of it when required to do so by the King's harbour master or the senior naval officer present.

7.—Whenever it may be necessary for mining or gunnery operations or experiments, dredging operations, or other Naval or Military purposes, to reserve any area other than that referred to in the foregoing clause, for such operations or purposes, the area will be marked by buoys coloured green and white, or by posts coloured red; and after twenty-one days' warning notice has been issued by the Admiralty, and published in the *Dublin Gazette*, no vessel shall anchor, moor, or be within, or pass through, the area so marked, unless compelled to do so by stress of weather, or to avoid accident, nor when such area is uncovered or nearly uncovered at low water shall any person pass through it, or remain in it, unless by permission of, and under such arrangements as may be from time to time made by, the officer in charge of such operations.

8.—No merchant, or other private vessel, shall anchor on the lines of any electric cable laid down in the Dockyard Port when such line is indicated by whitewashed posts, or other discernible marks erected on shore, and a warning has been conveyed to mariners by notice issued by the Admiralty and published in the *Dublin Gazette*.

9.—Whenever practice is taking place at the Naval Rifle Range on Bere Island, a red flag will be hoisted at the flagstaff east of Rerrin, to warn vessels not to cross the range, the danger area of which extends in an easterly direction from the peninsula south of Lonehort Harbour for a distance of a mile and a half.

When such red flag is hoisted, no vessel shall approach the east entrance until the perch on Carrigavaddra bears westward of N. by W.  $\frac{1}{2}$  W. magnetic.

10.—Whenever it may be necessary for Naval purposes to obstruct either entrance of the port by mines, booms, or other obstacles, no vessel shall use, or attempt to use, such entrance. Warning will be given that the west entrance is forbidden to ships entering, as follows:

By day, by three red balls shown vertically at Fair Head;

By night, by three red lights shown vertically at Fair Head;

and that the east entrance is forbidden by similar signals shown from the flagstaff just east of Rerrin.

#### ANCHORAGE REGULATIONS.

11.—All merchant or other private vessels shall be subject to the direction of the King's harbour master.

12.—The anchorage in Berehaven from the east entrance to a line drawn north and south (true) through the western extreme of Minane Island shall be for the exclusive use of His Majesty's ships and vessels of war, and no merchant, or other private vessels shall anchor to eastward of the above-mentioned line without the permission of the senior naval officer or of the King's harbour master, and no vessel shall be anchored in such a position as to obstruct the fairway by the west entrance.

13.—The master of every merchant or private vessel to which this Order relates shall observe, and cause to be observed, the said Regulations as far as relates to his vessel, and if any master or other person acts in any respect in contravention of any of the said Regulations, or fails to observe, and cause the same to be observed, he shall, for every such offence, be liable to a penalty not exceeding the sum of 10*l*.

The following Rules were made by Order in Council, 9th February, 1914.

LIGHTS AND SIGNALS FOR DREDGERS.

A dredger when at work or in position for working shall carry the following lights and signals—viz.:

Lights between sunset and sunrise:

(a) *Forward*.—In the forward part of the dredger at a height of not less than 20 feet and not exceeding 40 feet above the hull a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile.

(b) *Amidships*.—Three such white lights placed in a triangular form at least 8 feet apart, at right angles to the keel and with the apex uppermost, the base of the triangle to be at least 10 feet higher than the forward light and to be also higher than and clear of the framework, funnels or other erections upon the dredger. If so moored or working as to make it necessary to prohibit the passage of vessels on one or both sides, a red light or lights in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least one mile, is, or are, to be substituted for the lower light or lights of the triangle on the side or sides on which passage is prohibited.

(c) *Aft*.—One such white light at or near the stern of the dredger and at such a height that it shall not be less than 15 feet lower than the forward light.

Signals between sunrise and sunset:

*Amidships*.—Three black balls of not less than 2 feet in diameter placed in a triangular form at least 8 feet apart, at right angles to the keel with the apex uppermost, the base of the triangle to be higher than and clear of the framework, funnels, or any other erection upon the dredger. If so moored or working so as to make it necessary to prohibit passage on one or both sides, a red flag or flags at least 5 feet in the hoist is, or are, to be substituted for the lower ball or balls of the triangle on the side or sides on which passage is prohibited.

Signal in fog:

In fog, mist, falling snow or heavy rainstorms a dredger at work or in a position for working, shall at intervals of not more than one minute sound a gong rapidly for about five seconds.

NOTE.—The master of every vessel to which these Rules relate must observe and cause to be observed the provisions thereof so far as they relate to his vessel, and any such master by his wilful default infringing or causing any infringement of any of the provisions of these Rules is guilty of a misdemeanour.

## BLYTH HARBOUR.

*Bye-laws made by the Blyth Harbour Commissioners, by virtue of the Blyth Harbour Act, 1882, on the 6th March, 1889.*<sup>1</sup>

1.—Every vessel arriving in Blyth Harbour shall be properly moored under the direction of the harbour master, whether at public or private moorings. If such vessel shall moor with its own anchor, care shall be taken that there be at all times a proper buoy and buoy rope to the anchor.

2.—The master of any vessel arriving in the harbour shall not place the same or allow the same to be in such a situation as to obstruct or interfere with the access to any public landing place.

3.—Every vessel, whether moored or at anchor, shall have standing and flying jibboom and mizzen boom rigged close in, and all booms and boom irons taken off the yards. Bumpkins and boats' davits shall be swung in or unshipped. The topsail and lower yards shall be peaked or braced sharp up, and the vessel otherwise dismantled as may be directed by the harbour master.

4.—Every vessel when moored shall have the anchor taken in clear of the gunwale, or hung perpendicular beneath the hawse with the stock awash, as may be ordered by the harbour master.

7.—All vessels navigating the river when proceeding towards sea shall keep to the west side of mid-channel, and when coming from seaward shall keep to the east of mid-channel, so that the port helm may always be applied to clear vessels proceeding in the opposite direction.

8.—Every steam vessel meeting or overtaking any sailing vessel, or steamtug with sailing vessel in tow, shall ease its engines when within thirty yards of and until it shall have passed the sailing vessel, steam-

<sup>1</sup> These bye-laws are under revision (March, 1922).

tug or train. Steamtugs and train when meeting other vessels shall in proper time put their helms to port, and when overtaken shall put their helms to starboard, and keep sufficiently to the proper side of river to allow the vessel overtaking them to pass.

9.—No steamtug or other steam vessel having in tow any ship or vessel of a register tonnage exceeding one hundred tons shall at the same time take or have in tow any other ship or vessel, but this rule shall not apply to vessels or craft used by or belonging to the commissioners.

10.—All steam vessels shall ease their engines, and they as well as all other vessels keep well clear when passing the diver's keels, weigh keels, dredgers, or other craft used by or belonging to the commissioners, and when the diver's, dredgers, or weigh keels are at work the engines of such steam vessels shall go dead slow. Such slowing must commence at a point at least one hundred yards before reaching such diver's, dredgers, or other craft, and continue for fifty yards after passing the same.

11.—When the dredgers are in such a situation that any of the working chains are taut so as to be dangerous to passing vessels, the master of the dredger must in the daytime hoist a red flag, and at night-time a red light on the side of the dredger where the danger is, as a warning to passing vessels to proceed on the opposite side of the dredger, and all passing vessels shall proceed on such opposite side accordingly, such red light to be placed at the same height as the ordinary riding or anchor light, or as near thereto as circumstances will admit. These red signals to be hoisted on the forward framing, and about two feet clear of the side of the dredger; the white light to be hoisted amidships. The red or danger signals are to be taken down whenever the danger has ceased.

13.—No craft, raft, boat, timber, or other obstruction shall lie at, or be placed, made fast, or moored in, any of the inside passages, or ferries, or upon the banks or shores of the river, so as to prevent the free transit of any river craft, or to form an obstruction to the approach to any public or private landing place.

20.—Every person who shall break, offend against, or contravene any of the preceding bye-laws shall for every such offence forfeit and pay a sum not exceeding 5*l.*; but the imposition and payment of such penalty shall not affect the liability of any such person to answer in damages for any act.

*Bye-laws as to vessels carrying explosives, sanctioned by the Board of Trade, 16th July, 1877.*

1.—The master or other person in charge of a vessel having on board a cargo consisting wholly, or in part, of gunpowder, or other description of explosive, as defined by Section 3 of the Explosives Act, 1875, shall, at all times after the arrival of the vessel, keep exhibited on the foremast head a red flag from sunrise to sunset, and a red light from sunset to sunrise; and he shall also intimate to the pilot on his boarding the vessel, and also to the harbour master immediately on entering the harbour, and before mooring, the nature of such cargo.

2.—Vessels and carriages having on board, loading or unloading, explosive, shall be moored and placed at such place as the harbour master shall direct, and no other vessel shall be moored alongside such vessels, except when one vessel shall be discharging explosive into another; and in all cases other vessels shall be berthed as far from such vessels as circumstances shall permit.

*Bye-laws as to vessels carrying petroleum, sanctioned by the Board of Trade, 21st December, 1906.*

4.—The master of every petroleum ship shall, on nearing the harbour, and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square, and by night a red light at the masthead (or, if the said ship has no mast, at the head of a staff erected on the ship and at least 15 feet high measured from the highest deck) in addition to any navigation or other light required by any law or rule.

6.—No petroleum ship shall enter the harbour between sunset and sunrise without the permission of the harbour master, except under stress of weather or other emergency.

The master of every petroleum ship shall moor his ship only at such place as shall be appointed under these bye-laws for the discharge of petroleum, and shall not remove his ship therefrom, except for the purpose of leaving the harbour, without the written order or permission of the harbour master. No petroleum ship shall lie or be moored at any place other than any such appointed place, whether for the purpose of landing or shipping petroleum or otherwise.

**BOSTON (LINCOLNSHIRE).**

*Bye-laws made by the Harbour Commissioners, 29th August, 1853.*

Every ship, barge, or vessel coming into the haven or harbour of the said port to deliver its cargo, elsewhere than at and into any of the granaries near the river, shall take its turn at the public stairs or wharfs in regular succession with other vessels, under the direction of the harbour master; and no vessel shall occupy the inside berth at any of the public stairs or wharfs more than two days together, if another vessel is waiting to discharge or load a cargo.

The master or person having the charge of any ship, barge, or vessel lying at the Crane Berth, or at any of the public stairs or wharfs, such vessel not being at work, shall remove the same for any other vessel requiring to be laden or unladen, to come into the inside berth, and such vessel as shall be so removed shall be entitled to take the inside berth again as soon as it shall be ready to load or unload its cargo.

All ships, barges, or vessels shall slack their thwart ropes on the flood tide to admit of free passage for other vessels: but on the ebb tide they shall only be required to do so subject to the directions of the harbour master.

All ships, barges, or vessels entering the haven or harbour of the said port, shall have their anchors stored in the forecastle, their studding-sail booms and irons removed from off their yards, their lower yards topped up, and their jibbooms launched snug in.

No ship, barge, or vessel shall be allowed to moor with her anchor down, higher up the haven or harbour than the Black Sluice.

No fishing boats shall be allowed to be laid up alongside the Buoy Yard, except by leave of the harbour master.

Only one vessel at a time shall be allowed to lie alongside the steps or landing near the Prince of Wales (formerly the Anchor) public house, in High Street, and not more than two vessels shall be allowed to lie abreast at any other place in the river.

The harbour master shall direct and regulate the mooring and removing of all ships, vessels, barges, lighters, boats, and floats of timber, coming into, lying or being within, or going out of the haven or harbour of the said port: and may cut, cast off, slacken, or loosen the ropes, cables, or mooring chains by which any such ships, vessels, barges, lighters, boats, and floats of timber shall be moored, fixed, or fastened, in such manner as he shall think proper, for the accommodation, safety, and convenience of the ships, vessels, barges, lighters, boats, and

floats of timber coming into, lying, or being within, or going out of the said haven or harbour. But such harbour master shall not, in the mooring or removing of any ships, vessels, barges, lighters, boats, or floats of timber, show any undue partiality or preference to any parties whomsoever.

### Boston Dock.

*Bye-laws made by the Boston Dock and Harbour Commissioners in pursuance of the Boston Dock Act, 1881, and the Harbours, Docks, and Piers Clauses Act, 1847, on 8th October, 1884, confirmed by the Board of Trade, 10th October, 1884, and allowed by the Justices in Quarter Sessions, 14th October, 1884.*

1.—The expression “the dock” shall mean the dock, locks, entrances, approaches, timber ponds and basins, and the works appertaining thereto respectively, and every or any of them, or any part thereof respectively, constructed under the authority of the Boston Dock Act, 1881.

2.—The master or other person having the charge of any vessel about to enter the dock shall not approach the gates of the dock or lock with that vessel by day until a blue flag shall be hoisted, nor by night until a red light shall be exhibited on the pier head of the dock, and shall only enter the dock or lock whilst that flag remains hoisted or that red light remains exhibited; and no vessel shall enter the dock without having the master or pilot on board of her, and then only in the order of the arrival of that vessel and of other vessels then about to enter the dock. Penalty for breach of this bye-law, not exceeding 5*l*.

4.—No vessel shall pass out of the dock by day so long as a blue flag shall be hoisted, nor by night, save whilst a green light is exhibited on the pier head of the dock. Penalty for breach of this bye-law, not exceeding 5*l*.

5.—The dock master may refuse the admission, or exit, of any vessel to or from the dock, in stormy weather, or whenever he shall deem it unsafe for navigation.

6.—Every vessel before entering the dock shall have its sails furled, anchors stowed on deck, jib, and flying jibboom rigged close in, all booms and boom irons taken off the yards, and all bumpkins and davits unshipped. The topsail yards shall be hoisted up and the lower yards peaked up, and the vessel otherwise dismantled, as the dock master may direct. Penalty for breach of this bye-law, not exceeding 5*l*.

8.—The master or other person having the charge of any vessel whilst in the dock shall moor or place and keep moored that vessel where directed by the dock master, and shall move and place and remove that vessel from time to time under or from any crane, spout, drop, or other berth, in accordance with the directions of the dock master or other authorised agent, and shall, whilst his vessel is lying in the dock, keep on board of her a number of men sufficient to move and to look after and protect or take charge of her, and an ample supply of substantial lawasers, towlines, and other like articles for mooring the same; and no vessel shall pass out of the dock or through the lock without having the master or pilot on board of her, and then only in proper order and succession, regard being had to the other vessels then about to pass out of the dock, and in accordance with the instructions of the dock master. Penalty for breach of this bye-law, not exceeding 5*l*.

9.—Every vessel in the dock shall be securely and efficiently moored to the mooring or warping buoys of the dock, and not to any other buoy or any dredger, ballast crane, spout, staith, drop, cofferdam, or lock gate, or to any part of the works of the dock, except the proper mooring posts and rings; and in case of any gale or strong wind or squally weather, the master or person in charge of a vessel in the dock shall effectually secure that vessel by additional ropes or chains to the buoys, mooring posts, or rings on shore, and in the manner directed by the dock master in case any order or direction respecting the same is given by him. Penalty for breach of this bye-law, not exceeding 5*l*.

10.—No vessel in the dock shall have the sails thereof loose after sunset, or in squally weather, and the yards and masts of every vessel lying in the dock shall be struck when required by the dock master. Penalty for breach of this bye-law, not exceeding 5*l*.

11.—The orders of the dock master with reference to any vessel or floating goods in the dock, or the mooring or fastening or the unmooring or unfastening thereof, shall be promptly and efficiently obeyed by the owner or person in charge thereof; and in case those orders are not so obeyed, the dock master may, if he see fit, cast off, unloose, or cut any rope, or slacken, unshackle, or break any chain by which any vessel or floating goods shall be moored or fastened in the dock, without his, or the Commissioners, being responsible for any loss or damage occasioned thereby.

**BRIDGWATER CANAL.**

See **MERSEY AND IRWELL NAVIGATION**, post, p. 299.

**CALEDONIAN CANAL.**

*Rules made by the Caledonian Canal Commissioners, by virtue of 43 Geo. III. c. 102, s. 31.*

NOTE.—No towing allowed on the canal or lakes, except by the Commissioners' Tug, unless sanction be given in writing by the manager.

1.—No vessel shall enter the sea locks without first coming to anchor, or bringing up in the offing, and making fast to the moorings prepared for that purpose.

7.—No vessel shall obstruct the fairway in the entrance to the sea locks; and no vessel shall be allowed to drop anchor in any situation so as to impede the navigation, nor shall run down, or make fast to, any beacons or guide-posts.

8.—No vessel shall enter any lock, or pass a swing bridge, with a sail up; and no vessel shall be permitted to pass through any lock without sufficient checking warps ashore, both fore and aft, to the satisfaction of the lock keeper. It must be the special and invariable duty of the lock keeper, in every case, to examine the stern-fasts before the sluices are drawn.

9.—No vessel shall enter into any of the locks with too much way, but shall be checked by the mooring paals,<sup>1</sup> when necessary, before entering the lock.

10.—Square-rigged vessels, as they enter and pass locks, must have their sails furled, lower yards peaked, jibbooms, running bowsprits, outriggers, and spanker boom run in, spritsail yard fore and aft, davits topped up, anchors properly stowed on the forecastle, and fenders ready at the bows, to prevent damage to the canal works, as well as to other vessels.

11.—No vessel, in navigating the canal, shall use booms or setting poles, but such as are flat on the bottom, at least three inches diameter. Fenders of junk, broom or brushwood, are strictly prohibited; but cork and fir fenders may be used.

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<sup>1</sup> *I.e.*, mooring posts.

12.—The master or other person having charge of any vessel navigating the canal, shall continue on board, and not intrust the vessel to the crew, especially when passing through any lock or bridge.

13.—Vessels of such dimensions as to be admitted into locks more than one at a time, shall be under the regulation of the lock keeper, as to the number to be so admitted, and as to waiting for each other; under this limitation, that no vessel shall be detained for another beyond ten minutes at any single lock, or at the rate of ten minutes for *each* lock in a set of united locks.

14.—No vessel shall navigate the canal, or be allowed to enter or pass through any lock or bridge during the night—namely, from half an hour after sunset to half an hour before sunrise; unless in cases of very clear weather or moonlight, when the lock-keepers may consider it is not attended with any danger to the works. Vessels may also be admitted into or passed out of either of the sea locks at any hour when the lock keepers shall judge it safe to do so.

15.—As a general rule, vessels are not to be passed through the locks or bridges on Sundays; but in cases of accidental detention or other special cases, of which the superintendents shall judge, the lock and bridge keepers must pass vessels. One man at least must also be in attendance during the whole of Sunday, at each single lock, or set of connected locks, to watch the lock gates and sluices, and prevent damage to the works.

16.—All sailing vessels, of whatever description, arriving at any lock or set of locks, in the same or in opposite directions, shall be passed through strictly in the order in which they arrive, either at the head or foot of the respective locks; that is, in so far as consistent with the saving of unnecessary lockage, and subject, moreover, to the power of detaining vessels for one another within the limits already mentioned. An exception to this Rule may occasionally arise by reason of a strong and steady wind, when it is evident that vessels can only proceed in one direction; in which case the lock keeper may exercise a discretionary power to pass vessels having the wind in their favour, in preference to those which cannot make head against it. But it is desirable, to avoid disputes, that this power should only be resorted to in very extreme cases, unless with the express consent of the master or other person having charge of the vessel whose proper turn it may be deemed expedient to postpone.

17.—The master or other person in charge of a vessel passing along the canal must give place to another vessel which may be going

faster, unless within 500 yards of a lock or bridge; in which case no sailing vessel shall be permitted to overtake another.

18.—All vessels tracked or towed along the canal shall, when meeting or passed by other vessels that are not so tracked or towed, keep as near as possible to the towing-path side of the canal.

19.—All sailing vessels proceeding with a fair wind along the canal, and meeting in opposite directions any steam vessel, shall, as soon as they come within one hundred yards of such steam vessel, haul in their booms and keep to the right or starboard side; but when overtaken by such steam vessel, shall keep to the left or larboard side, so as to pass one another with ease and safety.

20.—All vessels proceeding through the lakes on the line of the canal or estuaries approaching thereto, when sailing with a fair wind, and falling in with vessels beating to windward, shall alter their course in sufficient time to pass at the distance of at least thirty yards astern of the vessel so beating to windward.

21.—All vessels proceeding through the lakes and estuaries on the line of the navigation, when beating to windward, and meeting on opposite tacks, shall avoid getting foul of each other, by the vessel on the starboard tack keeping to the wind, and the vessel on the larboard tack bearing up, so as to pass easily astern of the other.

22.—No person shall obstruct the passage of the canal, by overloading any vessel, lighter, barge, or boat.

24.—No raft shall enter or pass along any part of the canal without special permission; nor shall any raft be navigated after sunset or before sunrise on any pretence whatever. Rafts, in meeting vessels or boats, shall take the off-side of the canal at all times.

25.—No vessel shall be allowed to moor, or remain stationary, in any of the locks, or at any drawbridge, during the day or night, except by special permission.

26.—No vessel shall load or deliver in the waste or chamber of any of the locks, or remain longer in the same than is absolutely necessary for passing.

27.—Vessels which are waiting their turn, or otherwise, are not to come too close or crowd the approach to any lock, but must be moored astern of each other on the off side of the canal, so as to allow other vessels to pass out or in conveniently. In like manner, vessels are not to lie or accumulate in the sea-lock basins, but must haul out to sea when required to do so.

28.—No vessel shall remain in any harbour or basin without one person on board, ready to slacken or haul in ropes when required, in case of other vessels passing, or accidents on board.

32.—No vessel, boat, or raft shall be moored on the tracking-path side of the canal on any pretence whatever, unless where permission is given to load or discharge goods at any particular point.

33.—If any vessel, barge, or raft shall be placed or lie abreast in any part of the canal, or passage belonging thereto, not being moored at both ends; or if any person or persons navigating or having the care of any vessel, barge, or raft shall obstruct the navigation of the canal by misplacing or otherwise conducting such vessel, barge, or raft, and shall not, immediately upon the request of any officer or servant of the commissioners, or of any person navigating any other vessel, barge, or raft, moor the same at both ends, or alter the situation of such vessel, barge, or raft, or otherwise stop or effectually secure the same, as the case may require, so as that such and every obstruction to the speedy and commodious passage of other vessels shall be forthwith removed; every such offender shall forfeit and pay the penalty hereinafter mentioned for every such offence, and for every repetition thereof, after such request as aforesaid, made after the expiration of half an hour subsequent to such first or other offence.

34.—No vessel shall be allowed to have mooring lines fast to the opposite side or across the channel of the navigation, whether in the canal or in the lakes.

35.—Vessels of whatever description, navigating the lakes or approaches to the canal at either end, during the night, shall carry a light at the bow, which shall be kept burning from sunset till sunrise; and shall also have a person stationed at the bow as a look-out, who shall be provided with a horn or bell which he shall sound to give warning when meeting with other vessels or boats.

65.—In proceeding along the canal, steam vessels shall be under the same regulations with sailing vessels as to the order in which they shall be admitted into and passed through the locks; with this difference, that no steam vessel shall be detained either at any single lock or set of locks for other vessels, whether proceeding in the same or in the opposite direction, which may not have arrived at the said lock or locks before her.

66.—Steam vessels, in like manner, can only be passed through the locks or bridges, or be allowed to proceed along the artificial portions of the canal during the regular hours of daylight—that is,

from half an hour before sunrise to half an hour after sunset, except in cases of clear weather or moonlight, as already mentioned.

67.—Steam vessels carrying passengers, starting from either end of the canal at fixed hours, and whose arrival at any single lock or set of locks may be depended on at a given time, are to have precedence of passage, even to the exclusion of other vessels which may have arrived at the said lock or locks before them, in so far as this shall be deemed necessary to preserve (within a reasonable margin) due regularity and dispatch in the movements of the said steam vessels. This Rule will be more especially applicable to the case of the swift line of steam vessels, not only whose departure but arrival at either end of the canal is due at fixed hours, either in connection with railway trains or with other steam vessels into which the passengers are transferred; insomuch that this class of steam vessels shall have similar precedence, even to the exclusion of other steam vessels carrying passengers, but of slower speed, and not so strictly dependent on fixed hours. This regulation, however, although generally acted upon for the accommodation of steam vessels carrying passengers, is not to be held binding at all times and seasons, but may be more or less deviated from at the discretion of the lock keepers under peculiar or exceptional circumstances of dispatch required by other vessels.

69.—Steam vessels when approaching any lock, shall, in every case, *slow* their engines when at a distance of full 300 yards from such lock; and shall *stop* their engines at the distance of full 150 yards from the nearest lock gates, so as to enable the vessel to be brought up with perfect safety to the works, or to other vessels which may be in the lock before them.

70.—In passing through or leaving any lock, the master or other person in charge of any steam vessel shall not set on his engines until the lock keeper gives the word that the lock gates are properly opened up, the ropes cast off, and the vessel in a fit position for moving through with safety.

71.—When steam vessels, sailing along the artificial portions of the canal and in opposite directions, meet one another, each shall slow her engine as soon as she comes within 50 yards of the other, and shall keep as near as she can towards the side of the canal to the right or starboard, so as to afford all possible facility to each other to pass; and when so meeting in any of the lakes along the line of the navigation, or in the estuaries immediately approaching thereto, each shall also keep to the right or starboard side, by putting the helm to port in sufficient time to let them pass at a distance of not less than 20 yards asunder.

72.—When steam vessels plying on the canal in the same direction, but with unequal velocity, approach each other, the vessel which sails slowest shall keep sufficiently to the left or larboard side, and stop her engine for the faster sailing vessel to pass, as soon as the latter comes within 30 feet of the former, and until the faster sailing vessel shall have passed her to the extent of 30 feet, and shall offer no obstruction whatever, by crossing the channel or otherwise, to the free passage of the vessel astern.

73.—Steam vessels, when meeting or passing other vessels which are being tracked in the canal, shall keep to the off-side of the towing path, and shall, on no pretence, attempt to cross or interfere with the tracking lines of such other vessels.

74.—All steam vessels plying in the lakes or estuaries on the line of the navigation, and falling in with vessels beating to windward, shall alter their course in sufficient time to pass at the distance of 30 yards astern of the vessel so beating to windward.

75.—During the darkness of night, or in time of thick fogs, the masters and crews of steam vessels navigating the lakes or estuaries as aforesaid, shall limit their speed, in the navigation of the said vessels, to from three to four miles per hour.

76.—All steam vessels, whether proceeding through the lakes and estuaries as aforesaid, or lying at anchor or aground in any part of the line of the navigation, shall, from sunset to sunrise, or in time of thick fogs, have a sufficiently brilliant and conspicuous light hung out ahead when sailing, and when moored or lying aground placed at the part of the vessel nearest the deep water.

78.—Every steam vessel navigating the canal shall be furnished with a bell of sufficient size, which shall be hung in a belfry at the bow of the vessel, and rung in time of thick fogs and during the darkness of the night; and shall also be furnished with a mariner's compass, to be kept constantly in good order.

82.—All masters of steam vessels plying on the canal, or lakes connected therewith, shall take off the steam power of the said vessels on approaching the dredging machines for deepening the channel of the navigation, and the punts belonging to the commissioners, when loading or discharging; and shall move along slowly for one hundred yards, both before and after passing the dredging apparatus and punts.

83.—When the water in any of the canal reaches is lowered under its regular level, for the purpose of occasional repairs at any part

of the line, steam vessels proceeding along the said reaches shall, in all such cases, slow their speed to such a degree as shall prevent injury to the slopes or banks thereof.

84.—Steam vessels employed in towing other vessels on the canal shall not tow any such other vessels alongside or abreast of the steam vessels, or abreast of each other, but in all cases astern or in line; and no steam vessel or tracker shall, upon any pretence whatever, take any vessel in tow until the said vessel has been properly arranged and made fast, so as to proceed in a steady and commodious manner along the canal.

86.—No steam vessel shall *exceed* HALF-SPEED in any of the reaches of the canal.

87.—That all steam vessels navigating the canal shall proceed through the several reaches of the canal at a speed not exceeding six miles per hour, and shall in all cases be required to regulate or reduce the speed, so as not to cause damage to the slopes and pitchings by excessive wash or suction.<sup>1</sup>

*Regulations to be observed in regulating the traffic at the sea locks.*

All masters of steam and sailing vessels are prohibited from approaching the entrance to the sea locks, when they observe a red flag flying from the flag staff on the pier during the day, or a red light during the night, but are to remain anchored in the offing until the flag, or the light, as the case may be, is hauled down.

Steam drifters and fishing boats passing to and from the west coast, when they observe the red flag during the day, or a red light during the night, on the pierhead at Clachnaharry or Corpach, are prohibited from entering the lock, but may approach sufficiently near to give their numbers to the watchman, then anchor well out in the offing to keep the passage to the lock clear.

When the red flag, or light, is lowered, the boats will be called alongside in their turn, and passed into the canal.

## CANADA, DOMINION OF.

*By Canadian Orders in Council of 9th February, 1897, and 28th June, 1909, the International Rules of the Road, including Article 9, ante, p. 23, were put in force in all navigable waters within Canada or within*

<sup>1</sup> Made the 27th July, 1896.

*the jurisdiction of the Parliament thereof, except the waters of Lakes Superior and Huron, Georgian Bay, Lakes Erie and Ontario, their connecting and tributary waters, and the St. Lawrence River as far east as the lower exit of the Lachine Canal, and the Victoria Bridge at Montreal, with the addition of the following Articles :*

### **Rafts and Harbour of Sorel.**

ARTICLE 32.—Rafts while drifting or at anchor on any of the waters of Canada shall have a bright fire kept burning on them from sunset to sunrise. Whenever any raft is going in the same direction as another which is ahead, the one shall be so navigated as not to come within 20 yards of the other, and every vessel meeting or overtaking a raft shall keep out of the way thereof.

Rafts shall be so navigated and anchored as not to cause any unnecessary impediment or obstruction to vessels navigating the same waters.

ARTICLE 33.—Unless it is otherwise directed by the Harbour Commissioners of Montreal ships and vessels entering or leaving the harbour of Sorel shall take the port side, anything in the preceding articles to the contrary notwithstanding.

ARTICLE 34.—The Rules of navigation contained in Articles 32 and 33 shall be subject to the provisions contained in Articles 27 and 29.

### **Great Lakes of Canada.**

*The following Rules for navigating the Great Lakes, including Georgian Bay, their connecting and tributary waters, and the St. Lawrence River as far east as the lower exit of the Lachine Canal, were made by Canadian Order in Council of 4th February, 1916.*

#### PRELIMINARY.

In the following Rules every steam vessel which is under sail and not under steam shall be considered a sail vessel; and every vessel which is under steam, whether under sail or not, shall be considered a steam vessel.

The words "steam vessel" and "steamer" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these Rules when she is not at anchor, or made fast to the shore or aground.

## LIGHTS.

1.—The lights mentioned in the following Rules and no others shall be carried in all weathers from sunset to sunrise. The word “visible” in these Rules when applied to lights shall mean visible on a dark night with a clear atmosphere.

2.—Except in the cases hereinafter expressly provided for, a steam vessel when under way shall carry:

(a) On or in front of the foremast, or if a vessel without a foremast, then in the forepart of the vessel, at a height above the hull of not less than twenty feet, and if the beam of the vessel exceeds twenty feet, then at a height above the hull not less than such beam, so, however, that such height need not exceed forty feet, a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel—namely, from right ahead to two points abaft the beam on either side, and of such character as to be visible at a distance of at least five miles.

(b) On the starboard side, a green light, so constructed as to throw an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

(c) On the port side, a red light, so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(d) The said green and red lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

(e) A steamer of over one hundred and fifty feet register length shall also carry when under way an additional bright light similar in construction to that mentioned in sub-division (a), so fixed as to throw the light all around the horizon and of such character as to be visible at a distance of at least three miles. Such additional light shall be placed in line with the keel at least fifteen feet higher from the deck and more than seventy-five feet abaft the light mentioned in sub-division (a).

3.—A steam vessel having a tow other than a raft shall in addition to the forward bright light mentioned in sub-division (a) of Rule 2

carry in a vertical line not less than six feet above or below that light a second bright light of the same construction and character, and fixed and carried in the same manner as the forward bright light mentioned in said sub-division (a) of Rule 2. Such steamer shall also carry a small bright light abaft the funnel or after mast for the tow to steer by, but such light shall not be visible forward of the beam.

4.—A steam vessel having a raft in tow shall, instead of the forward lights mentioned in Rule 3, carry on or in front of the foremast, or if a vessel without a foremast then in the fore part of the vessel, at a height above the hull of not less than twenty feet, and if the beam of the vessel exceeds twenty feet, then at a height above the hull not less than such beam, so, however, that such height need not exceed forty feet, two bright lights in a horizontal line athwartships and not less than eight feet apart, each so fixed as to throw the light all around the horizon and of such character as to be visible at a distance of at least five miles. Such steamer shall also carry the small bright steering light aft, of the character and fixed as required in Rule 3.

5.—A sailing vessel under way and any vessel being towed shall carry the side lights mentioned in Rule 2.

A vessel in tow shall also carry a small bright light aft, but such light shall not be visible forward of the beam.

6.—Whenever, as in the case of small vessels under way during bad weather, the green and red side lights cannot be fixed, these lights shall be kept at hand lighted and ready for use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides. To make the use of these portable lights more certain and easy, they shall each be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

7.—A vessel under one hundred and fifty feet register length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a lantern constructed so as to show a clear, uniform, and unbroken light, visible all around the horizon, at a distance of at least one mile.

A vessel of one hundred and fifty feet or upward in register length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the

hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

8.—Open boats shall not be obliged to carry the side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red light on the other side; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up in addition if considered expedient.

9.—Sailing vessels shall at all times, on the approach of any steamer during the night-time, show a lighted torch upon that point or quarter to which such steamer shall be approaching.

#### LIGHTS FOR TUGS UNDER 30 TONS REGISTER (NET) WHOSE PRINCIPAL BUSINESS IS HARBOUR TOWING.

10.—Tugs under 30 tons register (net) whose principal business is harbour towing, shall carry the red and green side lights carried by other steamers; and, at the foremast head, or, if the steamer has no foremast, then on top of the pilot house, a white light so constructed as to show a uniform and unbroken light over an arc of the horizon of 20 points of the compass, and so fixed as to throw the light 10 points on each side of the vessel—namely, from right ahead to 2 points abaft the beam on either side—and of such a character as to be visible at a distance of at least 3 miles; and when towing, except when towing a raft, shall carry an additional white light of same character and construction as the headlight, and hung not less than 3 feet vertically above or below the headlight.

When towing a raft, the two headlights shall be carried in a horizontal line athwartships not less than 4 feet apart, each so fixed as to throw the light all around the horizon, and of such a character as to be visible at a distance of at least 3 miles.

#### LIGHTS TO BE CARRIED BY FERRYBOATS.

11.—Ferryboats propelled by steam or machinery shall carry the white light or lights and the coloured side lights required by these Rules to be carried on steam vessels, except that double-end ferryboats shall carry a central range of clear, bright, white light, showing all around the horizon, placed at equal altitudes forward

and aft, also on the starboard side a green light, and on the port side a red light, of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on their respective sides.

The green and red lights shall be fitted with inboard screens projecting at least 3 feet forward from the lights, so as to prevent them from being seen across the bow.

#### LIGHTS FOR CANAL BOATS IN TOW OF STEAM VESSELS.

12.—Canal boats when in tow of steam vessels shall carry lights as follows:

Canal boats when towed astern of steam vessels and towed singly or tandem, shall each carry a green light on the starboard side, a red light on the port side, and a small bright white light aft.

When canal boats are towed at a hawser in one or more tiers, two or more abreast, the boat on the starboard side of each tier shall carry a green light on her starboard side, and the boat on the port side of each tier shall carry a red light on her port side, and each of the outside boats in the last tier also shall carry a small bright white light aft.

When a canal boat is towed alongside and on the starboard side of a steamer, the boat towed shall carry a green light on the starboard side; and when towed on the port side of a steamer, the boat towed shall carry a red light on the port side.

When two canal boats are towed alongside of a steamer, one on the starboard and one on the port side, the starboard boat shall carry a green light on the starboard side and the port boat shall carry a red light on the port side.

The coloured side lights referred to in these rules for canal boats in tow of steam vessels shall be fitted with inboard screens so as to prevent them from being seen across the bow, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on either side. The minimum size of glass globes shall not be less than 6 inches in diameter and 5 inches high in the clear.

The small bright white light aft required to be carried on canal boats in tow shall not be visible forward of the beam.

LIGHTS FOR WATER CRAFT PROPELLED BY HAND-POWER, HORSE-POWER, OR BY THE CURRENT OF THE RIVER.

13.—Any vessel propelled by hand-power, horse-power, or by the current of the river, navigating any bay, harbour, or river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbour, or river, except rafts and rowing boats under oars, shall carry one white light forward not less than 8 feet above the surface of the water, which light shall be carried, from sunset to sunrise, in a lantern so fixed and constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and of such intensity as to be visible on a dark night with a clear atmosphere at a distance of at least 1 mile.

Rowing boats under oars shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

LIGHTS FOR RAFTS.

14.—Rafts propelled by hand-power, horse-power, or by the current of the river, or in tow, or which shall be anchored or moored in or near a channel or fairway of other vessels, shall carry lights as follows:

Rafts of one crib and not more than two in length shall carry one white light. Rafts of three or more cribs in length and one crib in width shall carry one white light at each end of the raft. Rafts of more than one crib abreast shall carry one white light on each outside corner of the raft, making four lights in all.

Bag or boom rafts navigating or anchored in the fairway of any bay, harbour, or river shall carry a bright white light at each end of the raft, and one of such lights on each side midway between the forward and after ends.

The white light required by these Rules for rafts shall be carried, from sunset to sunrise, in a lantern so fixed and constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and of such intensity as to be visible on a dark night with a clear atmosphere at a distance of at least 1 mile; which lights shall be suspended from poles of such height that the light shall be not less than 8 feet above the surface of the water.

LIGHTS AND DAY MARKS FOR VESSELS NOT UNDER COMMAND.

15.—A vessel which from any accident is not under command shall carry at the same height as the white light mentioned in Rule 2 (a), where they can best be seen, and, if a steam vessel, in

lieu of that light, two red lights, in a vertical line, one over the other, not less than 6 feet apart, and of such a character as to be visible all around the horizon at a distance of at least 2 miles; and shall by day carry in a vertical line one over the other not less than six feet apart, where they can best be seen, two black balls or shapes each 2 feet in diameter.

RULE PROHIBITING THE CARRYING OF UNAUTHORISED LIGHTS  
ON STEAM VESSELS.

16.—No master or pilot of any steam vessel shall authorise or permit to be carried, any light, electric or otherwise, not required by these Rules, on the outside structure of the cabin or hull of the vessel that in any way will interfere with distinguishing the signal lights.

RULE RELATING TO THE USE OF SEARCHLIGHTS.

17.—No master or pilot of any steam vessel shall flash or cause to be flashed the rays of the searchlight into the pilot house of any passing vessel.

FOG SIGNALS.

18.—A steam vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, placed before the funnel not less than eight feet from the deck, or in such other place where the sound will not be intercepted by any obstruction and of such character as to be heard in ordinary weather at a distance of at least two miles, and with an efficient bell, and it is hereby made the duty of inspectors of steam vessels when inspecting the same to see that each steamer is furnished with such whistle and bell. A sailing vessel shall be provided with an efficient foghorn and with an efficient bell.

Whenever there is thick weather by reason of fog, mist, falling snow, heavy rainstorms, or other causes, whether by day or by night, fog signals shall be used as follows:

(a) A steam vessel under way, excepting only a steam vessel with raft in tow, shall sound at intervals of not more than one minute three distinct blasts of her whistle.

(b) Every vessel in tow of another vessel shall, at intervals of one minute, sound four bells on a good and efficient and properly placed bell as follows: By striking the bell twice in quick succession, followed by a little longer interval, and then again striking twice in quick succession (in the manner in which four bells is struck in indicating time).

(c) A steamer with a raft in tow shall sound at intervals of not more than one minute a screeching or Modoc whistle for from three to five seconds.

(d) A sailing vessel under way and not in tow shall sound at intervals of not more than one minute—

If on the starboard tack with wind forward of abeam, one blast of her foghorn;

If on the port tack with wind forward of the beam, two blasts of her foghorn;

If she has the wind abaft the beam on either side, three blasts of her foghorn.

(e) Any vessel at anchor and any vessel aground in or near a channel or fairway shall at intervals of not more than two minutes ring the bell rapidly for three to five seconds.

(f) Vessels of less than ten tons registered tonnage, not being steam vessels, 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 one minute.

(g) Produce boats, fishing boats, rafts, or other water craft navigating by hand-power or by the current of the river, or anchored or moored in or near the channel or fairway and not in any port, and not otherwise provided for in these Rules, shall sound a foghorn, or equivalent signal, at intervals of not more than one minute.

#### SPEED TO BE MODERATE IN FOG, AND SO FORTH.

19.—Every vessel shall, in thick weather, by reason of fog, mist, falling snow, heavy rainstorms, or other causes, go at moderate speed. A steam vessel hearing, apparently not more than four points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and navigate with caution until the vessels shall have passed each other.

### STEERING AND SAILING RULES.

#### PRELIMINARY.

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.

## SAILING VESSELS.

20.—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—namely:

(a) A vessel which is running free shall keep out of the way of a vessel which is closehauled.

(b) A vessel which is closehauled on the port tack shall keep out of the way of a vessel which is closehauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When they are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

## STEAM VESSELS.

*Signals.*

21.—In all weathers every steam vessel under way in taking any course authorised or required by these Rules shall indicate that course by the following signals on her whistle, to be accompanied, whenever required, by corresponding alteration of her helm; and every steam vessel receiving a signal from another shall promptly respond with the same signal or sound the danger signal as provided in Rule 22:

One blast means, “ I am directing my course to starboard,” except when two steamers are approaching each other at right angles or obliquely, other than when one steamer is overtaking another, one short blast signifies intention of steamer which is to starboard of the other to hold course and speed.

Two blasts mean, “ I am directing my course to port.”

22.—If, when steamers are approaching each other, the pilot of either vessel fails to understand the course or intention of the other, whether from signals being given or answered erroneously, or from other causes, the pilot so in doubt shall immediately signify the same by giving the danger signal of five or more short and rapid blasts of the whistle; and if both vessels shall have approached within half a mile of each other, both shall be immediately slowed to a speed barely sufficient for steerageway, and, if necessary, stopped and reversed, until the proper signals are given, answered, and understood, or until the vessels shall have passed each other.

23.—Steam vessels are forbidden to use what has become technically known among pilots as “cross signals”—that is, answering one whistle with two, and answering two whistles with one. In all cases, and under all circumstances, a pilot receiving either of the whistle signals provided in the Rules, which for any reason he deems injudicious to comply with, instead of answering it with a cross signal, shall at once sound the danger signals and observe the Rule applying thereto (Rule 22).

24.—The signals for passing, by the blowing of the whistle, shall be given and answered by pilots in compliance with these Rules, not only when meeting “head and head,” or nearly so, but at all times when passing or meeting at a distance within a half mile of each other, and whether passing to the starboard or port.

#### SITUATIONS.

25.—When steamers are approaching each other “head and head,” or nearly so, it shall be the duty of each steamer to pass on the port side of the other; and the pilot of either steamer may be first in determining to pursue this course, and thereupon shall give, as a signal of his intention, one short and distinct blast of his whistle, which the pilot of the other steamer shall answer promptly by a similar blast of his whistle, and thereupon such steamers shall pass on the port side of each other. But if the courses of such steamers are so far on the starboard of each other as not to be considered by pilots as meeting “head and head,” or nearly so, the pilot so first deciding shall immediately give two short and distinct blasts of his whistle, which the pilot of the other steamer shall answer promptly by two similar blasts of his whistle, and they shall pass on the starboard side of each other: Provided, however, that in all narrow channels, where there is a current, and in the rivers St. Mary, St. Clair, Detroit, Niagara, and St. Lawrence, when two steamers are meeting, the descending steamer shall have the right of way, and shall, before the vessels shall have arrived within the distance of one-half mile of each other, give the signal necessary to indicate which side she elects to take.

In the night, steamers will be considered as meeting “head and head” so long as both the coloured lights of each are in view of the other.

26.—Whenever a steamer is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steamer approaching from the opposite direction cannot be seen for a distance of half a mile, the pilot of such steamer, when he shall have arrived

within half a mile of such curve or bend, shall give a signal by one long blast of the whistle, which signal shall be answered by a similar blast, given by the pilot of any steamer within hearing that may be approaching on the other side, and within half a mile of such bend or curve. Should such signal be so answered by a steamer upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and answered: but, if the first signal of such pilot be not answered, he is to consider the channel clear and govern himself accordingly.

27.—When a steamer is moved from its dock or berth and other steamers are liable to approach such steamer from any direction, such steamer and any approaching steamer shall give the same signals as in case of steamers meeting at a bend; but immediately after clearing the dock or berth so as to be fully in sight they shall be governed by the Rules for passing.

28.—When one steamer is overtaking another, and the pilot of a steamer which is astern shall desire to pass on the right or starboard side of the steamer ahead, he shall give one short blast of the whistle, as a signal of such desire and intention, and shall put his helm to port; or if he shall desire to pass on the left or port side of the steamer ahead, he shall give two short blasts of the whistle as a signal of such desire and intention, and shall put his helm to starboard, and the pilot of the steamer ahead shall answer by the same signals; or if he does not think it safe for the steamer astern to attempt to pass at that point, he shall immediately signify the same by giving five or more short and rapid blasts of the whistle, and under no circumstances shall the steamer astern attempt to pass the steamer ahead until such time as they have reached a point where it can be safely done, when said steamer ahead shall signify her willingness by blowing the proper signals. The boat ahead shall in no case attempt to cross the bow or crowd upon the course of the passing steamer.

Every vessel coming up with another vessel from any direction more than two points abaft her beam—that is, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side lights—shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally passed and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward or abaft of this direction from the other vessel

she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

29.—In all channels less than five hundred feet in width, no steam vessel shall pass another going in the same direction unless the steam vessel ahead be disabled or signify her willingness that the steam vessel astern shall pass, when the steam vessel astern may pass, subject, however, to the other Rules applicable to such a situation. And when steam vessels proceeding in opposite directions are about to meet in such channels, both such vessels shall be slowed down to a moderate speed, according to the circumstances.

30.—When two steamers are approaching each other at right angles or obliquely so as to involve risk of collision, other than when one steamer is overtaking another the steamer which has the other on her own port side shall hold her course and speed; and the steamer which has the other on her own starboard side shall keep out of the way of the other by directing her course to starboard so as to cross the stern of the other steamer, or, if necessary to do so, slacken her speed or stop or reverse. The steamer having the other on her own port bow shall blow one blast of her whistle as a signal of her intention to cross the bow of the other, holding her course and speed, which signal shall be promptly answered by the other steamer by one short blast of her whistle as a signal of her intention to direct her course to starboard so as to cross the stern of the other steamer or otherwise keep clear.

If from any cause whatever the conditions covered by this situation are such as to prevent immediate compliance with each other's signals, the misunderstanding or objection shall be at once made apparent by blowing the danger signal, and both steamers shall be stopped, and backed if necessary, until signals for passing with safety are made and understood.

31.—When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each shall pass on the port side of the other.

32.—When two steam vessels are crossing so as to involve risk of collision the vessel which has the other on her own starboard side shall keep out of the way of the other.

33.—When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision the steam vessel shall keep out of the way of the sailing vessel.

34.—Where, by any of the Rules herein prescribed, one of the two vessels shall keep out of the way, the other shall keep her course and speed.

35.—Every steam vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

36.—Notwithstanding anything contained in these Rules every vessel overtaking any other shall keep out of the way of the overtaken vessel.

37.—In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from the above Rules necessary in order to avoid immediate danger.

38.—Nothing in these Rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

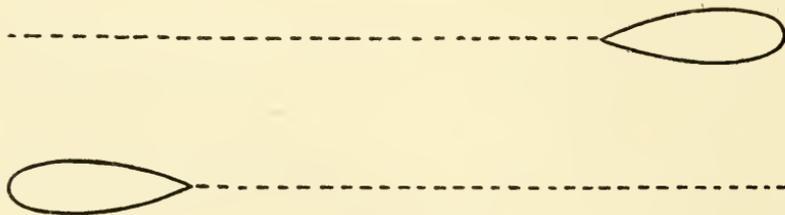
#### DIAGRAMS.

The following diagrams are intended to illustrate the working of the system of coloured lights and pilot Rules:



FIRST SITUATION.

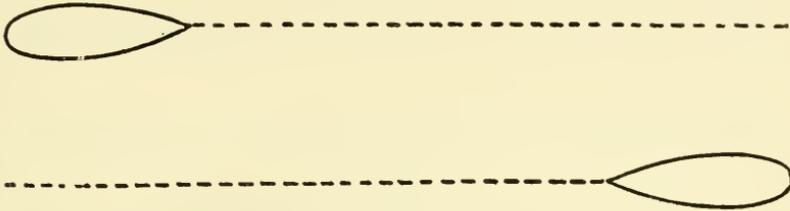
Here the two coloured lights visible to each will indicate their direct approach "head and head" toward each other. In this situation it is a standing Rule that both shall put their helms to port and pass on the port side of each other, each having previously given one blast of the whistle.



SECOND SITUATION.

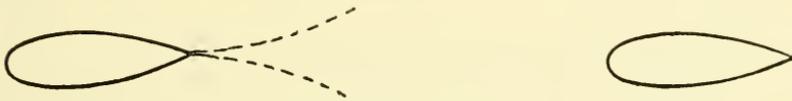
In this situation the red light only will be visible to each, the screens preventing the green lights from being seen. Both vessels

are evidently passing to port of each other, which is rulable in this situation, each pilot having previously signified his intention by one blast of the whistle.



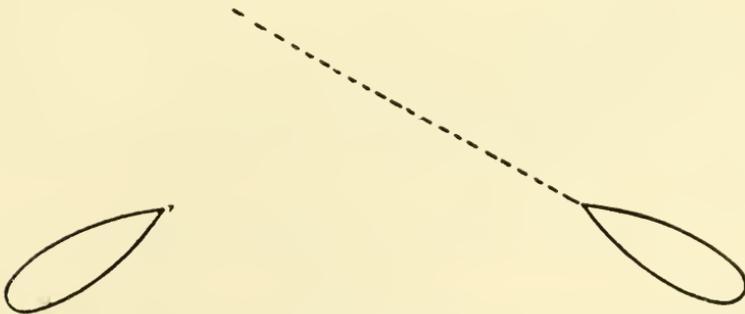
THIRD SITUATION.

In this situation the green light only will be visible to each, the screens preventing the red light from being seen. They are therefore passing to starboard of each other, which is rulable in this situation, each pilot having previously signified his intention by two blasts of the whistle.



FOURTH SITUATION.

In this situation one steamer is overtaking another steamer from some point within the angle of two points abaft the beams of the overtaken steamer. The overtaking steamer may pass on the starboard or port side of the steamer ahead after the necessary signals for passing have been given, with assent of the overtaken steamer, as prescribed in Rule 28.



FIFTH SITUATION.

In this situation two steamers are approaching each other at right angles or obliquely in such manner as to involve risk of collision, other than where one steamer is overtaking another.

The steamer which has the other on her own port side shall hold course and speed, and the other shall keep clear by crossing astern of the steamer that is holding course and speed, or, if necessary to do so, shall slacken her speed or stop or reverse.

Both steamers shall otherwise observe the provisions of Rule 30 with respect to the signals for passing and the danger signal.

#### RULE PROHIBITING UNNECESSARY SOUNDING OF THE STEAM WHISTLE.

39.—No licensed officer in charge of any steamer shall authorise or permit unnecessary sounding of the steam whistle.

#### DISTRESS SIGNALS.

40.—When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately—viz.:

In the daytime—

1. A gun or other explosive signal fired at intervals of about a minute.
2. The International Code signal of distress indicated by N.C.
3. The distant signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball.
4. A continuous sounding with any fog-signal apparatus.

At night—

1. A gun or other explosive signal fired at intervals of about a minute.
2. Flame from the vessel (as from burning a tar-barrel, oil-barrel, etc.).
3. Rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals.
4. A continuous sounding with any fog-signal apparatus.

#### RULES CONCERNING MOTOR BOATS.

##### PRELIMINARY.

In the following Rules the words "motor boat" shall include every vessel propelled by machinery and not more than sixty-five feet in length except tugboats and towboats propelled by steam. The length shall be measured from end to end over the deck, excluding sheer.

41.—That motor boats subject to the provision of these Rules shall be divided into classes as follows:

Class 1: Less than twenty-six feet in length.

Class 2: Twenty-six feet or over and less than forty feet in length.

Class 3: Forty feet or over and not more than sixty-five feet in length.

42.—That every motor boat in all weathers from sunset to sunrise shall carry the following lights, and during such time no other lights which may be mistaken for those prescribed shall be exhibited.

(a) Every motor boat of Class 1 shall carry the following lights:

First: A white light aft to show all around the horizon.

Second: A combined lantern in the fore part of the vessel and lower than the white light aft showing green to starboard and red to port, so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides.

(b) Every motor boat of Classes 2 and 3 shall carry the following lights:

First: A bright white light in the fore part of the vessel as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel—namely, from right ahead to two points abaft the beam on either side. The glass or lens shall be of not less than the following dimensions:

Class 2: Nineteen square inches.

Class 3: Thirty-one square inches.

Second: A white light aft to show all around the horizon.

Third: On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side. On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass so fixed as to throw the light from right ahead to two points abaft the beam on the port side. The glasses or lenses in the said side lights shall be of not less than the following dimensions on motor boats of—

Class 2: Sixteen square inches.

Class 3: Twenty-five square inches.

On and after March first, nineteen hundred and seventeen, all glasses or lenses prescribed by paragraph (b) of Rule 42 shall be fresnel or fluted. The said lights shall be fitted with inboard screens of sufficient height and so set as to prevent these lights from being

seen across the bow and shall be of not less than the following dimensions on motor boats of—

Class 2: Eighteen inches long.

Class 3: Twenty-four inches long: *Provided*, That motor boats as defined in these Rules, when propelled by sail and machinery or under sail alone, shall carry the coloured lights suitably screened but not the white lights prescribed by this Rule.

43.—(a) Every motor boat under the provisions of these Rules shall be provided with a whistle or other sound-producing mechanical appliance capable of producing a blast of two seconds or more in duration, and in the case of such boats so provided a blast of at least two seconds shall be deemed a prolonged blast within the meaning of these Rules.

(b) Every motor boat of Class 2 or 3 shall carry an efficient fog-horn.

(c) Every motor boat of Class 2 or 3 shall be provided with an efficient bell, which shall not be less than eight inches across the mouth on board of vessels of Class 3.

44.—Repealed by Order in Council of the 29th June, 1916.

45.—The foregoing Rules shall be in full force and effect on and after the first day of March, nineteen hundred and sixteen, and shall supersede all Rules of the Road for the Great Lakes, etc., previously adopted.

## CARDIFF.<sup>1</sup>

*The following are extracted from the Directions made by the dockmaster, June, 1915.*

These Directions shall come into force on the first day of July, 1915, and all previous Directions and Regulations are hereby annulled.

In these Directions the expression “the dockmaster” includes the dockmaster of the Bute Docks and his deputies and assistants.

The expressions “West Dock,” “East Dock,” and “Roath Dock,” shall include the basins of those docks respectively.

<sup>1</sup> The Narrow Channel Rule, Article 25, applies to Cardiff Drain (see *The Canadian Raider* (1921), 9 Ll. L. R. 477; *The Leverington* (1886), 11 P. D. 117), but special circumstances may render a departure from this Rule necessary; *The Red Cross* (1907), 10 Asp. M. C. 521.

These Directions shall apply within the limits of the dockmaster's authority, except where otherwise expressed.

Liability for all damage will rest with the owners, master, pilot, or other person in charge of a vessel not complying with the Directions.

#### AS TO VESSELS APPROACHING THE DOCKS.

Masters, pilots, and other persons in charge of vessels must in all cases carefully consider the size and draught of their vessels and the state of the weather and tide before deciding to come ahead when the docking signal allowing vessels to enter prescribed by these Directions is exhibited for the dock to which they are bound. Attention is particularly called to this Direction.

Docking signals are shown at the dock entrance of the West, East, Roath, and Queen Alexandra Docks, and also at the Low Water Pier for the West, East, and Roath Docks. Vessels for the West, East, and Roath Docks will be governed by the signal at the Low Water Pier until such signal is abreast of amidships, and afterwards by the signal shown at the entrance of the dock to which they are bound.

A red barrel buoy marked "Fairway" is placed midway between the Inner Wrach Buoy and the end of the East Pier of the Queen Alexandra Dock.

When the depth of water permits, vessels intended for either of the docks may approach the docks as far north as the Fairway Buoy, keeping to the eastward of an imaginary line drawn from the Outer Wrach Buoy to the Fairway Buoy, but shall not approach nearer except with the express permission of the dockmaster until the signal indicating that vessels are allowed to enter the dock for which they are bound is exhibited and only whilst such signal is kept exhibited.

#### DAY SIGNALS AT THE ENTRANCES OF THE WEST, EAST, AND ROATH DOCKS.

At the dock entrance of each dock when there is a free stem and vessels are allowed to enter, a black ball will be exhibited.

When there is a stemming list and vessels on the list are allowed to enter, a red flag with a white St. Andrew's Cross will be exhibited.

When any one of the above-mentioned signals is hauled down all vessels in the act of proceeding to such dock must not approach nearer until the signal is again exhibited.

When a blue flag is exhibited that dock is closed for the tide, no more vessels for that dock are to approach, and all vessels in the act of proceeding to such dock must at once return to the Roads.

The above are shown from the signal mast at the respective entrances.

When a red hand flag is exhibited at the entrance to the West, East, or Roath Docks it is a signal that such entrance is temporarily not clear.

DAY SIGNALS AT THE LOW WATER PIER FOR THE WEST, EAST,  
AND ROATH DOCKS.

When there is a free stem for the West Dock, and vessels are allowed to enter, a black ball on the western signal staff.

When there is a free stem for the East Dock, and vessels are allowed to enter, a black ball at the western yardarm of the eastern signal staff.

When there is a free stem for the Roath Dock, and vessels are allowed to enter, a black ball at the eastern yardarm of the eastern signal staff.

When there is a stemming list a red flag with a white St. Andrew's Cross placed:

For the West Dock on the western signal staff;

For the East Dock on the western yardarm of the eastern signal staff;

For the Roath Dock on the eastern yardarm of the eastern signal staff;

indicates that vessels on the list are allowed to enter.

When any one of the above-mentioned signals is hauled down, all vessels in the act of proceeding to such dock must not approach nearer until the signal is again shown.

A blue flag on the western signal staff indicates that the West Dock is closed.

A blue flag on the western yardarm of the eastern signal staff indicates that the East Dock is closed.

A blue flag on the eastern yardarm of the eastern signal staff indicates that the Roath Dock is closed.

A blue flag at the masthead indicates that all those docks are closed for the tide.

When the blue flag is exhibited no more vessels for that dock are to approach, and all vessels in the act of proceeding to such dock must at once return to the Roads.

When it is not intended to level through at Roath Basin and after the level is closed on any tide (by day) the Pennant D will be flown from the eastern yardarm, either alone or with the signal allowing vessels to enter.

DAY SIGNALS AT THE ENTRANCE OF THE QUEEN  
ALEXANDRA DOCK.

A black ball indicates that vessels on the Stemming List for the Queen Alexandra Dock are allowed to enter.

When the black ball is hauled down all vessels in the act of proceeding to the Queen Alexandra Dock must not approach nearer until the signal is again shown.

A red flag with a white St. Andrew's Cross indicates that vessels for the Roath Dock will be admitted through the Queen Alexandra Dock

When the red flag with a white St. Andrew's Cross is hauled down, all vessels for the Roath Dock by way of the Queen Alexandra Dock must not approach nearer until the signal is again shown.

When the black ball is shown above the red flag with a white St. Andrew's Cross, vessels for the Queen Alexandra Dock are allowed to enter, and vessels for the Roath Dock will be admitted through the Queen Alexandra Dock.

When a blue flag is exhibited it is a signal that the dock is closed for that tide, and no more vessels are to approach, and all vessels in the act of proceeding to such dock must at once return to the Roads.

The above are shown from the signal mast on the west side of the lock of the Queen Alexandra Dock.

When a red hand flag is exhibited at the entrance, it is a signal that the entrance is temporarily not clear.

NIGHT SIGNALS AT THE ENTRANCE OF THE WEST, EAST,  
ROATH AND QUEEN ALEXANDRA DOCKS.

A red light at the West Dock indicates that vessels on the Stemming List are allowed to enter.

A white light at the East Dock indicates that vessels on the Stemming List are allowed to enter.

A green light at the Roath Dock indicates that vessels on the Stemming List are allowed to enter.

Three green lights placed thus \* \* \* at the Queen Alexandra Dock indicate that vessels on the Stemming List are allowed to enter.

Three green lights placed thus \* \* \* at the Queen Alexandra Dock indicate that vessels on the Stemming List for the Roath Dock will be admitted through the Queen Alexandra Dock.

Four green lights placed thus \* \* \* \* at the Queen Alexandra Dock indicate that vessels on the Stemming List for the Queen Alexandra

Dock are allowed to enter, and vessels on the Stemming List for the Roath Dock will be admitted through the Queen Alexandra Dock.

The lights are shown from the signal mast at the respective entrances.

As soon as any one of these signals is extinguished, all vessels in the act of proceeding to that dock must at once return to the Roads.

A green light and a red light are shown on the coping at either side of the entrance of the West, East, Roath, and Queen Alexandra Docks when the lock is clear. When the red light alone is shown, it is a signal that such entrance is temporarily not clear.

#### NIGHT SIGNALS AT THE LOW WATER PIER FOR THE WEST, EAST, AND ROATH DOCKS.

A red light indicates that vessels on the list for the West Dock are allowed to enter.

A white light that vessels on the list for the East Dock are allowed to enter.

A green light that vessels on the list for the Roath Dock are allowed to enter.

As soon as any one of these signals is extinguished, all vessels in the act of proceeding to that dock must at once return to the Roads.

When it is not intended to level through at Roath Basin and after the level is closed on any tide (by night), a green light will be shown at the extreme western corner of the Low Water Pier, and will be exhibited until the work of that tide is finished.

#### REGULATIONS FOR ENTRANCE CHANNEL.

Pilot boats, tug boats, and other craft must not lie or remain in the Steam Packet Harbour, or in the course of the traffic to the docks.

Vessels bound into the docks must keep to the eastward of mid-channel, about a cable's length astern of preceding vessels.

Vessels bound into the West or East or Roath Docks must pass to the westward of the Fairway Buoy, and not to the eastward, and must take care not to obstruct the passage of vessels to or from the Queen Alexandra Dock.

Vessels bound into the Queen Alexandra Dock, may, if in the judgment of the pilot or master circumstances permit of their doing so, pass to the eastward of the Fairway Buoy, taking care to avoid the checking buoys moored off the pier.

Vessels bound from the docks to sea must keep to the westward of mid-channel, and maintain about a cable's length distance from the

vessel ahead, and pass out to sea through the entrance channel, so that the rule of port helm may be applied to clear vessels both outwards and inwards.

Vessels bound out from the Roath Dock at such times as vessels are passing up to the West or East Docks, and vessels bound from the Queen Alexandra Dock at such times as vessels are passing up to the West, East, or Roath Docks must cross over to the west side of mid-channel so soon as in the pilot's judgment it is prudent to do so, and make good use of Article 28 of the Rules for Preventing Collisions at Sea.

On low neap tides, no ship or steamer must attempt to swing in the entrance channel so as to block the passage of deep-laden vessels using the same.

When it is unsafe or impracticable for a steam vessel to be kept out of the way of a sailing ship, at least four blasts of the steam whistle of such steam vessel in rapid succession shall be given, each blast being of two seconds' duration, and after such signal, such sailing vessel shall, if possible, be kept out of the way of such steam vessel.

Vessels in tow in the entrance channel must on no account have too long a tow line; the extreme length should not exceed twenty fathoms, and be fast on each bow or a bridle used.

Vessels bound for the West Dock must show by day a square flag well up in the port fore rigging; for the East Dock a square flag in the port main rigging; for the Roath Dock a square flag in the starboard main rigging; for the Queen Alexandra Dock a square flag in the starboard fore rigging. Any square flag not being the one representing the letter K or the letter L in the Commercial Code may be used, except when a pilot is on board, in which event the flag to be used shall be the pilot's flag.

Every vessel shall have, when navigating the waters above named, her yards braced sharp up on the port braces, and anchor stock awash,<sup>1</sup> or, in the case of stockless anchors, ring awash, with chain clear and ready to be let go in the event of any emergency requiring their use for the safety of such vessel or any other vessel.

Every vessel shall be navigated in a careful manner, and not allowed to drift in any part of the said waters.

Masters and pilots in charge of vessels are strictly prohibited, except in cases of emergency, from anchoring in the entrance channel.

Buoys for working the respective entrances are placed in the entrance channel, and no vessel bound into one dock shall use the

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<sup>1</sup> See note 1, *post*, p. 438, for cases on the meaning of this term.

buoy placed for the working of another entrance, except in case of emergency, and only for as short a time as may be necessary.

All vessels must keep clear of the Cardiff Railway Company's dredgers.

A steam vessel must be put to dead slow at least 100 yards before reaching a dredger, and continue such pace until she is 50 yards past such dredger.

DIRECTIONS AFFECTING VESSELS BOUND TO OR FROM THE CARDIFF CHANNEL DRY DOCK AND PONTOON COMPANY'S WORKS, BUTE DOCKS ENTRANCE CHANNEL.

The references to letters in the following Regulations refer to the Commercial Code Signals.

While vessels are being passed from the dry dock or pontoon, the letter K is to be shown by day, and a red light by night, from the mast on the Western Pier Head of the dry dock, and kept up until the operation is completed.

Vessels bound from the dry dock or pontoon for any place outside the Bute Entrance Channel must leave as soon as the depth of water over blocks will allow. Vessels destined for any of the Bute Docks must be brought along when the letter K is hoisted at such Bute Dock alone or under the docking signal at such dock by day, or by night in the case of the West, East, or Roath Docks when the docking light at such dock is dipped, and in the case of the Queen Alexandra Dock by arrangement with the dockmaster.

The signal that the dry dock or pontoon is ready to receive vessels that are in the Roads, shall be by day the letter K flying over the Pennant D, and by night two red lights vertically shown from the Cardiff Channel Dry Dock and Pontoon Company's flagstaff. Such vessels must show by day the letter K, and by night two red lights placed vertically and well apart, and displayed from the most conspicuous position possible. No vessel bound to the dry dock or pontoon must, under any circumstances, be brought into the entrance channel by day or night until the signal that the dock is ready is shown.

Should it be necessary in order to prevent damage to drop the anchor of a vessel which may be going on to the pontoon, as soon as the vessel is safe the anchor must be weighed, and not left in the entrance channel so as in any way to endanger the navigation.

The signals denoting that the dry dock or pontoon is ready, or that a vessel destined for any of the Bute Docks may be brought along, will not be intended to denote any suspension of the ordinary traffic

or Rules of navigation of the entrance channel, or in any way lessen the responsibility of the master or pilot of any vessel bound for the dry dock or pontoon, who must in all cases exercise the utmost care so as not to interfere with the traffic to or from the Bute Docks.

Vessels must not be turned out of the dry dock or off the pontoon across the traffic to or from the Bute Docks, and in all cases, before moving astern, special care must be taken to use the three-blast signal on the steam whistle of the vessel or the tug in attendance.

The swinging of the vessels in the entrance channel in any other place than immediately off the Cardiff Channel Dry Dock and Pontoon Company's premises is not permitted, and, when necessary to be carried out there, must be done with the utmost dispatch.

DIRECTIONS AFFECTING VESSELS BOUND TO OR FROM THE MOUNT  
STUART DRY DOCKS, BUTE DOCKS ENTRANCE CHANNEL.

The references to letters in the following Regulation refer to the Commercial Code Signal.

While vessels are being passed to or from either of the Mount Stuart Dry Docks, the letter F shall be shown by day and a red light by night from the Dry Dock Company's flagstaff, and kept up until the operation is completed.

Vessels bound for either of these dry docks must take the entrance channel as soon as they have sufficient water for safe navigation, arriving at the dry dock entrance at least two hours before high water; if from unavoidable circumstances this cannot be done, vessels must not be brought into the entrance channel by day or night until the docking signals for the Bute East Dock and Bute West Dock are shown. All vessels for either of these dry docks must show by day the letter F, or by night two white lights placed vertically and well apart, and displayed from the most conspicuous position possible.

Vessels bound from these dry docks to any place outside the Bute Entrance Channel must leave as soon as the depth of water over blocks will allow. Vessels destined for either of the Bute Docks must be brought along, when the letter F is shown at such Bute Dock alone or under the docking signal at such dock by day, or by night in the case of the West, East, or Roath Docks when the docking light at such dock is dipped, and in the case of the Queen Alexandra Dock by arrangement with the dockmaster.

Should it not be possible for a vessel which may be bound outside the Bute Entrance Channel to leave early on tide, in no case must such vessel be turned out across the traffic to or from the Bute East Dock or the Bute West Dock, and in all cases, before moving astern,

special care must be taken to use the three-blast signal on the steam whistle of the vessel or the tug in attendance.

The signals denoting that vessels destined for these dry docks may be brought into the entrance channel, or that vessels destined from these dry docks to either of the Bute Docks may be brought along, will not be intended to denote any suspension of the ordinary traffic or rules of navigation of the entrance channel or in any way lessen the responsibility of the master or pilot of any vessel bound for either of these dry docks, who must in all cases exercise the utmost care, so as not to interfere with the traffic to or from the Bute Docks.

#### AS TO VESSELS IN DOCKS.

All vessels on entering, and during their stay in, the Bute Docks must have their boom irons taken off, their yards braced sharp upon the port braces, jib and flying jibbooms rigged into the cap, and the anchor hanging stock awash<sup>1</sup> and clear for letting go. Stockless anchors must hang rig awash.

When vessels are lying in the tiers, their anchors must be let go and kept down during stormy weather, and where practicable, they must have mooring ropes to the shore on the windward side, especially when the storm cone is hoisted.

#### STEAM PACKET HARBOUR AND ENTRANCE CHANNEL.

An ordinary signal post and arm as shown in the diagram is erected for each berth at the pontoons, Nos. 1 and 2 in the Steam Packet Harbour. The signal post for the berth at the south side of No. 2 pontoon is raised to the height of 10 feet above the top of the dolphin, the signal post for the berth at the north side of No. 2 pontoon is raised 15 feet above the top of the dolphin, the signal post for the berth at the south side of No. 1 pontoon is raised to the height of 20 feet above the top of the dolphin, and the signal post for the berth at the north side of No. 1 pontoon is raised 25 feet above the top of the dolphin.

When any berth is blocked against the approach of a vessel, the signal arm for such berth will remain in a horizontal position, and the lowering of the arm will signify that the vessel may approach the pontoon.

Red and green discs are affixed to the arms of the signal posts, and from sunset to sunrise the signal that a berth is blocked will be a red light, and the signal that it is available will be a green light.

<sup>1</sup> See note 1, *post*, p. 438.

No vessel shall come alongside or endeavour to attempt to come alongside a berth until the signal is given that the berth is available.

When all the berths are blocked, no vessel intending to come to a pontoon shall approach nearer the pontoons than an imaginary line drawn due west from the Roath Dock Buoy.

A vessel shall leave her berth either alongside the pontoon or alongside another vessel, or move from one berth to another as soon as ordered to do so by the dockmaster.

The dockmaster shall decide the order in which vessels shall be berthed, and no vessel shall come alongside or endeavour to attempt to come alongside a berth at the pontoon, or alongside another vessel until authorised to do so by the dockmaster.

The pontoons are provided for the purpose of embarking and landing passengers, and vessels lying at or about the pontoons during low water do so at their owners' risk.

No steamer at any pontoon shall make the three-blast signal to go astern until the order is given by the dockmaster to cast off the steamer's ropes.

All steamers must be under steam and control so long as there is water to float them at the pontoons, and be ready to shift in or out of berth at the direction of the dockmaster.

No passenger steamer approaching shall after rounding the Fairway Buoy or when leaving the pontoons shall before rounding that buoy under any pretence approach a preceding passenger steamer within a distance of a cable's length, which distance must be maintained.

No vessel shall navigate in any direction the upper part of the entrance channel—*i.e.*, between the outer or southern end of the Low Water Pier and the buoy moored off the Bristol Packet Harbour, commonly known as the Bute East Dock Buoy—at a greater speed for any part of the journey than eight miles per hour. To prevent any dispute as to speed the time occupied in running the distance between the southern end of the Low Water Pier and the Bute East Dock Buoy must be at least three minutes, excluding the time taken in manœuvring to come on a north or south bearing.

The foregoing directions, shall, so far as applicable, apply to any pontoon, jetty, or landing stage, which for the time being is used for the embarking or disembarking of passengers, all of which shall be deemed to be included in the expression "pontoon."

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**CARNARVON, Port of.**

*Bye-laws made by the Harbour Trustees, 2nd January, 1883.*

7.—That every master, mate, or other person having the command of any light or loaden ship or vessel lying at any of the quays or piers, or any of the loading places, within the said harbour to the hindrance of any other ship or vessel ready to take in her loading or to discharge the same; and every master, mate, or other officer, having the command of any light vessel, or of a vessel taking in goods, refusing to give way or place to a loaden vessel, wanting to discharge her cargo, or to any ship or vessel ordered by the harbour master, or others acting under him, to discharge her ballast on any of the said quays, or within any of the said loading places, shall forfeit a sum not exceeding forty shillings for each offence, besides the vessel being also liable to be removed by the harbour master, at the expense and risk of the owner or owners.

18.—That all masters of vessels, immediately after their arrival at any discharging, or loading place, do cause their anchors to be properly laid on the forecastle, under the penalty of any sum not exceeding forty shillings.

20.—That any master, mate, or any other person having the command of any ship or vessel, when lying alongside of any of the quays, piers, or discharging places, within the said harbour, who shall refuse to take in their sliding bowsprit or jibboom, or top up the same as the harbour master deems it necessary, shall forfeit for such offence any sum not exceeding forty shillings.

24.—That all vessels anchored within the limits of the port shall exhibit a clear masthead white riding light as required by the Board of Trade Regulations, and any person offending against this bye-law shall forfeit the sum not exceeding forty shillings.

27.—That the master, mate, or other person commanding any ship or vessel anchoring within the limits of the port shall place a proper buoy over the anchor which shall be sufficient to perch and be visible at all times in tidal water, and any person in charge neglecting to provide such protection shall forfeit and pay a sum not exceeding forty shillings.

28.—That the master or person in command of any steamer approaching or being at any quay, dock, wharf, or basin within the limits of the said harbour which she is proceeding to or from, shall

sound the steam whistle or horn, but so as not to create a nuisance, and any person offending against this bye-law shall be liable to forfeit and pay a sum not exceeding forty shillings.

29.—That the master or person in command of any steamer entering the Port of Carnarvon shall moor in such place and in such manner as the harbour master or his deputy shall direct, and no steamer shall use or go alongside of any low water landing place without the special permission of the harbour master or his deputy, when there is sufficient water at any of the other quays or landing places, and any one offending against this bye-law shall forfeit and pay a sum not exceeding forty shillings.

*Bye-laws relating to vessels carrying explosives sanctioned by the Board of Trade, 5th January, 1877.*

3.—Ships with a greater quantity than three hundred pounds of explosive on board shall fly a red flag at the masthead, not less than two feet square; the flag to be kept flying when loading or unloading, and while the ships are within the limits of the port.

4.—Boats with explosive on board shall display a red flag.

## **CARRON RIVER.**

### **(Forth and Clyde Canal and Bowling and Grangemouth Harbours).**

*Bye-laws made by the Caledonian Railway Company by virtue of 4 & 5 Vict. c. lv. ; 30 & 31 Vict. c. cvi. ; 39 & 40 Vict. c. xxviii. ; 49 & 50 Vict. c. lxxvi., on 23rd May, 1893.*

1.—All vessels shall be held to be within the harbour, and subject to these bye-laws, as soon as they come within the Carron River embankments when entering, and until they pass beyond the embankments on departing.

2.—When vessels navigating the Carron River proceeding in opposite directions approach each other, they shall put their helms to port, and keep as near as possible to the right or starboard side of the river, so as to afford all possible facility for passing each other.

4.—Vessels for the docks or harbour, before coming within two cables' lengths of the mouth of the Grangeburn, must have their sails

furled, quarter boats (if any) lowered, or taken on board, jibboom rigged in, martingales and all outriggers unshipped, and anchors stowed on board, except an anchor ready for letting go, as below provided for, which also must be stowed before entering the docks.

5.—No vessel shall lie or be moored at the entrance of the docks or harbour, or in the Carron River, so as to interrupt or impede the navigation.

6.—No vessel shall enter the docks or harbour under sail, but must be warped in after having been brought up by hawsers run out to the palls on either side of the river. When there is a strong east wind or flood tide all vessels must have an anchor ready to let go, if necessary, after passing the mouth of the Grangeburn.

8.—No vessel coming into or departing from the docks or harbour shall navigate the Carron River without a pilot, duly licensed by the Statutory Board for licensing pilots, unless the master or person in charge holds a certificate under the Merchant Shipping Act.

10.—Steam vessels, while entering or leaving, or while in the Carron River, shall proceed at a rate not exceeding half-speed, and shall go dead slow on approaching other vessels, or when passing the dredging machine and punts.

11.—Steam vessels shall not enter the entrance lock with too much way, or at a speed that would necessitate the backing of their engines, and shall be provided with proper check ropes, and use the same so as to prevent the vessels striking against the lock gates.

12.—Vessels entering or leaving during the dark shall show their lights according to Board of Trade Regulations.

*Bye-laws for vessels carrying explosives sanctioned by the Board of Trade, 11th May, 1877, and applying to the Forth and Clyde Canal and the harbours of Bowling and Grangemouth.*

9.—No ship or boat carrying any gunpowder or other explosive shall enter or remain on the navigation without a red flag, or metal vane painted red, two feet square at the least, shown in a conspicuous place above the deck; and there shall also be kept burning in a conspicuous place on every such ship or boat, between sunset and sunrise, and also during foggy weather, a lamp showing continuously, ahead and astern, a red light capable of being distinctly seen on a clear night at a distance of 200 yards.

11.—No ship or boat carrying any gunpowder or other explosive shall be towed or propelled otherwise than by animals or men. Nor shall any such ship or boat, except for the purpose of passing, approach nearer to any other ship or boat carrying gunpowder or other explosive than 200 yards. But this Regulation shall not prevent any ship or boat with gunpowder or other explosive on board, when the gunpowder or other explosive is under closed hatches, being towed by steam vessels along that part of the River Carron which intervenes between the end of the towing path on the canal at Grangemouth and the River Forth; neither shall it prevent any ship being propelled by steam or towed by steam vessels when entering or leaving Bowling Harbour from or for the River Clyde.

*Bye-laws for ships carrying petroleum as cargo on the Forth and Clyde Canal and in the harbours of Grangemouth and Bowling, confirmed by the Board of Trade, 29th August, 1905.*

3.—The master of every petroleum ship shall, on nearing the harbour and during the time that such ship remains in the harbour, display by day a red flag, not less than 3 feet square, and by night a red light on the masthead (or, if the said ship has no mast, on a staff).

5.—The master of every petroleum ship shall anchor or moor his ship only at such place as the harbour master shall from time to time direct, and shall not remove his ship therefrom, except for the purpose of leaving the harbour, without the written order or permission of the harbour master. No petroleum ship shall be anchored or moored at any place other than that approved by the harbour master, whether for the purpose of landing or shipping petroleum or otherwise.

7.—Two or more petroleum ships shall not, except for purpose of transshipment, lie within 100 feet of one another, unless in the opinion of the harbour master it is impracticable to maintain such distance.

### **Forth and Clyde Canal.**

*Bye-laws made by the Caledonian Railway Company by virtue of 6 & 7 Will. IV. c. li.; 4 & 5 Vict. c. lv.; and 30 & 31 Vict. c. cvi., the 23rd May, 1893.*

Any person resorting to or using, or connected with this navigation, or any of the works thereof, who shall omit, fail, or refuse to do, or fulfil, any of the acts hereafter prescribed to be done, or who shall

do any of the acts hereafter forbidden to be done, shall be deemed to be a transgressor of the said bye-laws, and over and above being responsible for and satisfying all damage he may have occasioned, shall be liable to a penalty, payable to the Company, not exceeding 5*l.* for each offence.

29.—He shall not attempt to navigate a vessel that is unfit for navigation, or in danger of sinking, nor leave her in any part of the navigation; and if, after receiving intimation from the Company the vessel be not immediately removed, the Company will take possession, remove, and dispose of her.

30.—He shall not navigate a vessel without a rudder at the stern.

31.—He shall not navigate a sea-going vessel without a false or additional rudder.

32.—He shall not allow his vessel, not being a scow, to be navigated without two or more persons on board, competent to steer and manage her, and acquainted with the ordinary Rules of navigating the canal; and as regards scows, they shall not be navigated by fewer than two men, one of whom may be with the tracking horse, while the other is on board.

33.—He shall have a strong cork or rope fender, in good repair, placed near the forepart of his vessel, so as to prevent injury to other vessels for the works of the navigation.

34.—He shall not attempt to navigate a vessel on Forth and Clyde Canal drawing more than eight feet nine inches in ordinary seasons, the Company not being responsible for the maintenance of that depth in the cases excepted in Section 39 of the Act 30 and 31 Vict. c. 106.

35.—He shall not navigate a vessel having a side of less than 10 inches clear of the water.

36.—He shall not navigate a vessel without his cargo being secured by bulwarks or boarding, or with more than one-fourth of his cargo on deck.

37.—He shall not navigate his vessel after dusk and before sunrise without lights and a look-out, except in the case of scows at the bow.

38.—He shall not leave his vessel without a person on board capable of taking care thereof.

43.—He shall not navigate his vessel on Sundays.

44.—He shall not overload his vessel, or have anything projecting over the sides, so as to obstruct the traffic.

45.—He shall not allow his vessel, scow, or raft to remain in any part of the navigation, so as to obstruct the passage thereof.

46.—He shall not moor a vessel in any basin, dock cut, or near any wharf, warehouse, or crane, contrary to the orders of the harbour master or other officer or servant of the Company.

47.—He shall stop at a passing place when about to meet another vessel on a part of the navigation where two vessels cannot pass.

48.—He shall, when his vessel has been sunk, forthwith use every possible means to raise her; or when she has sunk, or is so placed as to obstruct the navigation, he shall not impede the servants of the Company in raising or removing her at his expense.

49.—He shall, when not navigating, moor his vessel, scow, or raft at both ends, and when loading or discharging on towing-path side of canal, assist to pass the towing ropes of passing vessels.

50.—He shall not moor his vessel at night, in other place than a harbour, without showing lights at the bow and stern that shall be distinctly visible.

51.—He shall not moor any vessel, scow, or raft on the tracking-path side of the canal during the night, on any pretence whatever; nor shall he do so during the daytime, except when loading or discharging.

52.—He shall not, when employed in tracking or conveying rafts of timber on the canal, take charge of more than one raft at a time; and he shall have it thoroughly bound together by not less than two "swifter" chains, and he shall not allow logs to break adrift; and be provided with proper ropes to fix the raft in the locks, fore and aft, and every raft must have a fit person upon them with a setting-pole to guide the same along the canal. All rafts shall be made up square, having no projecting logs or deals, and not to exceed 58 feet in length by 17 feet in breadth and 7 feet in depth.

53.—He shall, when in charge of any raft, on meeting vessels, boats, or scows, take the towing-path side of the canal; but on being overtaken the raft shall take the offside.

54.—He shall not leave a raft in any part of the navigation until he has conveyed it to its destination, stage, or place appointed for mooring, nor shall he navigate any raft during the night-time, after sunset or before sunrise, on any pretence whatever.

55.—He shall not, when in charge of a vessel, scow, or raft navigating the canal, allow the tracker to be on board the vessel, scow, or raft, or to leave his horse or horses when tracking.

57.—He shall, when in charge of a vessel passing down the navigation, lower his line and give way to a vessel passing up the navigation.

58.—He shall not navigate a steamer unless it be furnished with a steam whistle.

59.—He shall, when in charge of a steamer, sound the steam whistle when rounding any turnings in the navigation, or approaching or overtaking a vessel.

60.—He shall, when steering a steamer, take the offside of vessels, scows or rafts tracking in the navigation.

61.—He shall, when navigating a vessel, and approaching to or being overtaken by a steamer, slow and take the towing-path side.

62.—He shall, when in charge of a steamer, and meeting another steamer, if passing down the navigation, take the offside, and if passing up, take the towing-path side.

63.—He shall, when in charge of a steamer, if passing down the navigation, and overtaking a steamer, take the offside, and if passing up, take the towing-path side.

64.—He shall, when in charge of a steamer, if passing down the navigation, and being overtaken by a steamer, take the towing-path side, and if passing up, take the offside.

65.—He shall, when in charge of a steamer, check her speed when approaching any vessel, or any bridgeway, aqueduct, or lock; or when passing vessels or rafts moored or lying at the wharfs, or in any part of the canal, or passing through any of the harbours or basins, he shall go at half-speed, or at a rate not exceeding two miles an hour.

66.—He shall, when in charge of a steamer navigating the canal between sunset and sunrise, show a red light on port side, and a green light on starboard side of his vessel.

67.—He shall not navigate a steamer at a greater rate than four miles per hour in the canal, or at so great a speed as to raise a wave nine inches above the surface level of the canal water.

68.—He shall not navigate a steamer which shall not be so constructed and worked as to consume its smoke, or which shall not be provided with a bonnet, or other means of arresting sparks.

69.—He shall not attempt to pass a vessel approaching, and being within 200 yards of a lock, bridgeway, or aqueduct.

70.—He shall not sail his vessel into any lock or through any drawbridge.

- 71.—He shall not haul or steam his vessel into any lock so as to allow it to enter the same with too much way.
- 72.—He shall be provided with proper check ropes, and use the same bow and stern, so as to prevent his vessel striking against the lock gates and cills.
- 73.—He shall not allow his vessel to enter a lock, stop gate, or aqueduct, when there is not one inch more water than the draft of his vessel over the cill of the lock gate or stop gate, or over the bottom of the aqueduct.
- 74.—He shall, when in charge of a vessel approaching a draw-bridge, check his vessel until the bridge is ready for his vessel passing through the bridgeway; and not more than two vessels shall pass through the bridgeway between the raising and lowering of bridge.
- 75.—He shall not attempt to enter a lock when it is not fit or ready for use.
- 76.—He shall not, when his vessel is of such a size as to admit of another vessel in a lock at the same time, attempt to pass his vessel singly, when another vessel, capable and desirous of passing at the same time, is within 100 yards of the lock.
- 77.—He shall not open any lock gate before the water is level on both sides.
- 78.—He shall open the lock gates to the full extent before attempting to pass through them.
- 79.—He shall not draw any lock sluice or paddle before the gates are closed.
- 80.—He, when navigating a vessel from a higher to a lower level, shall close the lower gates and cloughs, sluices, or paddles of a lock, before opening the cloughs, sluices, or paddles of the upper gates.
- 81.—He, when navigating a vessel from a higher to a lower level, shall not, when his vessel is within 200 yards of a lock that is full, neglect or refuse to pass through the lock before a vessel that is coming up the navigation.
- 82.—He, when navigating a vessel from a higher to a lower level, when another vessel coming up the navigation is within 200 yards of a lock that is empty, shall not attempt to pass through the lock before such vessel.
- 83.—He, when navigating a vessel from a lower to a higher level, shall, so soon as the vessel shall have passed out of the lock, shut the upper gates, unless a vessel is in sight coming down.

84.—He, when navigating a vessel from a lower to a higher level, shall not, when his vessel is within 200 yards of a lock that is empty, neglect or refuse to pass through the lock before a vessel coming down the navigation.

85.—He, when navigating a vessel from a lower to a higher level, when another vessel coming down the navigation is within 200 yards of a lock that is full, shall not attempt to pass through the lock before such vessel.

86.—He shall leave all the cloughs, sluices, or paddles closed after passing through a lock.

87.—He shall not run down or lower any clough, sluice, or paddle without a winch, or open any lock gate unnecessarily, carelessly, or improperly, or break open any lock or barrier.

88.—He shall not refuse or neglect to obey the directions of the lock or bridge keeper or officer of the Company as to precedence in passing through a lock, bridgeway, aqueduct, or stop-place.

89.—He shall not open any lock gate, lock clough, or sluice, mill clough or sluice, or dam clough or sluice, so as to waste water, or open or close them unnecessarily.

90.—He shall not raise or strike any board belonging to any byewash, dam, or weir.

91.—He shall not place his vessel so as to obstruct the passage of any other vessel into or out of a lock, bridgeway, stop-place, or aqueduct, or enter the same out of his turn.

92.—He shall not moor his vessel in any lock, bridgeway, stop-place, or aqueduct.

93.—He shall not suffer his vessel to remain at the mouth of any basin, or in any bridgeway, stop-place, lock, aqueduct, or at a crane or wharf longer than is necessary for passing through or using the same.

94.—He shall not attempt to load or unload his vessel in a lock, bridgeway, stop place, or aqueduct, or so near thereto as to obstruct the passage thereof.

95.—He shall not navigate his vessel between 10 p.m. and 5 a.m. except under special contract with the Company.

96.—He shall, when navigating a vessel at night, before approaching a lock or bridge, send forward a person to warn the keepers thereof so as to have the lock or bridge in readiness to pass such vessel.

97.—He shall not use any stower or setting pole, shod with iron or other metal, less than two inches in diameter at the end, against any lock, bridge, wall, or works of the navigation.

98.—He shall not moor or fasten his vessel to any telegraph post, fence, tree, bridge, lock, crane, dam, weir, clough, sluice, or other work not provided for the purpose.

99.—He shall, when in charge of a horse tracking any vessel, boat, or scow upon the canal, raise and lower the leaf next the tracking-path side of the canal of every bridge to be passed by the vessel, boat, or scow which he is tracking; and he shall, in like manner, shut and open the gates and sluices next the tracking path of every lock which such vessel, boat, or scow shall pass; and he shall not on any pretence whatever leave the leaf of any bridge he has raised standing up, or allow it to run down of itself, or leave any lock gate or sluice open. When two or more horses are required for tracking, the person in charge of the vessel shall assist the tracker in passing locks and bridges.

100.—He shall take the water side with his horse when passed by anyone on foot or horseback.

103.—He shall not leave open any towing-path gate.

104.—He shall not obstruct a towing path or bridge.

## CASTLE BAY, Island of Barra.

*Rules made by Order in Council the 16th May, 1904, under the powers of the Sea Fisheries Act, 1883.*<sup>1</sup>

### SCHEDULE.

1.—For the purposes of this Order, Castle Bay shall be described as that part of the sea bounded on the west, north, and east by the shores of Barra Island, and on the south-west by an imaginary straight line drawn from the south-west point of the Island of Ornsay in a north-west direction to Ru Glass.

2.—All fishing boats, while at anchor, shall rig in jib and mizzen booms, and no oars or spars are to project from stemhead, or stern.

3.—In selecting anchorage, masters of vessels should anchor as close as is convenient with safety, so as to leave a clear fairway in mid-channel.

<sup>1</sup> *London Gazette*, 17th May, 1904, p. 3182.

4.—All vessels, if proposing to remain in harbour more than twenty-four hours, are to be moored with two anchors, so as to occupy as little of the anchorage space as possible.

5.—All vessels waiting to be loaded or employed in transhipping cured herrings shall remain outside the south-western boundary of the bay until they are ready to commence loading.

6.—Masters and owners of vessels shall comply with any requisition made by any officer of a Government Department or sea fishery officer, with a view to relieving congestion of traffic and maintaining a fairway to the pier.

## CHATHAM AND SHEERNESS.

See also MEDWAY, post, p. 272.

*Regulations made by Order in Council the 16th June, 1915, under the Dockyard Ports Regulation Act of 1865.*<sup>1</sup>

### PRELIMINARY.

1.—This Order shall take effect from one calendar month from the date hereof.

2.—(The Orders in Council, 29th June, 1888, 24th October, 1911, and 9th February, 1914, are repealed.)

3.—In this Order and in the Schedules hereto—

The term “vessel” shall mean and include ship, boat, lighter, and craft of every kind, however propelled.

The term “steam vessel” shall include any vessel propelled by machinery.

The term “master” shall mean the person having command or charge of the vessel for the time being.

The term “King’s harbour master” shall mean, as regards the Dockyard Port of Chatham, the person for the time being appointed to be King’s harbour master for Chatham under the Dockyard Ports Regulation Act, 1865, and, as regards the dockyard port of Sheerness, the person for the time being appointed to be King’s harbour master for Sheerness under the said Act.

The term “Dockyard Ports” shall mean the two Dockyard Ports of Chatham and Sheerness, as they are respectively defined to paragraph 4 hereof.

<sup>1</sup> *London Gazette*, 1915, p. 5865.

## DESCRIPTION OF LIMITS.

4.—For the purposes of the said Act and of this Order, and of the Schedules hereto—

- (1) The limits of the Dockyard Port of Sheerness shall be as follows—namely, from the seaward limits hereinafter mentioned up the River Medway as far as a line drawn from the Black Beacon on Oakham Ness to the Birdcage Beacon near King's Ferry Saltings, on the opposite side of the river, including all bays, creeks, lakes, pools, and rivers, as far as the tide flows, lying or outflowing between the seaward limits and the said line. The seaward limits shall be as follows—namely, a straight line drawn north (true) for 500 yards from the London Stone, which is situated on the east side of Yantlet Creek; from thence a straight line drawn east (true) until Eastchurch Church bears south (true); and from thence a straight line drawn south (true) through Eastchurch Church to the high-water mark on the south side of the Swale.
- (2) The limits of the Dockyard Port of Chatham shall be as follows—namely, from the line drawn as aforesaid from the Black Beacon on Oakham Ness to the Birdcage Beacon aforesaid to the first lock situated between Aylesford Bridge and Allington Castle, including all bays, creeks, lakes, pools, and rivers, as far as the tide flows, lying or outflowing between the line aforesaid and the said lock.

## DELINEATION OF LIMITS.

5.—(The Order has a chart attached showing the limits.)

6.—Any infringement of the Regulations contained in the First Schedule hereto shall render the person infringing liable to the penalty prescribed in Clause 21 of the said Schedule.

## FIRST SCHEDULE.

## REGULATIONS: GENERAL.

- 1.—[Identical with Plymouth No. 1, *post*, p. 333.]
- 2.—[Identical with Plymouth No. 2, *post*, p. 333.]
- 3.—[Identical with Plymouth No. 3, *post*, p. 333, except for “admiral superintendent” read “admiral superintendent at Chatham, or to the captain superintendent at Sheerness.”]

4.—[Identical with Plymouth No. 4, *post*, p. 334.]

5.—No fishing from boats shall be carried on within 100 feet of His Majesty's Dockyards, floating docks, or other Government establishments.

No dredging, trawling, or fishing by nets, whether drift nets or set nets, shall be at any time carried on in the navigable channel of the River Medway from the Outer Bar Buoy to Rochester Bridge.

6.—[Identical with Plymouth No. 6, *post*, p. 334, but add after "dockyard ports, except" "with the consent of the Admiralty or."]

7.—The steam syren shall not be used within the limits of the Dockyard Ports, except to prevent collision or in case of fog.

8.—[Identical with Plymouth No. 9, *post*, p. 334, but omitting the words "in the Dockyard Ports."]

9.—[Identical with Plymouth No. 10, *post*, p. 335].

#### ANCHORAGE: GENERAL.

10.—[Identical with Plymouth No. 11, *post*, p. 335.]

11.—[Identical with Plymouth No. 12, *post*, p. 335.]

12.—[Identical with Plymouth No. 13, *post*, p. 335, but add after "Commander-in-Chief at the Nore" and after "Superintendent at Chatham," "Captain Superintendent at Sheerness."]

13.—[Identical with Plymouth No. 14, *post*, p. 338.]

14.—All merchant and other private vessels at Sheerness shall anchor in such positions as are assigned to them of the King's harbour master.

15.—No merchant or other private vessel shall, without license as aforesaid, be moored or anchored in the Dockyard Ports within two hundred yards from the centre of any of His Majesty's moorings, or from any of His Majesty's docks, dockyards, arsenals, wharves, vessels, hulks, or powder magazines, or be moored, anchored, or placed in the Dockyard Ports, either in the fairway or across the stream of the Medway, so as to give a foul berth to any vessel already at anchor or at moorings, or to obstruct the passage or entrance into the Dockyard Ports; but nothing in this Order shall prohibit or interfere with the mooring or placing of vessels in any place or manner authorised by, or under, any Act of Parliament relating to Sheerness or Gillingham Piers.

16.—No merchant or other private vessel shall lie or be moored so as to impede the free approach to any pier in the Dockyard Ports

used for purposes of regular passenger traffic, and when buoys are placed by the King's harbour master to mark an approach to such pier, no vessel shall lie within the space so marked.

17.—In the event of His Majesty's ships having men at work outboard in such a position as to be endangered by the wash of passing steam vessels, a red flag will be hoisted at the yardarm or other position in which it can best be seen on the same side of the ship as that on which the men are employed.

All steam vessels approaching and passing one of His Majesty's ships displaying this signal, shall slacken speed or stop engines in order that danger to life may not be occasioned by the wash of the steam vessel.

#### PREVENTION OF FIRE.

18.—No merchant or other private steam vessel when passing between Lower Upnor landing pier and the Castle shall stoke up, and every such vessel shall pass to the south-eastward of the buoys opposite the wharf and piers and proceed at such a speed and in such a manner as not to endanger the craft lying alongside or the explosives contained therein.

19.—No merchant or other private vessel shall be breamed within 200 yards of any part of the powder magazines at Upnor or of any of His Majesty's docks, dockyards, arsenals, wharves, vessels, or hulks.

20.—Within the distance of 200 yards from any of His Majesty's vessels, or of any hired vessel in His Majesty's service, or of any of His Majesty's docks, dockyards, arsenals, powder magazines, or wharves, no pitch, tar, resin, turpentine, grease, tallow, oil, nor other combustible matter, shall be boiled or heated on board any merchant or other private vessel.

#### PENALTIES.

21.—[Identical with Plymouth No. 30, *post*, p. 368.]

### SECOND SCHEDULES.

#### RULES: GENERAL.

##### *Observance of Regulations for Preventing Collisions at Sea.*

1.—All vessels within the limits of the Dockyard Ports, with the exception of merchant and other private vessels above Garrison Point, shall comply with the Regulations for Preventing Collisions at Sea made from time to time under the Merchant Shipping Act,

except in so far as those Regulations are inconsistent with the Rules hereinafter contained.

NOTE.—Above Garrison Point merchant and other private vessels will comply with the Medway Conservancy Bye-laws.

*Vessels not to approach Vessels carrying Royal or other Standard at Masthead.*

2.—No vessel shall unnecessarily approach within two cables of any vessel carrying the Royal or any other standard at the masthead when under way in the waters of the Dockyard Ports outside Garrison Point.

*Vessels to keep clear of His Majesty's Vessels.*

3.—When one of His Majesty's vessels or other vessels, being either in charge of His Majesty's officers or over 9,000 tons gross register under way within the limits of the Dockyard Ports, hoists the red ensign over "M" flag (International Code—alphabetical) by day, or a red light by night at the foremast head, all other of His Majesty's vessels present in the port shall hoist the Pilot Jack by day and show position lights (two white lights vertical, 8 feet apart, hoisted at the peak, or if no gaff, hoisted abreast of the maintop in the middle line of the ship, or on the Ensign Staff) by night, as a general warning. The Pilot Jack shall also be hoisted by day or position lights by night for the same purpose at Chatham Dockyard and at the signal station at Garrison Point Fort, Sheerness, and all other vessels under way in the Dockyard Ports shall keep out of the way of the said vessel flying the red ensign over "M" flag, or showing the red light at the foremast head, provided always that the said vessel shall be navigated with due care and at a moderate speed.<sup>1</sup>

4.—When any of His Majesty's vessels are about to enter or leave any of the docks, basins, jetties, etc., at His Majesty's Dockyard at Chatham, the Pilot Jack will be hoisted at the flagstaff at locks for vessels entering or leaving the locks; for vessels docking in Nos. 2, 3, and 4 Docks, the Red Burgee will be hoisted on a staff fixed on No. 3 building shed. While either of these flags is hoisted all merchant and other private steam vessels and small craft propelled by steam or other mechanical power shall keep out of the way of the vessel which is being moved, and also of the tugs which may be in attendance on her.

<sup>1</sup> This Regulation was made by Order in Council, 4th September, 1918.

5.—When any of His Majesty's vessels are about to enter or leave the basins at Sheerness the Red Burgee will be hoisted at the Harbour Sheers, and while this flag is hoisted all merchant and other private steam vessels and small craft propelled by steam or other mechanical power shall keep out of the way of the vessel which is being moved, and also of the tugs which may be in attendance on her.

*Vessels to keep clear of Dredger Anchors.*

6.—All merchant and other private vessels shall keep clear of the anchors of dredgers within the limits of the Dockyard Ports. Such anchors will not necessarily be buoyed, and may lie as far as 200 fathoms from the dredger to which they belong. Should a dredger be removed altogether from her anchors, the position of the anchors and moorings will be indicated by cylindrical buoys painted white and with a broad red band around the middle of the drum.

*Vessel turning Round.*

7.—When a steam vessel under way is about to turn round, she shall signify the same by four short blasts of the steam whistle in rapid succession, followed after a short interval, if turning with her head to starboard, by one short blast, and if with her head to port, by two short blasts, and whilst turning shall repeat such signal to any approaching vessel, which latter vessel shall take action to avoid collision.

*Vessel not under Command.*

8.—When a steam vessel under way is, for any reason, not under command, or when it is unsafe or impracticable for her to keep out of the way of a sailing vessel, or when she is unable to manœuvre as required by the Regulations, she shall signify the same to such sailing vessel or any approaching vessel by four short blasts on her steam whistle in rapid succession, and thereupon such sailing vessel or approaching vessel shall take action to avoid collision.

*Lights and Signals for Dredgers.*

9.—[Identical with Berehaven Lights and Signals for Dredgers, *ante*, p. 112.]

*Sound Signals in Fog, etc.*

10.—In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the sound signals required by Rules 7 and 8 shall be repeated at intervals of not less than two minutes.

*Speed of Vessels navigating Ports.*

11.—No merchant or other private steam vessel when navigating the water area between a line drawn from Garrison Point to Grain Martello Tower and a parallel line from the end of the Town Pier, Sheerness, or when navigating the water area above Whitewall Creek, shall exceed the speed of six knots over the ground.

*Steam Vessels navigating against the Tide.*

12.—Steam vessels navigating against the tide shall, before rounding any point of the River Medway, ease their engines and wait until any other vessel rounding the point with the tide have passed clear.

*Marking of Wrecks.*

13.—Wrecks or other obstructions to navigation in the Dockyard Ports shall be marked either—

(a) By a vessel moored so as to lie on the channel side of the wreck or obstruction and from which shall be exhibited, where the same may best be seen—

By Day: A green flag.

By Night: Two bright white lights placed horizontally not less than six or more than twelve feet apart; or

(b) The following marks or lights exhibited from the wreck itself, or from the wreck-marking craft—

By Day: Three balls on a yard twenty feet above the sea, two placed vertically at one end and one at the other, the single ball being on the side nearer the wreck.

By Night: Three white fixed lights similarly arranged but not the ordinary riding light.

If the obstruction is not considered by the King's harbour master of sufficient importance to be marked both by day and night, a green buoy only will be used with the word "wreck" on it in white letters.

## PENALTIES.

[Identical with Plymouth, *post*, p. 343.]

**CLYDE (FIRTH OF).**

*Bye-laws made by the Clyde Pilotage Authority by virtue of Section 12 of the Clyde Pilotage Order, 1920, and confirmed by the Board of Trade, 7th October, 1920.*

2.—In these bye-laws—

“The pilotage district” means the Clyde Pilotage District as defined by the Clyde Pilotage Order, 1920—namely, the River and Firth of Clyde, from Albert Bridge, Glasgow, to an imaginary straight line drawn due east and west from the coast of Ayrshire to the east coast of Kintyre, Argyllshire, in line with the southernmost point of the Island of Little Cumbrae, including the sea lochs and channels, and all public docks and public basins within those limits.

“The Authority” means the Clyde Pilotage Authority, as constituted by the Clyde Pilotage Order, 1920.

“Pilot” means a person holding a licence granted by the Authority.

“A coasting vessel” means a vessel regularly employed in trading between ports in the United Kingdom.

**NAVIGATION OF THE FIRTH.**

84.—The person in charge of a vessel navigating that part of the pilotage district between Albert Bridge, Glasgow, and Newark Castle, Port Glasgow, hereinafter called “the River,” shall observe the bye-laws in force for the time being of the Clyde Navigation Trustees; and in that part of the pilotage district seawards of Newark Castle, hereinafter called “the Firth,” shall, in addition to observing the bye-laws of the Authority, observe also any bye-laws of the Clyde Lighthouses Trustees or other Authority.

85.—The person in charge of a vessel in the Firth shall, except where a local Rule to the contrary is in force or herein provided, conform to the Regulations for Preventing Collisions at Sea.

86.—The portion of the Firth from its eastern limit to a line drawn between the Cloch Lighthouse and Gantocks Beacon shall be considered a narrow channel under the Regulations for Preventing Collisions at Sea; and masters, pilots, and others in charge of vessels shall conform to the relative directions accordingly.

87.—The person in charge of a vessel navigating the Firth, in the usual track taken by outward and inward bound vessels, between

Kempock Point and the Cumbrae Heads, shall, when proceeding outwards, maintain at least a mid-channel course, and thus avoid keeping so close to the shore as to prevent the free passage of incoming vessels.

88.—No vessel or boat of any description, other than dredgers or similar craft, shall be anchored in or obstruct the fairway between Newark Castle and Prince's Pier, or the approaches thereto, unless this is necessary to avoid accident.

89.—No person shall, except in cases of emergency, anchor or moor any vessel or boat in the channel between Prince's Pier and the Cumbrae Heads, or in the Kyles of Bute, or any of the lochs within the pilotage district, in such position as to obstruct or endanger the usual track taken by inward and outward bound vessels, or the free navigation of those waters generally.

90.—No person shall anchor or moor any yacht, boat, or other vessel, either by permanent or temporary moorings, within 600 yards of any pier in the Firth within the Clyde Pilotage District, excepting at Greenock, in such position as to encroach upon a clear lane or fairway, 100 yards in width, over the ordinary course taken by steamers approaching or leaving such pier. The Authority shall be the judges as to the ordinary course. The clear fairway may, in the option of the owner of the pier, be marked by him, at his cost, with the permission of the Authority and the Clyde Lighthouses Trust. It shall be the duty of the pier master to enforce observance of this bye-law, and every person shall obey his instructions in carrying it out.

91.—When a vessel is anchored or moored in the Firth in such position as to obstruct the free navigation of vessels, in contravention of these bye-laws, the owner, master, or person in charge shall, on request by the pilot master, at once remove such vessel. In the event of refusal to do so, such vessel may be removed by the Authority at the expense of the owner.

92.—The person in charge of a vessel crossing the Firth in the fairway, between Newark Castle and Prince's Pier, for the purpose of entering a harbour or calling at a pier, or otherwise, or canting, shall keep his vessel out of the way of vessels navigating up and down.

93.—When it is intended that a steamer outward bound is to enter the Greenock Harbours or touch at any place between Newark Castle and Prince's Pier, she shall only cross for this purpose from her own side when the fairway is clear of approaching steamers. Should an inward bound steamer be so near that she will pass the outward bound steamer before the latter has time to enter a harbour or touch

at a pier at any other place within the said limits, the outward bound steamer shall not leave her own side till the inward bound steamer has passed, both vessels passing port to port as required by the Collision Regulations; provided that, if the tide be with the outward bound steamer, she may give two blasts of her whistle to indicate that she wishes to cross, but shall not do so unless she receives two blasts in reply from the inward bound steamer.

94.—The person in charge of a vessel shall, immediately before coming out of a dock or leaving a pier on the Firth, signify his intention by a prolonged blast of the steam whistle or horn, and shall see that the channel is clear.

95.—The person in charge of a vessel navigating between Newark Castle and Kempock Point shall, when passing any shipbuilding basin or vessel moored or in the act of being moored at a wharf or pier, reduce the speed of his vessel to such extent as to avoid damage in such basin or to such other vessel or to its moorings or gangways, or injury to any person.

96.—The person in charge of a vessel approaching a dredger, dredging plant, or lighthouse tender, stationed at any part of the Firth, and showing a red flag or red light, or other Regulation signal, shall approach with caution and reduce the speed of his vessel.

97.—When a vessel, by reason of not being under command, is so placed in the Firth as to be unable to give a clear passage for an approaching vessel, the person in charge of the vessel shall signify the same by giving four strokes of the bell in rapid succession, or four short blasts of the whistle, and it shall be the duty of the person in charge of the approaching vessel to keep out of the way.

98.—When two vessels are proceeding in the same direction, between Newark Castle and Prince's Pier, with unequal speed, the person in charge of the overtaking steamer shall give one prolonged blast of the vessel's whistle as a signal that he desires to pass. The person in charge of the steamer about to be overtaken shall keep his vessel as near to her own or starboard side of the channel as safety will permit, in order to leave a clear passage for the overtaking vessel; and the speed of both vessels shall be reduced until the overtaking vessel is past and clear. The person in charge of the vessel being overtaken shall indicate that he is altering the course of his vessel by giving one short blast. The person in charge of the overtaking vessel, however, shall not attempt to pass until that signal has been given, nor claim nor attempt to pass at a narrow or difficult part of the channel, or when meeting other vessels or obstructions.

99.—The person in charge of a vessel navigating the Firth shall, after sunset, show a bright light from the stern of his vessel, visible on a dark night at a distance of not less than one mile.

100.—The person in charge of a steamer or motor vessel meeting or overtaking, between Newark Castle and Prince's Pier, a sailing vessel, or a tug towing a vessel or vessels or a raft of timber, shall approach with caution, and reduce the speed of his vessel until past and clear.

101.—The person in charge of a vessel in tow between Newark Castle and Prince's Pier shall have the yards braced fore and aft, and shall have an anchor at the hawse ready for immediate use.

102.—The master or mate of a ship carrying passengers shall be on the bridge when calling at a quay or pier, or landing or receiving passengers from small boats; and no person except such master or mate shall give any order or direction to the crew.

103.—Where passengers or goods are to be taken to or landed from a vessel in the Firth by small boats, the master or person in charge shall stop the engines when not less than fifty yards from such boat, and shall not start them until the boat is well clear; and it shall be his duty to prevent overcrowding of such small boats, and the landing of passengers in boats having bulky packages.

104.—A cargo vessel shall not remain alongside a pier in the Firth, except at Port Glasgow, Greenock, or any of the railway piers, longer than five minutes after a passenger vessel which is to occupy the berth has arrived at the signalling distance prescribed in the special bye-law relating thereto.

105.—When two vessels in the Firth are proceeding in the same direction, going full speed, they shall be kept clear of each other by at least fifty yards. One vessel shall not follow closer than one hundred yards in the wake of another. When, by reason of making for a pier, the vessels must be brought near each other, the engines of both shall be reduced to slow. A vessel which has overtaken another shall not be crossed ahead of the overtaken vessel nearer than one hundred yards.

106.—The person in charge of a vessel running speed trials on the measured mile at Skelmorlie or in the Gareloch, or elsewhere on the Firth, shall keep displayed at the foremast head of his vessel the flag "A" of the International Code; and shall observe the Regulations for Preventing Collisions at Sea, and all local bye-laws.

107.—A vessel running at high speed in any part of the pilotage district seawards of Prince's Pier (except on the measured mile),

shall be kept as near as possible to mid-channel, in order to avoid damage to passenger piers by displacement.

108.—The person in charge of a yacht, boat, or vessel of any description, shall not anchor, moor, or lay down moorings in the Firth, in any position which would obstruct the course of the regular passenger steamers, or vessels running trial trips on the measured mile at Skelmorlie or in the Gareloch.

109.—Small boats and yachts shall be kept well out of the way of vessels navigating the Firth between Newark Castle and Prince's Pier.

*Rules concerning the lights to be carried and concerning the steps for avoiding collision to be taken by dredgers moored in the River or Firth of Clyde, within the jurisdiction of the Trustees of the Clyde Lighthouses made by Order in Council, 14th October, 1915.*

Every dredger moored in the River or Firth of Clyde, within the jurisdiction of the Trustees of the Clyde Lighthouses shall, between sunset and sunrise, exhibit three bright white lights from globular lanterns of not less than eight inches diameter, placed athwartships on the top of the framework, not less than six feet apart, forming a right-angle triangle. Vessels shall pass on that side only which shows the two lights in a vertical line. The lights shall be of sufficient power to be distinctly visible, with a clear atmosphere on a dark night, at a distance of at least two miles. Vessels shall approach and pass the dredger with caution and at reduced speed.

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## CLYDE, RIVER, AND HARBOUR OF GLASGOW.

NOTE.—The Collision Regulations have also been held to apply to ships navigating the waters to which the following bye-laws apply. See *The Owl v. The Ariadne* (1881), 9 R. 118; *The Nerano v. The Dromedary* (1895), 22 R. 237.

*These bye-laws were enacted by the Trustees of the Clyde Navigation on the 6th day of August, 1889, by virtue of the Act 21 & 22 Vict. c. 149, and of 50 Vict., Session 2, c. 8.*

The following words and expressions have the meanings hereby assigned to them:

The "Trustees" means the Trustees of the Clyde Navigation, incorporated by the Clyde Act of 1858.

“River” means the River Clyde, and includes the whole channel or waterway of the river forming the harbour, and as far down the river as to a straight line drawn from the eastern end of Newark Castle on the south shore, to the mouth of Cardross Burn on the north shore. See the Clyde Act, 1858 (21 & 22 Vict. c. cxlix., s. 75).

“Harbour” means the harbour of Glasgow, and includes the River Clyde between the Albert Bridge (formerly called Hutchesontown Bridge) and the River Kelvin, with the whole docks, quays, and other works belonging to the Trustees of the Clyde Navigation. See the Clyde Act of 1883, as amended by the Clyde Act, 1884.

“Dead slow” shall mean a speed not exceeding five miles an hour.

1.—Every vessel, of whatever description, exceeding 60 tons gross register, navigating the river, or any part thereof, in the ordinary course of trade, or on a trial trip or otherwise, shall have an experienced captain or sailing master on board, and a sufficient number of able-bodied and experienced men to attend to the navigating of the vessel; and also (unless the master or person in charge holds a pilotage certificate under the Merchant Shipping Act) a pilot, duly licensed by the Clyde Pilot Board, who shall be placed in an elevated station, so as to be able to see distinctly, in due time, any vessel or obstruction ahead.

2.—Every vessel shall, during the daytime, have one person, and from sunset to sunrise, and in time of fogs, two persons, properly qualified, stationed at the bow as a look-out, to give immediate notice of any obstruction or danger.

3.—When a steam vessel, or a dredger, is turning round, or for any reason is not under command and cannot get out of the way of an approaching vessel, which but for this it would be her duty to get out of the way of, or when it is unsafe or impracticable for a steam vessel, or dredger, to keep out of the way of a sailing vessel, she shall signify the same by four or more blasts of the steam whistle in rapid succession, or by like strokes of her bell, and it shall be the duty of the approaching vessel to keep out of the way of the steam vessel, or dredger, so situated.

4.—Every vessel in tow of a tug, proceeding up or down the river, shall, when above Newark Castle, have the yards braced fore and aft; and the jibboom topped or rigged in to within three feet from the cap; and all running bowsprits run in close to the stems.

5.—Every vessel getting aground and requiring to anchor, or lying at anchor in the river, shall lay her anchor or anchors so as

not to interrupt or interfere with the free passage of the deepened channel. If any vessel grounds across the channel, the bowsprit, if running, and jibboom shall be rigged in.

6.—No person shall anchor or moor any vessel in the river above Bowling (the Trustees' dredging plant excepted), unless in the case of an accident, or grounding, or while waiting for the rising tide; and no vessel shall, beyond the limits of the harbour, be moored or berthed inside the lines of the river walls for the purpose of taking on or landing goods or passengers, or of being fitted up or repaired, or for any other purpose, but without prejudice to any vessel calling at a quay or wharf in the ordinary course of trade, provided the navigation be not thereby interrupted.<sup>1</sup>

7.—All persons are prohibited from either rowing, sculling, or sailing any small boat, gig, or other similar vessel, between the Hutchesontown Bridge and the bay at Bowling, except when such small boats, gigs, or other similar vessels are necessarily required and used for the purposes of vessels in the river or harbour, and are in the care of boatmen licensed by the Trustees.

8.—No scow or other similar open vessel shall ply on the river, or in the harbour, without having sufficient coamings, at least 18 inches high, above the deck planks.

11.—Every vessel shall be furnished with a bell of sufficient size, properly suspended in an elevated situation in the fore part of the vessel, which shall be rung in time of fogs at least every half minute; and every steam vessel shall be furnished with a mariner's compass, kept constantly in good order. During dark nights, or dense fogs, the speed shall not exceed the rate of four miles per hour.

14.—When steam vessels proceeding in opposite directions are approaching one another, each shall, when within 50 yards of the other, slow her engines, and each shall alter her course to starboard, so that each shall pass on the port side of each other.

15.<sup>2</sup>—When two steamers in the River Clyde within the jurisdiction of the Trustees are proceeding in the same direction with unequal speed, the overtaking steamer shall give one prolonged blast of her whistle as a signal that she desires to pass. *The steamer about to be overtaken shall keep as near to her own or starboard side of the*

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<sup>1</sup> As to liability for damage by such vessels to vessels navigating the river, see *Ellerman Lines, Ltd. v. Clyde Navigation Trustees* [1911] S. C. 122.

<sup>2</sup> This bye-law was confirmed by the Board of Trade, 9th March, 1915.

*channel as safety will permit*, in order to leave a clear passage for the overtaking vessel; and the speed of both shall be reduced until the overtaking vessel is past and clear. The vessel being overtaken shall indicate that she is altering her course by giving one short blast. The overtaking vessel, however, shall not attempt to pass until that signal has been given, nor claim nor attempt to pass at a narrow or difficult part of the channel, or when meeting other vessels or obstructions.

16.—A steam vessel meeting or overtaking any sailing vessel or tug, with sailing vessel or timber raft in tow, shall slow her engines when within 50 yards of such vessels, and shall continue slowing until she shall have passed the same; and when about to pass any vessel aground or at anchor, shall slow her engines at least 150 yards from such vessel, and so continue until she shall have passed the same.

17.—Every vessel, when being overtaken by another vessel after dark, shall show from her stern a white light until the other vessel shall have passed.

18.—Vessels coming out of dock shall signify the same by a prolonged blast of the steam whistle, of not less than five seconds' duration, and, in cases where a vessel is not under steam, the tug boat in attendance shall make the same signal.

19.—Every steam vessel, under her own steam, crossing from one side of the river towards the other side shall keep out of the way of vessels navigating up and down the river.

20.—Wherever the dredging machines, diving bells, or other craft belonging to the Trustees may be stationed on the river, or where works are being executed by the Trustees, a red flag shall be hoisted upon a pole on the river bank at each end of the station or works, or on the dredging machines, diving bells, or other craft themselves, and the master of any approaching steam vessel, when abreast of the flag nearest to him so hoisted on the bank, or when within not less than 150 yards of the machines, diving bells, or other craft having such flag hoisted, shall reduce the speed of the engines to "*Dead slow*," until his vessel shall have passed any such dredging machines, diving bells or craft, or works being executed, at least 50 yards.

21.—Wherever, in order to protect works being executed by the Trustees, or for other navigation purposes, the Trustees shall erect any boards on the banks of the river having the words "*Dead slow*" painted thereon, the same shall be considered as a substitute for red flags, and the speed of every steam vessel shall, when approaching and passing such boards, be reduced in the same manner in all respects as if red flags had been exhibited.

22.—The master or other person in charge of any steam vessel passing up or down the river, when approaching the entrance to the Forth and Clyde Canal from the river, and the entrance to Bowling Harbour, and the Trustees' Slip at Dalmuir, and the Cattle Discharging Wharf at Shieldhall, shall, at least 150 yards from the said entrances or slip, or wharf respectively, reduce the speed of the engines to *dead slow*, until at least 50 yards past said entrances or slip, or wharf, so as not to cause damage to any vessel lying in said harbour, or at the said entrance to canal, or the said slip, or wharf, or hurt or injury to persons employed thereon.

23.—*This bye-law was repealed on the 3rd January, 1899, and the following bye-laws have been made in its place :*

With respect to the towing of vessels in the river and harbour, the following Rules shall apply:

I. Towing vessels by tugs alongside is prohibited, except—

- (a) In shifting, canting, and berthing vessels, in the harbour;
- (b) In assisting a disabled or a newly-launched vessel, or a steamer not under her own steam, by the tug being placed on her own starboard side of the river, unless impracticable; and
- (c) In moving the Trustees' dredgers from place to place.

II. In the case of vessels under sixty tons net register, two may be placed abreast.

III. Vessels or punts shall not be towed in train exceeding 160 yards in length.

IV. The master or person in charge of the tug shall obey the directions of the pilot or person in charge of the vessel in tow.

V. Where several vessels under sixty tons net register are together in tow, the masters or persons in charge thereof shall obey the directions of the tug master.

25.—When two or more steam vessels meet at any wharf on the river, at or about the same time, the vessel coming from the east shall berth at the west end of the wharf, and the vessel coming from the west shall berth at the east end, and if they are proceeding in the same direction the vessel arriving at the wharf first shall go to the farthest end and there berth, the next following shall berth astern of the first, and so on; and the first shall not back astern, or the others go ahead, but they shall carefully proceed direct from their berths on their respective voyages.

29.—Rafts of timber shall not exceed *one hundred and twenty yards in length, and ten yards in breadth*; and they shall be securely built and fastened together, so as to prevent any part of the raft from getting detached. Every raft lying in the river shall in the twilight and when dark, be stationed as far as possible from the deepened channel, and shall have a light fitted up properly, and raised at least twelve feet high, upon each end of the raft, with a look-out to give notice in due time to any vessel approaching. Every raft, while being towed in the dark, shall have a light, raised at least twelve feet high, on each end; and during fogs, and when dark, a person shall be stationed on the raft as a look-out, who shall be furnished with a trumpet, horn, or whistle, to be used when there is reason to believe that vessels are approaching, and during fogs every half minute. No rafted nor loose timber shall be floated on the river or harbour otherwise than being towed by steam tugs, or other vessels propelled by steam power, which tugs and other vessels shall, when so employed, be subject to all the Rules applicable to steam vessels and tugs when towing vessels; and the masters or other persons in charge shall be liable for any breach of this bye-law.

The owner or person in charge of any timber brought into the river in rafts, and stored in ponds or enclosures on the foreshores, shall so secure the same as to prevent it from breaking loose and drifting outside such ponds or enclosures, and no person shall store or lay down timber on any part of the foreshores, except in ponds properly constructed for the purpose.

32.—Every vessel when on the river shall conform to the Board of Trade Rules with regard to lights, and every vessel moored to the buoys, shall, between sunset and sunrise, have a white light<sup>1</sup> exhibited in a globular lantern of not less than eight inches in diameter, placed in a conspicuous situation, and raised at least twelve feet above the deck so as to show a clear, uniform, and unbroken light all around the horizon.

*Bye-laws sanctioned by Board of Trade, 21st April, 1909.*

1.—In the event of a vessel being aground or submerged in the river or harbour, the master, pilot, or other person in charge of such vessel shall exhibit—

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<sup>1</sup> Vessels having explosives on board are to have a red light exhibited when at anchor (see Clyde Navigation Bye-law, No. 10. *post*, p. 183, under the Explosives Act, 1875). The red light should be placed several feet above the anchor light.

By Night: Two red lights placed vertically not less than six feet apart, where they can best be seen, but at a height of not less than twenty feet above the hull; and two white lights placed where they can best be seen, at a height not exceeding twenty feet above the hull, one at each end of the vessel, in such position as to indicate as nearly as possible the extent of the obstruction.

Each of such lights shall be of such a character as to be visible all round the horizon at a distance of at least one mile.

By Day: Two black balls or shapes, each two feet in diameter, in the same position as the two red lights, and two red flags in the same position as the two white lights.

Provided that, if the vessel be submerged to such extent that the lights, balls, or flags, or any of them, cannot be displayed therefrom, the master, pilot, or other person in charge of such vessel, shall place on or near the site such boats or punts or other wreck-marking vessels as may be necessary to give full effect to the bye-law, and exhibit thereon, by night and day respectively, such of the lights, balls, or flags above prescribed as cannot be shown from the vessel itself.

2.—The master, pilot, or other person in charge of every vessel approaching such lights, balls, or flags, shall, before attempting to pass the same, ascertain that he can do so with safety.

3.—Without relieving the master, pilot, or other person in charge, of the immediate observance of this bye-law, and of its observance until the Trustees' servants are actually in charge of the vessel as provided for under this Section, in the event of the vessel being submerged to the extent described in the proviso to Section 1 hereof, and of all those on board finding it necessary to leave the vessel, the master, pilot, or other person in charge, may require the vessel to be lighted and marked by the Trustees; and, within twelve hours after receipt by the harbour master at Glasgow of such intimation, the trustees shall carry out the provisions of Section 1, without prejudice to their statutory powers to deal with obstructions and recover the expenses.

*Bye-laws as to launches.*

34.—On every occasion when a vessel is to be launched into the river by any person having or claiming to have right to launch vessels, the following Regulations shall be observed:

- (a) Two small boats shall be placed by the owning shipbuilder, as near as may be in the middle line of the river, at a

distance of not less than 200 yards from the line of launch, the one being east and the other west of said line.

- (b) At five minutes before the launch is to take place, the pilot or other person in charge of the vessel shall see that the river is clear, and shall signal to the persons in the small boats from the stern of the vessel, by exhibiting a red flag of 4 feet square, with the word "LAUNCH" in large white letters thereon.
- (c) On such signal being given, the persons in the boats appointed by the owning shipbuilder for the purpose, shall immediately display a similar flag, attached to a pole ten feet long, and continue to display the same until the launch has taken place or the flags be withdrawn.
- (d) Every master or other person in charge of any vessel passing, or being in the river in the vicinity of any launch, shall observe the signals above provided to be displayed in the small boats, and shall not pass the same until the launch has taken place or the said signals be withdrawn.
- (e) Should anything occur to prevent the launch from taking place after the red flags are displayed, the pilot or other person in charge of the vessel shall withdraw his red flag, and exhibit in lieu thereof a white flag, whereupon the persons in the small boats shall withdraw the flags displayed by them.
- (f) Twenty-four hours' previous notice of the hour when it is proposed to launch a vessel shall be given by the owning shipbuilder to the harbour master, and this without prejudice to such other notice as is directed to be given in such cases by statute.
- (g) If any vessel, either going up or down the river, shall be detained more than twenty minutes after the flags in the small boats have been displayed, such detention shall be held to be an offence against this bye-law, enforceable against the owning shipbuilder.

*Bye-laws as to the Harbour of Glasgow.*

35.—The master of every sailing vessel arriving at the harbour shall, unless otherwise directed by the harbour master, come to with his vessel at the buoys, and shall there remain until a berth be appointed for it by the harbour master, and the master or other person in charge shall, in every case where necessary, slack down the moorings

or fastenings of the vessels for the free passage of other vessels, and while lying in the harbour shall brace the yards of his vessel sharp up, and have the anchors ready for use.

36.—Every master desiring, or being required by the harbour master to move his vessel into or out of any dock, or in the harbour, shall provide such number of hands for that purpose as the harbour master may consider necessary; and all vessels in the harbour or docks shall be so loaded or ballasted as to be capable of being moved with safety when required. Every pilot in charge of any vessel shall obey the orders and directions of the harbour master in regard to the towing, canting, or mooring of such vessel in the harbour or docks; and no pilot in charge of any vessel arriving in the harbour shall leave such vessel until she is properly moored to the buoys, or placed in a berth.

37.—No person shall make fast any rope or mooring to any of the bridges, or to the sheds, or pillars supporting the sheds, or lamp-posts, or to any of the cranes or other erection; nor shall any person make, repair, dress, or scrape spars or masts, or do any kind of carpenter, smith, boiler-maker, or rigger work on the quays or wharves, or under any of the sheds, nor hang or put up sails, masts, spars, or any other thing to or upon any of the beams or joists of the sheds, without the authority of the Trustees.

61.—The master or other person in charge of any steam vessel passing up or down any part of the harbour between Glasgow Bridge and the River Kelvin shall reduce the speed of the engines to “*dead slow.*”

66.—No master or other person having charge of a vessel shall, without the permission of the harbour master, be entitled to take possession with his vessel of any berth; and, if any person shall do so, the harbour master may cause such vessel to be removed at the expense of the master or person in charge.

*Bye-laws as to ferries.*

102.—Every master, or other person in charge of a steam vessel, when approaching any of the ferries on the river, shall, at least 200 yards from the ferry, slow the engines and proceed dead slow until the ferry is passed.

103.—No vessel shall be canted in the river or harbour in such manner as to obstruct any of the ferries or the regular crossing of the ferryboats, and all vessels, when being taken into or out of the River

Kelvin, shall be so handled as to avoid interruption to the Govan Ferry. No vessel, when being taken into, or out of, a graving dock or ship basin, or on to, or off, a slip dock, shall be allowed unnecessarily to obstruct the navigation or interrupt the passing of other vessels.

104.—The master of any passenger steam vessel proceeding up or down the river, shall not come to with his vessel in the river for the purpose of taking on board either passengers or goods anywhere between the Pointhouse Wharf and the berth of such steam vessel in the harbour, except with permission of the harbour master on previous application.

105.—No boatman or ferry boatman shall approach within twenty yards of any steam vessel in the river, either to put on board, or to receive from such steam vessel, passengers or goods, unless the master or other person having the charge of the vessel shall have previously stopped the engines.

106.—When there are two boats on any of the Trustees' ferry stations, as soon as one of them leaves either side of the river, the other shall leave the opposite side, whether there be passengers on board or not; and any passenger may require the ferryman to start as soon as the other boat has reached the opposite side of the river. The number of passengers that each steam ferryboat shall carry, as authorised by the Board of Trade, and the number that each row-boat shall carry, as fixed by the Trustees, shall be painted legibly on each end of the boat; and if the ferryman or person in charge shall allow a greater number of persons to go on board without challenge, or if any person attempt to force his way into the ferryboats, after being informed that the licensed number of passengers is already on board, they shall respectively be liable to a penalty for each offence.

113.—Every person offending against, or contravening, any one of the foregoing Bye-laws and Regulations, or any part or sub-section thereof, shall be liable in a penalty not exceeding 5*l.*, on conviction before the bailie of the River and Firth of Clyde, or any other competent tribunal.

*Bye-laws relating to vessels carrying petroleum, sanctioned by the Board of Trade, 26th July, 1899.*

2.—Every ship with petroleum on board exceeding 5,000 gallons shall, while within the harbour, exhibit at the masthead a red flag by day and a red light by night. (See Bye-law 32, *ante*, p. 178.)

5.—Ships arriving with more than 5,000 gallons of petroleum on board shall, unless otherwise previously arranged with the harbour master, come to and be moored at the buoys opposite Yorkhill Wharf until the harbour master shall assign a berth.

6.—Petroleum exceeding in quantity 5,000 gallons shall not be landed from or shipped on board any ship except at the berthage at Shieldhall or elsewhere specially appropriated thereto, or, if the petroleum be in casks or other cases, at such of the open quays within the harbour as the harbour master may permit; but when the whole quantity is only 5,000 gallons or less, the petroleum may, subject to these bye-laws, be landed from or shipped on board any ship at her allotted berthage, or such other berthage as the harbour master may assign.

8.—Petroleum shall be landed or shipped between the hours of sunrise and sunset only.

10.—Tank steamers with petroleum cargo on board shall navigate the river during daylight only.

*Bye-laws as to explosives, sanctioned by the Board of Trade, 25th June, 1878.*

10.—Every ship or boat carrying any gunpowder or other explosive shall, during day, when on the navigation have a red flag or metal vane, painted red, 2 feet square at the least, shown in a conspicuous place above the deck; and between sunset and sunrise there shall be kept burning on every such ship or boat, when lying at anchor, or aground, or moored, a lamp in a conspicuous place above deck, and showing continuously, ahead and astern, a red light, capable of being distinctly seen on a clear night at a distance of 200 yards.

[NOTE.—No special signals are to be shown by a ship carrying explosives when under way at night-time.—ED.]

11.—Every ship or boat containing any gunpowder or other explosive shall at all times have at least one competent man on board and in charge of such ship or boat and her cargo.

12.—No ship or boat carrying any gunpowder or other explosive shall, except for the purpose of passing, or lying alongside for transshipment, approach nearer to any other ship or boat carrying gunpowder or other explosive than 200 yards.

13.—Every ship or boat shall, so long as there is any gunpowder or other explosive on board, proceed with all convenient speed and without any avoidable delay to her destination.

*Signal Regulations for Queen's Dock and Prince's Dock, sanctioned by the Board of Trade, 24th November, 1894.*

1.—Masters, pilots, and others in charge of vessels about to enter either the Queen's Dock or Prince's Dock shall, on reaching Pointhouse Wharf, signify their intention by hoisting on the foremast, and keeping displayed until the vessel is within the dock, the following signals—viz.:

#### QUEEN'S DOCK.

By Day: A red swallow-tailed flag, being the burgee or signal "B" of the Commercial Code, shown at least twenty feet above the deck.

By Night: A red light from a globular lantern, placed at least six feet above the masthead light.

#### PRINCE'S DOCK.

By Day: A square blue-and-white chequered flag, being signal "N" of the Commercial Code, shown at least twenty feet above the deck.

By Night: Two red lights from globular lanterns above the masthead light, and placed at least six feet apart vertically.

2.—The signals controlling the entrance of each dock are exhibited near the top of a high latticed post at the pierhead, and are—

By Day: A red arm on each side.

By Night: A red and a green light.

3.—No vessel shall be brought close to the entrance to pass in or out when the arms are horizontal, or when the red light is exhibited, these being the normal or danger conditions of the signals.

4.—The signals for entering or leaving either dock, as seen from the vessel approaching, are—

By Day: The lowering to an angle of forty-five degrees of the right or starboard arm.

By Night: The exhibiting of the green light.

*Signal Regulations for Rothesay Dock, sanctioned by the Board of Trade, 2nd June, 1906.*

1.—[The same signals as for the Queen's Dock, see above.]

2.—Those signals shall be shown by upcoming vessels on reaching Dalmuir Light, by downcoming vessels on reaching Renfrew Ferry,

and by outcoming vessels before leaving the berth, and be kept displayed until the vessel has passed within the dock, or is in its normal position for passing up or down the river.

3.—[Same as No. 2 for the Prince's Dock, see above, p. 184.]

4.—[Same as No. 4 for the Prince's Dock, see above, p. 184.]

5.—No vessel shall pass in or out when the arms are horizontal or when the red light is exhibited, these being the normal or danger conditions of the signals.

## COLERAINE, PORT and HARBOUR.

*Bye-laws made by the Coleraine Harbour Commissioners by virtue of the River Bann Navigation Act, 1879, on 17th August, 1886, and confirmed by the Justices in Quarter Sessions, 27th October, 1886.*

All dangers of navigation to be allowed for which may render a departure from the Rules necessary to avoid immediate danger.

No vessel under any circumstances to neglect proper precautions as to lights, look-outs, signals, usual habits of seamen, or special circumstances of the case.

The word "vessel" is to mean any ship, lighter, barge, boat, punt, wherry, canoe, or craft of whatever tonnage, navigated by steam or otherwise.

All vessels of whatever description navigating the River Bann or at anchor in the river or harbour shall observe the Board of Trade Regulations as to lights, look-outs, and fog signals.

When vessels are proceeding in opposite directions and approaching each other, each shall keep to the starboard or right-hand side of channel, and shall, if necessary, haul in the main-boom and brace the yards fore and aft so as to leave sufficient room to pass clear.

When two vessels are proceeding in the same direction but with unequal speed, the slower vessel shall keep well over to the port or left-hand side of the channel, and shall not, by crossing the channel or otherwise, attempt to obstruct the free passage of the faster vessel, and the faster vessel shall not attempt to pass when from any cause there is not sufficient room to do so without risk or damage.

Vessels anchoring in the river shall not let go their anchors in the fairway of the channel so as to interrupt or interfere with the free passage of other vessels. They shall have their yards braced fore

and aft, and on the approach of other vessels shall, when necessary, put their helm either to port or starboard, as the case may be, and keep over to the nearest bank of the river so as not to interfere with the free passage of other vessels going either up or down. And if any vessel grounds across the channel, the bowsprit, if running, and the jibboom shall be rigged close in, and shall at night exhibit a light on the end nearest the navigable channel.

Every vessel in tow of a steamer proceeding either up or down the river shall, when above Lawson's Bridge, have their yards apeak or braced fore and aft, the spritsail yard fore and aft, and the jib and flying jibboom rigged in to within two feet from the cap and all running bowsprits run close in to the stem, the studding sail booms and irons taken from the yards and the quarter and stern davits and bumpkins rigged in or laid fore and aft, and while lying in the harbour shall peak their yards to port.

Every vessel navigating the river or moving in harbour shall at all times have in complete readiness a sufficient anchor and cable, with buoy and proper length of buoy rope attached, to let go, if necessary, and no anchor shall be let go in the river or harbour without a proper buoy attached to mark its position.

Steam vessels navigating the river shall observe the Board of Trade Regulations as to lights, fog signals, and look-outs, and shall proceed at a moderate speed.

When steamers proceeding in opposite directions approach each other, each shall keep as near as possible to the starboard or right-hand side of the river and pass port side to port side.

When two steamers are proceeding in the same direction but with unequal speed, the slower vessel, when overtaken, shall keep as far as possible to the port or left side of the river, and shall slow and, if necessary, stop her engines as soon as the faster vessel comes within twenty yards, and the faster vessel shall slow her engines and keep to the starboard side of the river sufficiently far to pass with safety.

Steam vessels shall not cross the river when other vessels going either up or down are near.

Steam vessels when with or without vessels in tow, navigating against the current and before rounding points or other sharp turns, or in the narrow parts of the channel, or passing any of the bridges, shall ease their engines and wait until any other vessels rounding the point or passing the bridge or narrow channel with the tide shall have passed clear.<sup>1</sup>

<sup>1</sup> See note 3 to Thames (Lower) Bye-law 36, *post*, p. 427, and *Cayzer v. Carron Co.* (1884), 9 A. C. 873.

Steamers navigating the river shall at all times go at a moderate speed which, when other vessels are near, shall never exceed six miles an hour.

All paddle steamers, when passing any loaded lighter, boat, or raft of timber, or any operation going on on the river or banks of the river, shall go sufficiently slow so as not to cause injury or interruption under a penalty not exceeding 2*l.*, and shall also be liable to make good any damage caused by the neglect of this Rule.

*Bye-law relating to vessels carrying explosives, sanctioned by the Board of Trade, 20th May, 1887.*

7.—The master of every ship or boat which enters the harbour of Coleraine with any explosive on board shall, on nearing the harbour, display at the mainmast head (or, if the vessel has no mast, on a staff), by day, a square red flag, by night a red light; and during the time that such ship or boat remains in the harbour with any explosive on board shall display at the mainmast head (or on a staff as the case may be) a square red flag. The master of such ship or boat shall also and without delay inform the harbour master of the nature and quantity of every explosive on board the ship or boat, and the names of the owners thereof. Such ship or boat shall not stay in the harbour longer than may be reasonably necessary.

## CORK.

See also **QUEENSTOWN**, post, p. 375.

*Bye-laws made by the Cork Harbour Commissioners, in pursuance of the Cork Harbour Acts, 1820 to 1903, the 4th August, 1909, and sanctioned by the Board of Trade, 24th September, 1909.*

## DESCRIPTION OF FAIRWAY.

1.—The fairway commences at Roche's Point, and is divided by the Harbour Rock into two channels which join at the east of Turbot Bank.

The eastern channel is bounded on the east by the 5-fathom line, and on the west by Black Can buoys, showing flashing white lights.

The western channel is bounded on the west by the 5-fathom line to Turbot Bank Black Can Buoy, showing a flashing white light, and on the east by a Red Conical buoy, showing a fixed white light, on the west of the Harbour Rock and the 5-fathom line.

2.—From Turbot Bank to the southern limit of the outer man-of-war anchorage the fairway is bounded on the east by the 5-fathom line and marked by the Dognose and Corkbeg Red Conical buoys, showing fixed white lights, and on the west by the 5-fathom line marked by Black Can buoys and by two Black Can buoys along the Curlane Bank, showing occulting white lights.

3.—Through the outer man-of-war anchorage the fairway is bounded on the east by Red Conical buoys, and on the west by a straight line from a point 50 fathoms east of the Black Can buoys at the southern limit to the Black Can buoy east of the Spit Light.

4.—From the northern limit of the outer man-of-war anchorage to the Bar Rock Buoy the fairway is bounded on the east by a line of Red Conical buoys marking the shoals on the eastern side of the channel; on the north by an imaginary straight line from the northern Red Conical buoy to a point 100 fathoms north of Bar Rock Buoy, and on the south-west by the line drawn from the Black Can buoy, east of the Spit Light, to the Bar Rock Buoy.

5.—From Bar Rock Buoy to the eastern limits of the inner man-of-war anchorage the fairway is bounded on the north by an imaginary line from a point 100 fathoms north of Bar Rock Buoy to 20 fathoms south of Copper Point Buoy, and thence to the western end of the Queenstown Deep-water Quay, and on the south by an imaginary line from Bar Rock Buoy to the eastern Admiralty torpedo boat mooring buoy on the north of the Spit Bank.

6.—From the eastern limit of the inner man-of-war anchorage to the White Point Buoy there are two fairways—the northern fairway and the southern fairway. The northern fairway is bounded on the north by an imaginary line from 20 fathoms south of Copper Point Buoy to the western end of Queenstown Deep-water Quay, and thence towards White Point House, until Rushbrooke Church bears N. W. by W.  $\frac{1}{2}$  W., and thence to White Point Buoy showing a fixed white light, and on the south by the line of Admiralty battle ships' mooring buoys. The southern fairway is bounded on the north by the line of Admiralty battle ships' mooring buoys, and on the south by the line of Admiralty torpedo boat and other mooring buoys along the north of Spit Bank and Haulbowline.

7.—From White Point to the western limit of the inner man-of-war anchorage the fairway is bounded on the north by the 3-fathom line marked at Black Point by a Red Conical buoy showing a fixed white light, and on the south by the Ordnance and Admiralty mooring buoys.

8.—From the western limit of the inner man-of-war anchorage to Monkstown Pier the fairway is bounded on the north and east by the 3-fathom line to Shawn More Buoy, and on the south-west by an imaginary straight line from a point on the said western limit 240 fathoms south-west of Black Point old lime kiln to the northern corner of Timber Pier at Monkstown.

9.—From Monkstown to Horsehead the fairway is bounded on the east, from Shawn More Red Conical Buoy, by the 3-fathom line to Carrigaloe Ferry Slip; thence by an imaginary straight line to the Red Conical buoy, moored off Carrigaloe, showing a fixed white light; thence in a straight line to a point on the 3-fathom line north-west of Marino Point lower leading light, and thence to the Red Conical buoy, showing a fixed white light north of Horsehead, and on the west by the 3-fathom line to the Black Can buoy north of Horsehead, showing an occulting white light.

10.—From Horsehead to Tivoli the fairway is bounded on the north by Red Conical buoys, and on the south by Black Can buoys.

11.—From Tivoli to Cork the fairway is bounded by imaginary lines drawn 10 fathoms off from the north and south river walls.

All bearings are true.

The marks defining the fairway are liable to alteration from time to time, when occasion requires.

Notice of any alterations will be published at the Commissioners' Offices at Cork.

#### INTERPRETATION.

The word "port" means the port, harbour, and river of Cork within the present limits thereof, and the quays, piers, and landing places therein, and includes all places within the jurisdiction of the Commissioners.

The word "fairway" means the space within the port for the time being reserved as a highway for vessels in motion.

The word "quay" means any quay, pier, wharf, landing stairs, strand, shore, or landing place within the port.

The word "vessel" means any ship, vessel, or lighter, whether navigated by steam or otherwise.

The expression "man-of-war outer anchorage" means the area bounded as follows—viz., On the north by an imaginary straight line drawn from the Scots' Church, Queenstown, through the Pile Light-house on the Spit Bank; on the south by an imaginary straight line formed by the south-west extreme of Haulbowline Island and the

north extreme of Spike Island touching each other; on the east and west by the contour line of 3 fathoms depth at low-water spring tides.

The expression "man-of-war inner anchorage" means the area bounded as follows—viz., On the east by a straight line drawn from the eastern extremity of the Admiralty Pier at Queenstown to the eastern extremity of Spike Island; on the west by a line drawn N. 6° W. (true) from the inner end of the Black Prince's Pier, Monkstown Bay; on the north by the contour line of 3 fathoms depth at low-water spring tides to the east extreme of the Naval Pier at Queenstown, thence by the low-water line to the western landing steps on Middleton Quay at Queenstown, thence by the contour line of 3 fathoms depth at low-water spring tides to a point where Black Point bears N. 62° E. (true), and thence in a direct line towards the north extreme of Ballybricken Point; on the south by the low-water line of Haulbowline Spit Bank, by the high-water line of Haulbowline Island, and west of that island by a straight line from the north-west extreme to the inner end of the said Black Prince's Pier.

The expression "man-of-war anchorages" means the man-of-war outer and inner anchorages as above defined.

#### PRELIMINARY.

2.—These bye-laws shall not affect the man-of-war anchorages (as hereinbefore defined) except as provided by Bye-law No. 53, and the vessels, stores, officers, persons, or baggage exempted by Section 60 of the Cork Harbour Act, 1903, from payment of rates or duties, or from regulation or control by the Commissioners, shall not be affected by these bye-laws.

3.—A vessel or raft shall not, except in case of absolute necessity, be anchored, moored or placed in the fairway, and should any such vessel or raft be so anchored, moored or placed, it shall be removed from the fairway as soon as circumstances permit.

4.—A vessel lying in the fairway between Horsehead and the Cork Custom House shall have a kedge or other anchor fixed sufficiently inshore, to enable her to shift landwards away from the mid-channel, as far as the depth of water will permit, so as to interfere as little as possible with vessels requiring to use the fairway, and no such vessel shall be so placed as to obstruct navigation.

5.—A vessel anchored at any place seaward of Horsehead shall be moored with the stream with at least 45 fathoms of chain cable on the southern anchor and at least 35 on the northern anchor.

6.—A vessel lying at anchor in any part of the port between Monkstown Pier or Rushbrooke Dock and the Spit Lighthouse, shall have her jibboom and flying boom rigged in.

7.—A vessel which remains for more than forty-eight hours in that part of the port extending from a line between Monkstown to Rushbrooke Dock, to a line between the eastern end of the north deep-water quay at Cork and the opposite point on the Marina, shall, after the expiration of the first period of forty-eight hours, and a vessel which remains for more than twenty-four hours in any more western part of the port, shall, after the expiration of the first period of twenty-four hours, have her jibboom and flying jibboom rigged in, and all running bowsprits rigged in within one foot of the stemhead, main boom brought on board as far as taffrail rail, booms and boom irons taken off the yards, and the yards braced fore and aft, and all martin-gales, bumbkins and other outriggers taken in.

8.—In no case shall the anchor of a vessel lying aground or at anchor at any place within the port above Horsehead be placed in the fairway, unless absolutely necessary.

This bye-law shall not apply to the anchor of a vessel belonging to or in the employment or service of the Commissioners.

19.—A vessel shall not under any circumstances be berthed or lie at or abreast of any ferry or other slip within the port, or at or abreast of any of the following places within the port—viz., (a) the recess between the two jetties at Albert Quay; (b) the recess between the Fishguard Jetty and the jetty immediately east thereof at Penrose Quay; (c) the western slope of the deep-water quay, Queenstown, between the western end of the quay and the pathway outside the railway; and (d) the eastern slope of the deep-water quay, Queenstown, between the eastern end of the quay and the town road wall, and no vessel shall be berthed or lie so as to overlie a limit post of any berth.

23.—A vessel shall not be allowed to remain in any navigable part of the port without a thoroughly competent person in charge.

25.—A vessel shall not be made fast or moored to another vessel without the permission of the person in charge of such other vessel, or of a harbour master.

32.—A vessel, raft, anchor, buoy, or other matter, or thing shall not be so placed, left, or employed as to endanger any vessel or quay, or to obstruct, or tend to obstruct, navigation.

*Bye-laws relating to navigation.*

41.—Any Regulations for Preventing Collisions at Sea for the time being in force, under the provisions of the Merchant Shipping Acts, shall be deemed to apply to the port, and shall be construed as if the following bye-laws, Nos. 42 to 52 (inclusive), were added thereto, and the entire fairway shall be deemed to be a narrow channel.<sup>1</sup> Provided that where any inconsistency arises between the General Regulations and any of these bye-laws, the provisions of these bye-laws shall have effect.

42.—A dredger moored for the purpose of dredging in any part of the port, not alongside any quay, shall, between sunset and sunrise, carry where they can best be seen three bright white lights in lanterns, placed in the form of an equilateral triangle, with the base horizontal and at right angles to the keel, and so constructed that each of such lights shall show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile. These lights shall be six feet apart. Should such dredger be moored alone, she shall, between sunset and sunrise in addition, carry one bright white light on the side on which vessels are to pass her, but should a hopper barge be moored alongside her, the dredger shall not carry such last-mentioned light. Such dredger shall not be bound to carry any other lights, notwithstanding anything contained in the General Regulations. Between sunrise and sunset such dredger shall display a red flag on the side on which vessels are to pass her, whether moored alone or with a hopper barge alongside.

43.—A vessel passing a dredger moored alone shall do so at the side of the dredger at which the light or flag, as the case may be, referred to in the last preceding bye-law, is displayed. A vessel passing a dredger, with a hopper barge moored alongside such dredger, shall do so at the side of the dredger at which such hopper barge is moored.

44.—A hopper barge, moored alongside a dredger in any part of the port, shall, between sunset and sunrise, carry vertically over her side next the navigable channel, two bright white lights in lanterns, six feet apart, the lower light being not less than twelve feet over the water. These lights shall be so constructed that each light shall show a clear, uniform, and unbroken light visible all round the horizon at

<sup>1</sup> This provision follows on the decision in *The Glengariff*, [1905] P. 106. Every vessel navigating the fairway must, when it is safe and practicable, keep to the starboard side thereof.

a distance of at least one mile. Such hopper barge shall not be bound to carry any other lights, notwithstanding anything contained in the General Regulations.

45.—The owner or person in charge of a raft afloat in any navigable part of the port shall, between sunset and sunrise, exhibit, where best it can be seen, but at a height not exceeding twenty feet above the raft, a bright white light in a globular lantern of at least eight inches in diameter, and so constructed as to show a clear light all round at a distance of at least one mile.

46.—The master of a steamship shall, on approaching a dredging machine lying westward of Horsehead, or on approaching any steam or other ship loading, discharging, or lying in or across the channel, check the speed of such steamship, and shall proceed at a speed not exceeding five miles an hour, both immediately before, whilst passing, and after passing such dredging machine, steam, or other ship.

47.—The master of a steamship when approaching a dredging machine, diving apparatus, steam or other ship which may be stationary in any part of the port, or when approaching any barge, passage boat, wherry, or other small craft, whether stationary or in motion, shall so regulate the speed and direction of such steamship as not to injure or endanger the safety of such dredging machine, diving apparatus, ship, boat, wherry, or other craft.

48.—A person who shall dock, undock, place on a gridiron or slip, or float off a gridiron or slip a vessel or boat (other than a rowing, boat), or superintend or give directions for such purpose, shall cause to be displayed a red flag of not less than one square yard in area on a boat moored in the fairway immediately opposite to the place where such vessel or boat is being docked, undocked, placed on a gridiron, or floated off as aforesaid, and shall cause such flag to be kept flying in a position until the operation has been completed.

49.—A steamship shall not race or attempt to strive or race against another steamship, nor shall any steamship attempt to come in the wake of another steamship, or pass one proceeding in the same direction, except at a safe distance, and the slower moving steamship shall allow the faster moving steamship freely to pass on her port side.

50.—A steamship of more than 120 tons gross register tonnage shall not proceed at a greater speed than six miles an hour (over the ground) between the King's Quay (Blackrock) and Tivoli Bridge, or at a greater speed than five miles an hour (over the ground) to the west of Tivoli Bridge.

51.—A vessel shall not pass through Parnell Bridge without a boat in attendance for running lines where required.

52.—The master of a vessel which is moored to a quay or which is moored to a vessel lying alongside a quay, the outside of which former vessel is more than 80 feet from the river edge of the quay, shall exhibit, from sunset to sunrise, a conspicuous light in a proper closed lantern on the outside or gunwale of his vessel.

#### MAN-OF-WAR ANCHORAGES.

53.—The foregoing bye-laws, where they refer to any part of the man-of-war anchorages or any other part of the dockyard port, shall apply to any merchant ships that may be temporarily using such parts of the port.

*Bye-laws relating to vessels carrying more than 5 tons of petroleum, as confirmed by the Board of Trade, 13th April, 1908.*

3.—The master of every petroleum ship shall, on nearing the port, and during such time as the ship remains within the port, display, by day a red flag not less than three feet square, and by night a red light, on the foreyard arm of the ship; or, if the ship has no foreyard arm, in a conspicuous position at least twenty feet over the deck level.

4.—Every petroleum ship which enters the port shall proceed direct to the East Channel, Queenstown, and shall not leave that channel without the permission of a harbour master being first obtained.

#### COWES.

*Bye-laws made by the Cowes Harbour Commissioners by virtue of the Cowes Harbour Act, 1897, and approved by the Board of Trade, 13th June, 1899.*

*The limits within which the Commissioners shall have authority shall be an area comprised with a line drawn as follows :*

*From a public-house called " The Folly " (on the eastern bank of the River Medina) due west to the western bank of the said river, thence along the line of high-water mark down the western bank of the River Medina, and along Cowes Harbour to Cowes Castle, thence following the line of high-water mark along the coast to Egypt Point, thence to Prince Consort Shoal Buoy, thence to Old Castle Point Buoy, thence in a southerly direction to the shore at*

*the point nearest to the said last-mentioned buoy, and thence along the line of high-water mark to the said public-house called "The Folly."*

*So much of the area comprised within the said limits as lies to the southward of a straight line drawn from the outer extremity of Cowes Castle to high-water mark at the outer extremity of Old Castle Point, East Cowes, shall be called the Harbour of Cowes, and the remainder of such area shall be called Cowes Roads, and within the limits aforesaid the Commissioners shall have sole jurisdiction, and be the sole and inclusive port and harbour authority. (Cowes Harbour Act, 1897, s. 30.)*

2.—The master of any vessel laying alongside or near any quay within the harbour shall, during all the time such vessel shall lay or be moored or be stationed at or near such quay, have the anchors of the said vessel stowed on the forecastle, the jibboom rigged in, the lower yards topped or braced up, and all other projections stowed within the rail of the said vessel. Any such master who, after request by the harbour master, refuses or neglects to stow the anchor, rig in the jibboom, have the lower yards topped up or braced sharp up, and all other projections stowed within the rail of the said vessel, shall for every such offence be liable to a penalty not exceeding 5*l.*

3.—No vessel shall anchor in the fairway of the harbour in such a manner as to obstruct navigation except for temporary purposes. The master of any vessel infringing this bye-law shall for each offence be liable to a penalty not exceeding 5*l.*

4.—The speed of any steamer in the harbour passing any works in progress, or any dredger or other craft employed in the execution of works authorised by the Board, shall be regulated so as to prevent such works, dredgers, or craft being damaged or interrupted. The master of any vessel infringing this bye-law shall for each offence be liable to a penalty not exceeding 5*l.*

10.—Every anchor which is let go in the fairway of the harbour shall either have a watch-buoy attached thereto in such a manner as to clearly indicate its position, or shall have its upper fluke bent or buried in such a manner as not to be likely to cause damage to any vessel navigating the harbour, and the master of any vessel who shall let go in the fairway of the harbour any anchor without a watch-buoy so attached thereto, or its upper fluke so bent or buried, shall be liable for every such offence to a penalty not exceeding 5*l.*

12.—The master of any vessel who shall, except for the legitimate purposes of navigation, use a whistle or siren in the harbour, shall be liable for every such offence to a penalty not exceeding 5*l.*, provided

that it shall not be considered as a legitimate purpose of navigation to use a whistle or siren for the purpose of collecting passengers, or giving notice of intention to sail.

14.—Every steamer navigating the harbour shall be navigated with care and caution, and at a speed and in a manner which shall not endanger the safety of other vessels, boats, or property, or cause damage thereto; and the master of any steamer navigating the harbour at such a speed, or in such a manner as to endanger the safety of any other vessel, boat, or other property, or to cause damage thereto, shall be liable for every such offence to a penalty not exceeding 5*l.*

*Bye-laws as to vessels carrying explosive, approved by the Board of Trade, 13th June, 1899.*

2.—No vessel having more than 30 pounds weight of explosive on board shall enter the harbour or roads without the leave of the harbour master first obtained.

3.—The master of every vessel with any explosive (exceeding 30 pounds) on board on nearing the harbour and roads, and during the time that such vessel remains in the harbour or roads with any explosive on board, shall display at the masthead (or if the said vessel has no mast, on a staff) by day a square red flag not less than two feet square in size, and by night a red light.

*Bye-laws relating to vessels carrying petroleum, confirmed by Board of Trade, 13th June, 1899.*

4.—A ship carrying petroleum on entering the harbour or roads and a ship loading or discharging petroleum within the said harbour or roads shall display a red flag not less than two feet square in size by day and a red light by night at the mainmast head, or if there be no mainmast, in some other conspicuous place, and shall continue to display such flag by day and such light by night during the time that such ship remains within the said harbour or roads.

*Regulations made by Order in Council, 7th September, 1916, under the Solent Navigation Act, 1881 (44 & 45 Vict. c. ccxix.).*

It shall not be lawful for any vessel to lie or be moored within the spaces defined as follows. By lines joining the following points:

*On the east :*

No. 1 buoy in a position with Trinity Church Tower bearing  
- 200° (true) distant 847 yards or thereabout.

*On the east :*

No. 3 buoy in a position with Trinity Church Tower bearing 245° (true) distant 400 yards or thereabout.

No. 3A buoy in a position with St. Mary's Church Tower bearing 265° (true) distant 552 yards or thereabout.

No. 3B buoy in a position with St. Mary's Church Tower bearing 285° (true) distant 710 yards or thereabout.

Northern extremity of Trinity Wharf.

*On the west :*

No. 2 buoy in a position with Trinity Church Tower bearing 183° (true) distant 813 yards or thereabout.

No. 4 buoy in a position with Trinity Church Tower bearing 236° (true) distant 278 yards or thereabout.

No. 5 buoy in a position with St. Mary's Church Tower bearing 248° (true) distant 463 yards or thereabout.

North-eastern extremity of Jubilee Pontoon Pier, south-eastern extremity of Jubilee Pontoon Pier.

A point with St. Mary's Church Tower bearing 278° (true) distant 545 yards or thereabout.

A point with southern extremity of Trinity Wharf bearing 90° (true) distant 100 yards or thereabout.

The Cowes Harbour Commissioners also give notice that the masters of all steamers entering and leaving Cowes Harbour are required to enter and leave only by the buoyed fairway reserved by the Solent Navigation Act, 1881.

**CROMARTY, DOCKYARD PORT.**

*Regulations made by Order in Council of the 19th December, 1913, by virtue of the Dockyard Ports Regulation Act, 1865.*

## PRELIMINARY.

1.—This Order shall take effect from one calendar month from the date hereof.

2.—The terms used in this Order shall have the same meaning as in the said Dockyard Ports Regulation Act.

## DESCRIPTION OF LIMITS.

*Dockyard Port of Cromarty.*

3.—For the purposes of the said Act and of this Order the term "Dockyard Port of Cromarty" shall mean all the waters of Cromarty Firth, including all the bays, creeks, lakes, pools, and rivers, so far

as the tide flows, and the waters of Moray Firth, including all the bays, creeks, lakes, pools, and rivers so far as the tide flows on the inner or landward side of the following limits:

On the north, a straight line drawn from the rock which dries 6 feet situated about 45 miles  $190^{\circ}$  (S.  $29^{\circ}$  W. magnetic) from Port an Rìgh to a position in Lat.  $57^{\circ} 42' 30''$  N., Long.  $3^{\circ} 52' W.$

On the east, a straight line drawn from a position Lat.  $57^{\circ} 42' 30''$  N., Long.  $3^{\circ} 52' W.$  to a position Lat.  $57^{\circ} 38' N.$ , Long.  $3^{\circ} 57' W.$

On the south, so much of a straight line drawn from Navity Chimney to a position in Lat.  $57^{\circ} 38' N.$ , Long.  $3^{\circ} 57' W.$  as lies to seaward of the coast.

#### DELINEATION OF LIMITS.

4.—On the chart accompanying this Order are marked all the limits referred to therein.

#### PENALTIES.

5.—Any infringement of the Regulations contained in the First Schedule appended hereto shall render the person infringing liable to the penalty prescribed in Clause 20 of the said Schedule.

#### LOCAL AUTHORITIES.

6.—Nothing in this Order shall effect the authority of the Trustees for Cromarty Harbour or of the Proprietors of the Harbour at Invergordon under the respective Acts of Parliament relative thereto, but the Regulations and Rules contained in this Order shall be observed in the areas under the management of the above-mentioned authorities so far as they relate to those areas.

#### FIRST SCHEDULE.

REGULATIONS FOR THE PROTECTION OF THE DOCKYARD PORT OF CROMARTY AND OF HIS MAJESTY'S PROPERTY THEREIN, AND FOR ANCHORING, BERTHING, MOORING, AND BREAMING IN THAT PORT.

1.—[Identical with Rosyth, No. 1, *post*, p. 380.]

2.—[Identical with Rosyth, No. 4, *post*, p. 381.]

3.—[Identical with Rosyth, No. 6, *post*, p. 381.]

4.—If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables, or

moorings of buoys, the master of such vessel shall not proceed to unhook the same, but shall forthwith give notice thereof to the King's harbour master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

5.—No merchant or other private vessel of above five tons, compelled or allowed to anchor in or near any of the navigable channels of the Dockyard Port, shall be left at any time without a shipkeeper.

6.—No boats are to approach within 100 feet of any Government establishment, afloat or ashore, unless proceeding to or from the same on duty or with permission from the King's harbour master, and no fishing from boats shall be carried on within the same distance from any Government establishment.

7.—No ship's gun on board any merchant or other private vessel lying in the harbour shall be kept loaded, nor shall any such gun be discharged except as a signal of distress.

8.—Whenever it may be necessary for mining or gunnery operations or experiments, dredging operations, or other naval or military purposes, to reserve any area for such operations or purposes, the area will be marked by buoys coloured green and white, or by posts coloured red, and after twenty-one days' warning notice has been issued by the Admiralty, and published in the *London Gazette*, no vessel shall anchor within or pass through the area so marked, unless compelled to do so by stress of weather or to avoid accident; nor when such area is uncovered or nearly uncovered at low water shall any person pass through or remain in it, unless by permission of and under such arrangements as may be from time to time made by the officer in charge of such operations.

9.—[Identical with Rosyth, No. 5, *post*, p. 381.]

10.—No merchant or other private vessel shall lie, or be moored, so as to impede the free approach to any dock or pier or quay in the Dockyard Port used for purposes of regular passenger traffic, and when buoys are placed by the King's harbour master to mark an approach to such pier, no vessel shall lie within the space so marked.

11.—[Identical with Rosyth, No. 8, *post*, p. 381.]

12.—No merchant or other private vessel shall, without permission in writing from the senior naval officer or King's harbour master, be moored or fastened to any of the forts, Government moorings, buoys, piles, or vessels in the Dockyard Port.

13.—No vessel shall anchor on the line of any electric cable laid down in the Dockyard Port, when such line is indicated by white-

washed posts, or other discernible marks erected on shore, and a warning has been conveyed to mariners by notice issued by the Admiralty and published in the *London Gazette*.

14.—No merchant or other private vessel shall be anchored or moored within two cables of any of His Majesty's vessels or of any foreign man-of-war.

15.—[Identical with Rosyth, No. 9, *post*, p. 381.]

16.—Masters of vessels in the service of His Majesty's Government or having Government cargoes on board are, immediately on arrival, to report themselves to the King's harbour master, and take the berth assigned to them by him.

#### PREVENTION OF FIRE.

17.—No merchant or other private vessel shall be breamed in any part of the harbour without the written permission of the King's harbour master.

18.—Within the distance of two hundred yards from any of His Majesty's vessels, or of any hired vessel in His Majesty's service, or of any of His Majesty's docks, dockyards, storehouses, tanks, arsenals, powder magazines, wharves, or other establishments or buildings—

(a) No pitch, tar, resin, turpentine, grease, tallow, oil, nor other combustible matter, shall be boiled on board of any merchant or other private vessel.

(b) No fire shall be kept on board any merchant or other private vessel, except in steam vessels' furnaces, between eleven o'clock in the evening and five o'clock in the morning from the 1st of October to the 31st of March inclusive, or between eleven o'clock in the evening and four o'clock in the morning between the 1st of April and the 30th of September inclusive.

19.—No merchant or other private vessel laden wholly or in part with petroleum shall pass inside the line joining the East and West Sutors until certificates to the effect hereinafter mentioned have been lodged with the King's harbour master and his permission has been obtained.

*First.*—A test certificate from the port of shipment signed by a person skilled in the testing of petroleum and countersigned, if the port of shipment be a foreign port, by the British Consul, and if the port of shipment be a British port, by the collector or other proper officer of Customs, to the effect that the oil

does not give off inflammable vapour below the temperature of 73 degrees of Fahrenheit's thermometer.

*Second.*—A certificate from the importers or brokers of the petroleum to the same effect.

Any ship laden as above shall anchor in the examination anchorage.

#### PENALTIES.

20.—The master of every merchant or other private vessel to which this Order relates shall observe and cause to be observed the said Regulations in this schedule so far as they relate to his vessel, and if any master or other person acts in any respect in contravention of any of the said Regulations, he shall for every such offence be liable to a penalty not exceeding the sum of 10*l*.

### SECOND SCHEDULE.

#### FERRIES.

1.—Any ferry vessel plying across the harbour, however propelled, shall, between sunrise and sunset when there is risk of collision, keep out of the way of all sea-going vessels and of tugs towing trains of barges, by stopping or going astern as necessary.

2.—Every such ferry vessel, propelled by means of chains or in any other way confined to a fixed track, shall, instead of the lights directed to be carried by the Regulations for Preventing Collisions at Sea, carry four lights, one at each corner, showing white ahead and astern in the direction of the ferry track, and red on the beam or athwart the ferry track, each light to be visible for at least two miles.

#### SIGNALS FOR DREDGERS.

3.—[Identical with Berehaven lights and signals for dredgers, *ante*, p. 112.]

#### PENALTIES.

NOTE.—The master of every merchant or other private vessel to which the Rules in this Schedule relate must observe and cause to be observed the provisions of these Rules as far as they relate to his vessel, and any such master by his wilful default infringing or causing any infringement of any of the provisions of these Rules is guilty of a misdemeanour.

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## DANUBE, and PORT OF SULINA.

*Regulations of navigation and police applicable to that part of the Danube comprised between Galatz and the Mouths, enacted by the European Commission of the Danube, the 10th November, 1911.*

### GENERAL PROVISIONS.

1.—The navigation of the Lower Danube below Galatz is placed under the control of the Inspector of Navigation and the Captain of the Port of Sulina.

The authority of these two officials applies to all flags alike without distinction.

5.—Shipmasters and skippers in charge of all kinds of craft, transports, elevators, floats of timber, or rafts of whatever nationality, must comply with the orders given them, by virtue of the present Regulations, by the Inspector and by the Captain of the Port of Sulina, or by the officials under their Orders.<sup>1</sup>

They must, when required, give their names, declare the nationality and the names of their vessels, produce their Articles of Agreement, and attend personally or make their crews appear, in order to be interrogated or to give evidence, irrespective of the dispositions of Articles 11, 15, 22, and 23 hereunder.

### POLICE REGULATIONS FOR THE SULINA ROADS.

8.—The Sulina Roadstead comprises the waters of the sea within a radius of two nautical miles round the head of the North Pier.

9.—Every vessel arriving from the sea in the Sulina Roads must hoist her national colours.

10.—All vessels discharging or loading in the Roads must obey the orders of the Captain of the Port of Sulina or of his officials in all matters affected by the Regulations for the police of the navigation.

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<sup>1</sup> In the text of the present Regulations the meaning of the expressions employed is as follows: "Vessels": By this is meant all kinds of floating structures adapted to navigation. "Steam vessel": To distinguish from sailing vessel. "Steam transports": To distinguish from towed craft, among which "lighters" constitute a special category of transports. "Elevators": Floating machines provided with special apparatus for loading grain. "Rafts": A collection of pieces of wood forming a sort of floating platform on the water in contradistinction to floats of timber, a collection of firewood, or of planks fastened with poles and cords.

11.—Vessels must anchor in the places allotted them by the chief or deputy bar-pilot.

Within twenty-four hours after anchoring, the master or his chief officer must attend at the Captain of the Port's office and deposit the ship's papers.

#### POLICE REGULATIONS FOR THE PORT OF SULINA.

12.—The Port of Sulina comprises the Sulina branch for a distance of three nautical miles upstream, commencing from the point zero on the milestone scale, and that part of the Sulina branch forming the outer port, between the said point and the pierheads at the Mouth.

In case of overcrowding, the Port of Sulina extends upstream beyond the third mile up to the last river vessel moored above the Port.

Save in cases of *force majeure*, no vessel may be stationed in the outer port except those to which sanitary measures are being applied, or vessels carrying petroleum in bulk.

13.—Masters of vessels must anchor and moor in the berth allotted to them, change their anchorage, moor their vessels more or less near to the bank, cast off or slacken the moorings, and carry out all other manœuvres of the kind considered necessary by the Captain of the Port.

14.—Once at anchor, vessels must moor to the posts fixed for this purpose along the banks of the river or to vessels already at anchor, but at no time may there be more than four lines of craft moored side by side along either bank. The fourth craft can only be an elevator.

During the whole period of a vessel's stay in port the yards must be braced sharp up.

Vessels are strictly forbidden to lay out kedge anchors from the stern in order to haul themselves off, or to place moorings across the channel without the permission of the Captain of the Port.

Masters must be ready to cast off or cut the moorings permitted to be thus placed when a vessel wishes to pass.

15.—[Formalities to be carried out on arrival.]

16.—Steam vessels, the length of which exceeds 120 feet (36 m. 58), as well as tugs when towing vessels, are forbidden to swing round with the current in any of the sections of the port where other vessels are moored.

17.—The use of the siren or steam whistle is prohibited between the bell buoy and the third mile post in the river.

This prohibition does not apply to vessels under way which are permitted to use the steam whistle exclusive of the siren to indicate to other vessels also under way the direction they intend to take.

18.—Vessels berthed in the Port of Sulina shall carry during the night the same lights as are prescribed by Article 79 hereafter, for vessels moored in the river. Masters must see that no lights are used on board their vessels other than lamps with glasses or lanterns.

20.—[Vessels with petroleum or explosives must report immediately on arrival.]

21.—[Sea-going vessels with petroleum to anchor in the outer port, on the left bank, and below other vessels. Vessels with explosives must anchor in the upper part of the port above all other vessels, and they must carry a red flag at the foremast head.]

25.—Every vessel which is aground in the Port of Sulina must make the signals prescribed by Article 88 hereafter, for vessels which are aground in the river.

It is forbidden, without the permission of the Captain of the Port, to pass through a section of the port where a vessel is aground.

#### GENERAL RULES FOR THE NAVIGATION OF THE RIVER.

31.—In the waters under the jurisdiction of the European Commission, vessels must bear outboard, and in a place where it is easily seen, the name of the ship, and they must keep their colours hoisted from sunrise to sunset.

32.—Every master of any kind of vessel when under way or stationary, whether at anchor or moored to the bank, must take care that his vessel does not cause either hindrance to navigation or damage to other vessels, or the installations for the use of navigation placed in the river or on its banks; he must also watch with the same care over the safety of his vessel.

Floats of timber and rafts are subjected to the same precautionary measures as vessels.

33.—Even in the case of pilotage being compulsory, the master who has taken a pilot on board remains nevertheless responsible for the observance of the present Regulations, and of the prescriptions contained in the Notices to Navigators published by the European Commission.

34.—Vessels navigating in the river whose bows are not of a pattern permitting them to be instantly let go, must have them ready on the slipper.

35.—Steam vessels must keep full pressure of steam during the whole time they are manœuvring in the ports of the Lower Danube.

They must, so far as is possible without danger to themselves, slacken their speed when passing through the Ports of Braila, Galatz, Reni, Toultscha, and Sulina, or in such places where a vessel, a raft, or a float of timber is aground or has foundered.

The same obligation is imposed on steam vessels proceeding downstream at such points where the river describes a sharp bend.

36.—In the bends and in narrows in general, steam vessels going down river may not approach within too short a distance of vessels preceding them.

37.—Every vessel must regulate her draught of water so that when under way the difference between her draught and the depth existing over the shallows in the river over which she must pass, be at least one foot (0 m. 31).

If this difference of one foot should diminish during the trip, the vessel must stop until it has been re-established.

38.—Unless specially exempted, every steam vessel over 1,000 register tons<sup>1</sup> must be provided with a supplementary rudder.

39.—It is forbidden for steam vessels to navigate in the Sulina branch with a list of more than 15 degrees.

40.—Unless with special authorisation, the speed of vessels over 1,000 register tons may not exceed 8 miles an hour in the Sulina branch, current included, and this limit may be reduced in case of need.

41.—Vessels over 50 register tons may not sail in the Sulina branch unless going free or running before the wind; but dropping down the river, backing and filling, is here entirely forbidden.

42.—Vessels under way must stop as soon as they notice at the head of the mast of the Inspector's Office at Toultscha, or at the heads of the masts of the Stations of the Superintendents on the Sulina branch a blue flag during the day, or at night three lights placed in a vertical line one above the other, the upper and lower ones being

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<sup>1</sup> In the text of the present Regulations every statement of the capacity of vessels refers to the gross tonnage, such as is extracted from the special tonnage certificates, delivered by the competent authorities for the levying of navigation dues at the mouth of the Danube and in the Suez Canal.

red and the middle one white; so long as these signals which announce a temporary prohibition of navigation in the Sulina branch are not hauled down, vessels may not continue their voyage except with special permission.

Every vessel under way must likewise stop before approaching too near to a grounded vessel which gives notice that she obstructs the fairway.

43.—The inspector and the assistant inspector of navigation when travelling in the interests of the service have the right to take passage alone or accompanied by an official under their orders, in any vessel navigating between Braila and Sulina.

44.—Masters must give a free passage, without board, to all pilots travelling in the interests of the service and who are duly provided with a ticket of embarkation delivered to them by the river pilotage service.

#### STEERING AND SAILING RULES.

45.—In the dispositions of the present chapter,<sup>1</sup> every vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

The words “ steam vessel ” shall include any vessel propelled by machinery.

A vessel is “ under way ” within the meaning of these Regulations, when she is not at anchor or made fast to the bank, or aground.

46.—In the case of vessels meeting and without prejudice to the prescriptions of the Articles hereafter, every steam vessel must indicate the direction she intends to take by the following signals on her whistle or siren—viz. :

One short blast to mean, “ I am going to starboard.”

Two short blasts to mean, “ I am going to port.”

Steam vessels sound a signal of three short blasts to indicate “ I am going astern,” or to say “ I intend to swing round.”

The steam vessel which has made one of these signals must manœuvre in accordance with it.

The words “ short blasts ” in this and the following Articles, shall mean a blast of about one second’s duration.

47.—No vessel may cross the bow of another vessel so as to impede her in her course.

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<sup>1</sup> Articles 45 to 60 inclusive.

48.—When two steam vessels are meeting whilst proceeding in opposite ways, the one going downstream must bear towards the right bank,<sup>1</sup> and the one going upstream towards the left bank, so that both go to starboard.

The same applies in the event of a steam vessel meeting a sailing vessel running before the wind or going free; but the steam vessel must pass to leeward of the sailing vessel which sails close hauled.

The vessel disregarding the Rule must prove, in case of accident, that it was impossible for her to adhere to it.

Steam vessels must however, make the prescribed sound signals before arriving at a short distance.

49.—In the bends and at points where the fairway does not afford sufficient breadth, vessels are as a general rule forbidden to pass others going the same way, or two vessels to cross when going in opposite ways.

50.—When a vessel proceeding up river finds herself likely to meet a vessel going down river, in a bend or in a passage where the fairway does not afford sufficient breadth, she must wait below the bend or narrow passage until the other one has passed through it.

Steam vessels going downstream, on arriving at a bend or narrow passage, must signal their approach by giving one prolonged blast of a duration of about 4 to 6 seconds.

*An ascending ship must stop below the passage until a descending ship has cleared it whenever the ascending ship has notice that if she proceeds she will be exposed to the risk of meeting the descending ship at or near that point; and the descending vessel must stop above the passage when the ascending ship has reached such point and has actually begun to navigate the contracted passage before notice is conveyed to her that if she proceeds she will be exposed to the risk of meeting the descending ship at or near the point. When the ascending ship neglects to stop below the passage, it is the duty of the descending ship to refrain from any attempt to exercise her right of precedence when the intention of the ascending steamer to violate the Regulations becomes reasonably apparent (The Clieveden v. The Diana (1894), 7 Asp. M. C. 489).*

51.—When a steam vessel wishes to pass another going the same way, she gives the signal for it before arriving at a short distance by sounding five short and consecutive blasts.

The preceding vessel, when in a position to do so, keeps out of the way by going to the left and slackening her speed, sounding at the

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<sup>1</sup> *I.e.*, the bank of the river which lies on the right hand of an observer facing downstream.—Ed.

same time two short blasts in sign of consent. Only on this signal being given the other vessel takes the lead by keeping to the right.

52.—When a faster sailing vessel overtakes another sailing vessel and wishes to pass her, she gives the signal for it in good time by hailing the one ahead of her, which latter must let her pass to windward.

When a steam vessel wishes to pass a sailing vessel going the same way, she must sound the prescribed signal before arriving at a short distance and pass to leeward of the sailing vessel.

53.—Every steam vessel or sailing vessel, whether going up or down the river, must keep out of the way of vessels which drop down with the current.

On her part, the vessel dropping down with the current, even when letting drag her anchor, must keep as close as possible to one of the river banks in order to offer as little obstacle as possible to the passage.

54.—Vessels beating up must take care that in their evolutions they do not get in the way of steam vessels.

55.—[Sailing vessels meeting sailing vessels: the same as Article 17 of the Collision Regulations.]

56.—Boats, heavily laden barges, as well as vessels of a tonnage of 50 register tons or less, must keep out of the way of steam vessels.

Steam vessels must, on their part, when passing near such vessels, ease down their engines or stop them altogether in case of danger to the vessels encountered, if this can be done without danger to themselves or to the vessels they are towing.

57.—Tugs, even when towing other vessels, are assimilated to steam vessels and must, like them, observe all the prescriptions of the present chapter.<sup>1</sup>

However, when meeting sailing vessels or steam vessels going opposite ways, the tug towing other vessels, if proceeding upstream, is entitled to depart from the rule established by Article 48 above, in order to keep out of the current, if she can do so without danger to the vessels encountered.

Except in the case of a tug wishing to pass another, two tugs having vessels in tow may never be abreast, whether at anchor or under way.

Moreover, vessels in tow, whenever encountering other vessels, must always draw close together in such manner as to leave a sufficiently wide passage.

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<sup>1</sup> *I.e.*, Articles 45 to 60 inclusive.

58.—If two vessels tracked in opposite directions meet along the same bank, the one going upstream must make way for the other to pass.

If a vessel tracked by draught animals overtakes one tracked by men, the latter makes way for the former to pass.

In case of a tracked vessel coming up with another moored to the bank, the master of the latter must allow the sailors of the former to come on board in order to carry over the tracking rope.

59.—No one may attempt to pass tracked vessels, except by bearing towards the bank opposite to that on which tracking is carried on.

On the signals prescribed by Articles 48 and 51 above having been given, tracked vessels must, on their part, keep as close as possible to the bank they are skirting.

60.—In obeying and construing the prescriptions in the preceding Articles (45 to 59) masters and skippers must have due regard to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above Rules necessary in order to avoid immediate danger.

#### RULES FOR NAVIGATION AT NIGHT OR IN FOG.

66.—In the dispositions of the present chapter—*i.e.*, Articles 66 to 77 inclusive—the word “visible,” when applied to lights, shall mean visible on a dark night with a clear atmosphere.

67.—[Identical with Article 1 of the Collision Regulations, *ante*, p. 4.]

68.—[Lights for steam vessels under way, identical with Article 2 of the Collision Regulations, *ante*, p. 6, except that the masthead light is not in any case to be carried at a greater height above the hull than 40 feet.]

69.—In derogation to the preceding Article, steam vessels of less than 40 register tons, when under way, must carry:

- (a) In the fore part of the vessel, or on or in front of the funnel where it can best be seen, and at a height above the gunwale not less than 9 feet (2 m. 74), a bright white light, constructed and fixed as prescribed in sub-division (a) of Article 68 above [*i.e.*, Article 2 (a) of Collision Regulations] and of such a character as to be visible at a distance of at least 2 miles.

- (b) Green and red side lights constructed and fixed as prescribed by sub-divisions (b) and (c) of Article 68 above [*i.e.*, Article 2 (b, c) of Collision Regulation] and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried not less than 3·28 feet (1 m.) below the white light.

Small steamboats may carry the white lantern at a height less than 9 feet (2 m. 74) above the gunwale, but this light must be carried above the combined lantern mentioned in sub-division (b) above.

70.—A steam vessel, when towing one or more other vessels, must in addition to her side lights, carry two bright white lights in a vertical line, one above the other, not less than 6 feet (1 m. 83) apart. Each of these lights must be of the same construction and character, and must be carried in the same position as the white light mentioned in sub-division (a) of Article 68 above [*i.e.*, Article 2 (a) of Collision Regulations.]

When towing, the tug must also carry a small white light abaft the funnel or aftermast for the vessel in tow to steer by, but such light must not be visible forward of the beam.

71.—A sailing vessel over 50 register tons, when under way, must carry the lights as are prescribed by Article 68 for a steam vessel under way, with the exception of the white lights, which she must never carry.

72.—Boats, barges, as well as vessels of 50 register tons or less, under oars or sails, must carry a lantern showing a white light.

73.—Rafts and floats of timber navigating at night must carry a white light at each corner, and three white lights at the masthead placed one above the other.

74.—A vessel dropping down with the current must wave a white light at the stern on other vessels approaching.

75.—Every vessel under way at night, whether alone or in tow, must show a white light at the stern to vessels overtaking her.

76.—In mist, fog, drizzling rain, falling snow, or during squalls with rain, steam vessels and sailing vessels must moderate their speed according to the state of the atmosphere, so that they may always remain under command and be able to stop in time in case of obstruction; when under way steam vessels must sound a prolonged blast of from 4 to 6 seconds' duration at intervals of not more than two minutes, and sailing vessels must sound the foghorn or any other

instrument they may have on board. On no account may the bell be rung when a vessel is under way.

77.—As a general rule, vessels, rafts, and floats of timber may not navigate when darkness or the state of the atmosphere does not permit both banks of the river being seen simultaneously.

#### RULES FOR VESSELS AT ANCHOR.

78.—When anchoring, vessels must hug one of the banks as much as possible in order to leave sufficient breadth in the navigable channel for vessels under way.

With the exception provided for by Article 99 hereafter, it is forbidden for vessels to moor or to anchor in the bends of the river, even alongside the banks, or to let go the anchor where telegraph cables are submerged as is shown by signals bearing inverted anchors.

Outside the ports, two or more vessels may never be anchored or moored abreast of one another alongside the tracking road.

79.—A vessel under 150 feet (45 m. 72) in length, when at anchor or moored in the river, must carry forward, during the night, where it can best be seen, but at a height not exceeding 20 feet (6 m. 18) above the hull, on the side turned towards the channel, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile.

A steam vessel or sailing vessel of 150 feet (45 m. 72) or upwards in length, when at anchor, must carry besides the above-mentioned light, at or near the stern, another such light which must be placed lower than the forward light.

Rafts and floats of timber remaining at anchor during the night must carry the lights prescribed by Article 73 above, with the exception of the lights at the two corners turned towards the bank, which they must remove.

80.—In mist, fog, drizzling rain, falling snow, or during squalls of rain, masters or skippers of vessels stationed elsewhere than alongside the quays in ports, must ring during the day as well as during the night, the ship's bell rapidly for about five seconds at intervals not exceeding one minute; the conductors of rafts and floats of timber must hail at the same intervals with a speaking trumpet, or make some other prolonged sound signal of sufficient force.

81.—When a vessel, a raft, or a float of timber is obliged for the purpose of mooring to lay out a rope or chain across the channel, this rope or chain must be promptly cast off as soon as another vessel comes in sight and wishes to pass.

82.—It is forbidden for vessels to leave their ropes across the river during the night or in fog.

84.—No raft or float of timber not in tow may navigate in the Sulina branch by night—that is to say, between sunset and sunrise.

#### RULES IN CASES OF DAMAGE, GROUNDING, AND SHIPWRECK.

87.—Every vessel which is aground must, on the approach of other vessels, hail them or acquaint them of her being fast by prolonged and intermittent blasts of the steam whistle, or by any other alarm signal before they come near.

Moreover, in case of shipwreck or grounding in the Sulina branch, every vessel must station at a convenient spot and at least one mile upstream, a look-out who is charged with hailing vessels proceeding down river, and to acquaint them of the nature and place of the accident.

88.—A grounded vessel provided with masts, must carry during the day, from daybreak on, in a vertical line, one over the other, at least 6 feet (1 m. 83) apart, in a place where they can best be seen, two black balls or shapes, each 2 feet (0 m. 61) in diameter. During the night she must carry in the same place, besides the riding lights provided for by Article 79 above, two red lights placed in a vertical line one over the other at least 6 feet (1 m. 83) apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. But if the grounded vessel obstruct the channel, she must signal it during the day by flying any square flag, and during the night by placing a white light between the two signs indicated above, and at least 6 feet (1 m. 83) apart from each.

89.—Every shipwreck in the river is regarded with suspicion (save in exceptional cases), and is presumed to be imputable to the negligence or to the ill-will of the master or his crew, unless proved to the contrary.

#### CONCERNING THE POLICE OF THE PORT OF TOULTCHA.

99.—Every vessel desiring to stop at Toultscha must be moored to the right bank of the river, but there must never be more than three lines of craft moored abreast.

100.—No vessel may cast anchor in the navigable channel before Toultscha between the posts on the right bank bearing inverted anchors.

## SPECIAL PROVISIONS TO BE OBSERVED.

161.—The precautionary measures prescribed by Article 32 of the present Regulations to masters or conductors of vessels, floats of timber or rafts navigating or stationary on the Lower Danube below Galatz, concern specially the floating plant employed on the works of improvement in the river, and at its Mouths, as well as to works of every kind, such as breakwaters, piers, groynes, quays, and revetments constructed or to be constructed by the European Commission of the Danube, or by the authority which shall succeed it, and to the buoys and other signals placed by one or other of these authorities in the river or on its banks.

162.—Masters or conductors of vessels, transports, floats of timber or rafts, must likewise take the necessary precautions in order to impede as little as possible the works in course of execution, especially the dredging works and the construction of the works undertaken or to be undertaken on the Lower Danube below Galatz and at its Mouth.

To this effect, masters of all steam vessels must slacken speed as much as they can without danger to their own vessels, or to the vessels towed by them when they are passing through a section of the river in which dredging or other works are in course of execution, so long as they are between the special signals erected on the banks above and below the site of the works.

163.—The masters and conductors of all vessels, floats of timber and rafts must also strictly observe the prescriptions contained in the Notices to Navigators which regulate the passage through the sections of the river and of the Mouth when dredging works are carried on.

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**DARTMOUTH.**

*Bye-law made by the Dartmouth Harbour Commission on the 27th June, 1887, in pursuance of the Dartmouth Harbour Improvement Act, 1882, and approved by the Board of Trade, 5th July, 1887.*

29.—All vessels making use of the harbour shall exhibit the lights prescribed by the Regulations, which have been approved by Her Majesty in Council, in pursuance of the Merchant Shipping Act Amendment Act, 1862.<sup>1</sup>

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<sup>1</sup> The Regulations referred to are the Collision Regulations of 1884.

*Bye-law approved by the Board of Trade, 31st July, 1901.*

33.—No steam vessel entering, leaving, using, or navigating within the harbour, shall be driven at more than half speed, and in no case shall the speed exceed five knots except in such portion of the river as lies between H.M.S. *Hindustan* and the ferry at Dittisham.

## DEPTFORD.

See also THAMES, LOWER, post, p. 431.

*The following Regulations were made by Order in Council, the 27th September, 1918, by virtue of the Dockyard Ports Regulation Act.<sup>1</sup>*

4.—No merchant or other private vessel shall be anchored, moored, or placed within the limits following:

Within sixty fathoms of the wharves of His Majesty's Victualling Yard at Deptford.

5.—No merchant or other private vessel shall be anchored, moored, or placed within forty fathoms from the centre of any of His Majesty's moorings in any part of the Thames from the Nore upwards.

6.—If at any time a merchant or other private vessel hooks any of His Majesty's moorings, the master of such vessel shall not proceed to unhook the same, but shall forthwith give notice to the King's harbour master, or to the chief officer of the nearest of His Majesty's dockyards, in order that aid may be given for clearing the moorings without doing any damage to the same.

7.—No vessel laid by or neglected as unfit for sea service shall lie within the limits prescribed by Article 4 of this Order.

## DOVER.

*Regulations made by Order in Council the 10th of June, 1921, under the Dockyard Ports Regulation Act, 1865.*

### PRELIMINARY.

1.—This Order shall take effect from one calendar month from the date hereof.

2.—On this Order taking effect the said Order of the 17th January, 1912, shall cease to operate, and in lieu of the Regulations thereby

<sup>1</sup> *London Gazette*, 1918, p. 11435.

made the Regulations and Rules set forth in the First and Second Schedules to this Order are hereby made, and shall have effect in relation to the Dockyard Port of Dover.

3.—In this Order, and in the Schedules hereto, unless the context shall otherwise require, the terms “ vessel ” and “ master ” shall have the same meaning as in the said Dockyard Ports Regulation Act, 1865, and the term “ the Dockyard Port ” shall mean the Dockyard Port of Dover as described in paragraph 4 hereof.

#### DESCRIPTION OF LIMITS.

4.—For the purposes of the said Act and of this Order and of the Schedules hereto, the terms “ Dockyard Port of Dover,” “ Admiralty Harbour,” and “ Commercial Harbour ” shall be defined as follows:

##### *Dockyard Port of Dover.*

The term “ Dockyard Port of Dover ” shall mean all the waters, bays, and creeks so far as the tide flows lying between the lines drawn as follows:

On the east, a line drawn south true through a point on the shore at high-water mark situated 400 yards N.  $57^{\circ}$  E. true from the root of the Eastern Arm.

On the west, a line drawn south true through a point on the shore at high-water mark situated 400 yards S.  $77^{\circ}$  W. true from the root of the Admiralty Pier.

On the south, a line drawn east and west true through a point situated 870 yards south true from the flagstaff in Archcliffe Fort.

##### *Admiralty Harbour.*

The term “ Admiralty Harbour ” shall mean that portion of the Dockyard Port which is enclosed by the Eastern Arm, Detached Mole, and Prince of Wales’ Pier, and by lines joining their extremities.

##### *Commercial Harbour.*

The term “ Commercial Harbour ” shall mean that portion of the Dockyard Port which is enclosed by the Admiralty Pier, Admiralty Pier Extension, and Prince of Wales’ Pier, and by a line joining the extremities of the last two mentioned piers.

#### DELINEATION OF LIMITS.

5.—On the chart accompanying this Order are drawn all the limits of the Dockyard Port, the Admiralty Harbour, and the Commercial Harbour respectively.

## PENALTIES.

6.—Any infringement of the Regulations contained in the First Schedule hereto shall render the person infringing liable to the penalty prescribed in Clause 12 of the said Schedule.

## LOCAL AUTHORITIES.

7.—Nothing in this Order shall affect the authority of the Harbour Board for Dover under the Acts of Parliament relating to them.

## FIRST SCHEDULE.

## REGULATIONS.

1.—The Admiralty Harbour shall, subject to the provisions of Clause 4 of this Schedule, be for the exclusive use of His Majesty's ships, and no merchant or other private vessel shall, without permission from the King's harbour master, anchor or lie in it.

2.—No merchant or other private vessel shall, without licence in writing from the King's harbour master, be moored or fastened to any Government moorings, buoys, piles, or vessels in the Dockyard Port.

3.—The berths alongside the Admiralty Pier Extension eastward of the position of the old head of that pier are to be cleared whenever required for His Majesty's service.

4.—As far as practicable a fairway will be kept through the Admiralty Harbour for vessels passing between the eastern entrance of the Admiralty Harbour and the Commercial Harbour.

5.—Moorings for His Majesty's ships, mark buoys, and other aids to navigation, and such other buoys as may be required for any purpose in connection with naval or military operations, may be placed by the King's harbour master in such positions as he may from time to time consider the requirements of His Majesty's service demand.

6.—No person shall lay moorings for private vessels in the Dockyard Port without the permission in writing of the King's harbour master, and all such moorings shall be in such positions as the King's harbour master shall deem fit, and shall be forthwith removed on the requisition of the King's harbour master to that effect.

7.—If at any time the anchor of any merchant or other private vessel hooks any Government moorings or any electric cables, or moorings of buoys, the master or other person having the charge or command of such vessel shall not proceed to unhook the same, but shall forthwith give notice thereof to the senior naval officer, or to

the King's harbour master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

8.—No merchant or other private vessel shall make fast to, or lie at, any of the buoys marking the channels or shoals in the Dockyard Port.

9.—No vessel other than His Majesty's ships shall use the eastern entrance to the Admiralty Harbour between one hour after sunset and one hour before sunrise, without special authority of the King's harbour master.

10.—No ballast, stones, sand, earth, clay, refuse, ashes, rubbish, dust, filth of any description, nor refuse from any quarry, mine, or pit, nor any other matters solid or liquid whatsoever shall be unladen, cast or allowed to fall into the waters of the Dockyard Port except in such places as may be appointed by the King's harbour master, or upon the banks or any portion of the shore of the said Dockyard Port where the same may be liable to be washed into the waters of the said Dockyard Port by rain, tide or otherwise.

11.—No vessel shall anchor in the approach to the eastern or western entrance to the Admiralty Harbour in such a position as to obstruct the free passage of any vessel through either of these entrances.

12.—The master of every merchant or other private vessel to which this Order relates shall observe and cause to be observed the said Regulations in this Schedule as far as they relate to his vessel, and if any master or other person acts in any respect in contravention of any of the said Regulations, or fails to observe or to cause the same to be observed, he shall for every such offence be liable to a penalty not exceeding the sum of 10*l*.

## SECOND SCHEDULE.

### RULES.

1.—When any seagoing steamship, steam vessel towing, steam dredger or steam hopper, within the limits of the Dockyard Port (excluding the Commercial Harbour) shall, by reason of the crowded nature of the anchorage or from other cause, find it unsafe or impracticable to keep out of the way of a sailing vessel, or of a boat under oars or sail or steam or other mechanical power, she shall signify the same to the sailing vessel or boat by four short blasts of the steam whistle, blown in rapid succession, when the sailing vessel or boat shall keep out of the way of the other vessel; provided always

that the latter shall be navigated with due care and at a moderate speed.

2.—When one of His Majesty's vessels or other vessel, being either in charge of His Majesty's officers or over 9,000 tons gross register, intends to pass in or out of the Admiralty Harbour through the eastern entrance, she shall hoist the red ensign over "M" flag (International Code—alphabetical) by day, or a red light by night at the foremast head, and all other of His Majesty's vessels present in the port shall hoist the pilot jack by day or show position lights (two white lights vertical, 8 feet apart hoisted at the peak, or if no gaff, hoisted abreast of the maintop in the middle line of the ship *or on the ensign staff*) by night, as a general warning. The pilot jack shall also be hoisted by day, or position lights by night, on the flagstaff on the eastern breakwater for the same purpose, and all other vessels under way in the harbour or in the approach to the eastern entrance outside the harbour, shall keep out of the way of the said vessel flying the red ensign over "M" flag, or showing the red light at the foremast head; provided always that the said vessel shall be navigated with due care and at a moderate speed.<sup>1</sup>

3.—Outgoing steamers shall have priority of passage through the eastern entrance to the Admiralty Harbour over incoming steamers, and incoming steamers shall not approach the eastern entrance to the Admiralty Harbour within a distance of half a mile until it shall have been ascertained that no vessel is coming out.<sup>2</sup>

4.—When one of His Majesty's vessels or other vessel, being either in charge of His Majesty's officers or over 9,000 tons gross register, intends to pass in or out of the Admiralty Harbour through the western entrance, she shall hoist the red ensign over "M" flag (International Code—alphabetical) by day or a red light by night, at the foremast head, and all other of His Majesty's vessels present in the port shall hoist the pilot jack by day, or show position lights (two white lights, vertical, 8 feet apart, hoisted at the peak, or if no gaff, hoisted abreast of the maintop in the middle line of the ship *or on the ensign staff*) by night, as a general warning. The red ensign over "M" flag shall not, however, be so hoisted when other vessels are using or are about to use the western entrance as indicated by signal at the Commercial harbour master's flagstaff, except in cases of emergency, when priority of passage shall be given to His Majesty's vessels or other

<sup>1</sup> This Regulation was made by Order in Council, 4th February, 1918.

<sup>2</sup> Cf. *The Iliona v. Le Nord* (1921), 8 Ll. L. R. 199, where apparently this Rule was not cited.

vessels, being either in charge of His Majesty's officers or over 9,000 tons gross register. All other vessels under way in the harbour, or in the approach to the western entrance outside the harbour, shall keep out of the way of the said vessel flying the red ensign over "M" flag, or showing the red light at the foremast head; provided always that the said vessel shall be navigated with due care and at a moderate speed.<sup>1</sup>

5.—Should a vessel sink or become a wreck in any part of the Dockyard Port, so that an obstruction in a navigable fairway is caused which in the opinion of the King's harbour master it is necessary to mark, such vessel or wreck will be indicated by the following marks or lights, exhibited from the wreck itself or from a wreck-marking craft.

By Day: Three balls on a yard 20 feet above the sea, two placed vertically at one end and one at the other, the single ball being on the side nearer the wreck.

By Night: Three white fixed lights similarly arranged but not the ordinary riding lights.

If the obstruction is not considered by the King's harbour master of sufficient importance to be marked both by day and night, a green buoy only will be used with the word "wreck" on it in white letters.

6.—The speed of all merchant and private vessels inside the Admiralty Harbour is not to exceed six knots.

#### LIGHTS AND SIGNALS FOR DREDGERS.

7.—[Identical with Berehaven Lights and Signals for Dredgers, *ante*, p. 112.<sup>1</sup>]

NOTE.—The master of every merchant or other private vessel to which the Rules in this Schedule relate must observe and cause to be observed the provisions of these Rules as far as they relate to his vessel, and any such master by his wilful default infringing or causing any infringement of any of the provisions of these Rules is guilty of a misdemeanour.

#### DUBLIN.

*The following bye-laws were sanctioned by His Excellency the Lord Lieutenant on 18th March, 1898:*

*The River Liffey extends from Barrack Bridge to the point at which the river joins the sea.*

<sup>1</sup> This Regulation was made by Order in Council, 4th February, 1918.

*The Harbour of Dublin is deemed to be and includes all places in or at which ships can obtain shelter, or lie or ship or unship goods or passengers, between Carlisle Bridge and the space of one mile to the eastward of Poolbeg Lighthouse.*

*The Port of Dublin includes the River Liffey, all piers, jetties, basins, and other works of the Harbour Board, the Harbour of Dublin, and the strands, bays, creeks, and harbours thereof, commencing from Barrack Bridge, and extending to and including the Harbour of Sutton on the north, and Harbour of Dalkey on the south, except thereout the Harbour of Kingstown and the Royal Canal Docks, and entrance thereto from the River Liffey.*

*The Harbour of Kingstown consists of and includes the old Harbour of Dunleary, together with Kingstown Harbour and the space of 500 yards beyond the entrance thereof. (32 & 33 Vict. c. c., s. 2.)*

1.—All steam and sailing vessels and vessels in tow entering into or departing from the Harbour of Dublin, and navigating within its limits, shall, so far as practicable, keep their starboard side of mid-channel, so that the rule of port helm may always be applied to clear vessels proceeding in an opposite direction.

2.—All vessels, when under way, that cross to that portion of the fairway channel which is not their proper side for the purpose of turning or otherwise, must take upon themselves the responsibility of doing so safely, having regard to the passing traffic, and will be responsible for any injury or damage that may in consequence arise.

3.—When a steam vessel or a steamer towing is overhauled by another steamer within the limits of the harbour, the overtaken vessel shall keep as far as practicable to her starboard side of the channel, and shall not offer any obstruction by crossing the river or otherwise to the free passage of the overtaking vessel.

4.—All vessels, steam or otherwise, navigating within the limits of the harbour are to exhibit, from sunset to sunrise, the lights ordered and sanctioned by the Regulations for the Prevention of Collisions at Sea.

5.—All vessels at anchor within the limits of the harbour shall exhibit, from sunset to sunrise, where it can best be seen, at a height of not more than twenty feet from the deck, a white light in a globular lantern, not less than eight inches in diameter, and so constructed as to show a clear and unbroken uniform light, visible all round the horizon at a distance of at least one mile. In foggy weather all vessels at anchor in the above limits are to ring a bell once every half minute.

6.—Steam vessels when to the westward of the Concrete Wall (east side of North Wall Basin), are to proceed up or down the river slowly, at not more than quarter speed, and are in all parts of the river to stop their engines when passing any harbour work in progress, or any diving-bell, dredgers, or other plant of the Board that may have a red flag flying; steamers are also to slow or stop, if necessary, when passing the ferryboats, loaded floats, lighters, vessels in tow, or at anchor.

7.—All vessels, steam or otherwise, navigating within the limits of the harbour are to keep a good look-out, and use every possible precaution to avoid collisions.

8.—Masters, pilots, or others in charge of ships, floats, lighters, and vessels of every description, navigating within the limits of the harbour are strictly prohibited, except in cases of emergency, from anchoring in the channel between Poolbeg Lighthouse and the Custom House; if, however, compelled to anchor, must do so as much out of mid-channel as they safely can, and when at anchor must always have a good look-out on deck, and exhibit, in addition to the usual anchor light, a light on bowsprit and on mizen boom end.

9.—Masters of trawlers are strictly prohibited from anchoring or mooring their vessels in the channel between Poolbeg Lighthouse and the Custom House, or in the North Wall Basin, unless with the sanction of the harbour master.

10.—No vessel shall make use of the method of fishing known as beam trawling, or otter trawling, in the River Liffey, or within one mile to the eastward of Poolbeg Lighthouse, in the fairway of vessels entering or leaving the Harbour of Dublin. And if any vessel does make use of any such method of fishing within such limits, the master or owner of any such vessel shall, for every such offence, be liable to a penalty not exceeding 5*l*.

14.—The master or person in charge of a steam vessel engaged in towing, shall not, between the Poolbeg Lighthouse and the Royal Canal Dock, tow more than two vessels abreast, or three in length, and when west of the Royal Canal Dock shall only tow two vessels, one after the other, and not abreast, and then at a speed not greater than two miles per hour.

20.—The master or person in charge of a vessel of any description in the harbour, shall at all times have at least one person on deck, and if his vessel is on an outside tier, or moored more than forty feet from the river walls, shall exhibit from sunset to sunrise a conspicuous light in a proper closed lantern. (See also Bye-law 5, *ante*, p. 220.)

21.—The master or person in charge of a vessel or lighter that shall take ground in the fairway of the channel shall from sunset to sunrise exhibit conspicuous lights to denote her position, and in thick or foggy weather ring a bell, once every half minute, and as soon as his vessel or lighter is afloat shall heave out of the fairway. (See Byelaw 4, *ante*, p. 220.)

22.—Anyone in charge of a vessel that is prepared to allow her to lie in a berth where she shall take the ground, must be answerable for any damage that may occur to her by so doing.

23.—Whenever it is necessary in swinging, winding, or changing berth for any vessel to run a rope or hawser across the river, the master or person in charge of any other vessel proceeding up or down the river at the time, shall proceed slowly and with caution, and, if necessary, stop or anchor his vessel, so as to avoid running foul of such rope or hawser, and the vessel winding shall, from sunset to sunrise, exhibit proper lights to denote her position.

24.—Masters or others are not to commence to swing or wind their vessels while any vessels are proceeding up or down the river near enough to foul, and no vessels are to cast loose to proceed up or down the river, so as to cause damage, or come into collision with any vessel while winding.

29.—Masters and others in charge of vessels anchoring in the river, are to have a good buoy rope, at least five fathoms long, with a buoy attached to it, made fast to the anchor let go.

30.—The masters or others in charge of a vessel shall not leave any anchor that may have been slipped or dropped from such vessel in any part of the river, without a buoy to mark its position, and such anchor is to be removed without delay.

31.—Small boats sailing or rowing within the limits of the harbour are strictly required to keep out of the fairway channel of the river.

*Bye-laws as to vessels carrying explosives, sanctioned by the Board of Trade, 18th January, 1877.*

1.—All ships entering, and while in the Harbour of Dublin, having any explosive on board, and during the time of loading and unloading explosive, shall hoist a large red flag at the port fore yardarm, and keep it flying from sunrise to sunset, and shall show a red light in the like position from sunset to sunrise.

2.—Such ships shall anchor in the Pigeon House Hole, and as soon as possible on entering the harbour, or on commencing to take

explosive on board, shall give notice at the harbour master's office, North Wall, of the arrival or loading of the ship, the names of the master and owners, and the names of the owners of the explosive. and shall also give notice of the marks, quantity, and quality of the explosive.

3.—No such ship shall be allowed to anchor or berth, or be westward of the Pigeon House Hole, or at any other part of the Harbour of Dublin; she shall not haul or come alongside of any wharf, quay, or ship within the harbour, save as hereafter provided, but shall remain at anchor until all explosive shall be discharged, and until notice shall be given at the harbour master's office to that effect, or until she shall leave the harbour as the case may be.

22.—After boats (employed in the conveyance of explosives) are loaded, they are not to lie alongside the ships or wharfs when loaded, but are to use all dispatch to arrive at their place of destination, being careful to keep to the south side of the red buoys marking the river channel, and clear of the fairway track of ships navigating the river.

*In this port vessels carrying petroleum are not required to show any distinguishing flag.*

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## FALMOUTH HARBOUR.

*Bye-laws made by the Falmouth Harbour Commissioners and confirmed by the Board of Trade, 23rd August, 1912.*

1.—In these bye-laws—

“The harbour” means so much of the harbour as is within the jurisdiction of the Commissioners.

“Vessel” includes any ship, lighter, dredger, barge, hulk, coal-hulk, yacht, launch, boat, wherry or craft whatsoever, whether navigated by machinery or otherwise.

33.—Every vessel entering the harbour shall, whilst continuing therein, be under the direction and control of the harbour master; and every pilot bringing a vessel into the harbour shall berth her under the direction of the harbour master in such a position as will allow a clear passage for vessels entering or leaving the harbour. The master of every vessel without a pilot shall comply with this bye-law. The deepest water shall be reserved for large vessels and vessels of heavy draught. A vessel shall not be anchored between the fairway buoys or be moored in such a position as will interfere with the free access to any dock, wharf, or quay. A vessel shall not be laid up between Trefusis Point and Green Bank Quay.

34.—Every vessel shall be moored or berthed at such part of the harbour and shall from time to time be removed from place to place to such situation within the harbour as the harbour master shall direct; and the owner or master who refuses or neglects to obey the directions of the harbour master with regard to the mooring, berthing, or subsequent removal of any vessel shall for every offence be liable to a penalty not exceeding 5*l.* and a further sum of 20*s.* after notice in writing, for every hour during which such directions are neglected.

36.—The harbour master may require the owner or master of any vessel lying within the harbour to take up the anchor or anchors of such vessel, or to get the flukes of the anchor or anchors on the forecastle, or to cast off or slack the ropes or fasts or to brace the yards or to rig in the jibboom and spritsail yard of such vessel. And every owner or master who neglects to comply with any such direction of the harbour master shall, for every offence, be liable to a penalty not exceeding 5*l.* and a further sum of 20*s.* after notice in writing for every hour during which such directions are neglected.

37.—Every anchor which is let go in any part of the inner harbour shall be buoyed, and if let go above low-water mark at ordinary tides, or slipped in any part of the harbour shall be taken up without delay. Every owner or master shall on receiving notice from the harbour master so to buoy or take up such anchor immediately comply with such notice. In default (without prejudice to the liability of such owner or master to a penalty under Bye-law No. 49) such anchor may be buoyed or taken up at his cost.

38.—No vessel shall be fastened to any marking or warping buoy; and if any vessel be so fastened the harbour master may cast off the ropes or chains with which she is so fastened, and every owner or master who neglects or refuses to cast off the ropes or chains, with which such vessel is so fastened to any buoy and to shift it as aforesaid, and every person who again fastens any vessel to any such buoy after the ropes or chains have been cast off by the harbour master shall for every offence be liable to a penalty not exceeding 20*s.*

*Bye-laws relating to vessels carrying explosives, sanctioned by the Board of Trade, 4th December, 1876.*

#### REGULATING NAVIGATION, MOORING, ETC.

3.—The master of every ship or boat having gunpowder or other explosive on board, shall keep conspicuously exhibited at the foremast, or other conspicuous part of such ship or boat, from sunrise

to sunset, a red flag, and between sunset and sunrise keep a red light exhibited at the foremast or other conspicuous place as aforesaid, in such a position as to show a clear, uniform, and unbroken light all round the horizon.

5.—The master of every ship or boat entering the port, having gunpowder or other explosive on board, shall take up such berth as the harbour master shall direct, and shall not remove his said ship or boat from such berth without an order in writing from the harbour master.

6.—Any ship or boat carrying, or about to carry any explosive, shall be moored only in such part of the harbour as shall be specially indicated by the harbour master.

28.—Steamers passing ships or boats having explosive on board indicated by their carrying such flag as aforesaid, shall keep at the safest possible distance, and use every precaution to prevent the falling of sparks or fire.

29.—The harbour master may in his discretion exempt explosive of the 1st division of the 6th (ammunition) class, and quantities of other explosives not exceeding 10 pounds in weight, from any of these bye-laws except No. 17. The names and expressions used in these bye-laws shall have the same meanings as are assigned to the same names and expressions in the Act (the Explosives Act, 1875).

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## FLEETWOOD-ON-WYRE (LANCASHIRE).

*Bye-laws made by the Committee of Management of the Lancashire and Yorkshire and London and North-Western Railway Companies on 30th September, 1880.*

4.—The master, owner, or other person having the charge of any vessel whilst in the harbour, shall moor or place and keep moored such vessel where directed by the harbour master, and shall move and place and remove the same from time to time under or from any crane, spout, or drop in accordance with the directions of the harbour master or other authorised person.

6.—All vessels lying in any part of the harbour shall have a man on deck day and night, and a sufficient number of men on board to shift the vessel if it should be necessary to do so, and also shall have a light hoisted at the forestay during the night if at anchor or at the moorings.

33.—The master of every vessel at anchor shall, during a fog, cause a bell to be rung or a foghorn to be sounded at frequent intervals.

*The following notice has been issued by the harbour master :*

NOTICE TO MARINERS, BOATMEN, FISHING TRAWLERS, AND  
OTHER VESSELS.

Vessels bound into Fleetwood must not enter the river without being sure they have water sufficient to ensure them getting to the quays or piers they are bound to.

All vessels passing up or down the channels within harbour limits must keep out of the way of the Belfast Mail Steamers coming in between four and six each morning, and going out between 10.45 p.m. and midnight each night, and if obliged to anchor must keep well out of the fairway; on no account must they anchor between the Black Scar Perch and the Canshe Hole. If this Regulation is not complied with, they will be held liable should casualty occur.

Complaints having been made as to the practice of those in charge of pleasure boats and others anchoring in the fairway of the Channel for the purpose of fishing, and so obstructing the safe navigation of the river, all persons are hereby warned to discontinue this, and so allow free passage to the large steamer traffic now running in and out of the harbour, and so avoid danger of casualty to themselves and parties hiring their boats.

Vessels anchoring within Fleetwood Harbour must exhibit the anchor lights required by the Regulations for Preventing Collisions at Sea, and always have an anchor watch kept throughout the night.

SPECIAL NOTICE TO MASTERS OF STEAM TRAWLERS AND OTHER STEAM  
VESSELS FREQUENTING FLEETWOOD HARBOUR.

Warning is hereby given, that vessels under steam must not navigate any portion of this harbour above the Black Scar Perch, at a greater rate of speed than five knots per hour, also on passing other vessels, either steam or sail, hopper barges, pontoons in tow, etc., in the channels outside the above-mentioned Black Scar Perch and within harbour limits, due care must be taken to pass them at a rate of speed that will not cause risk from displacement, or what is commonly called "backwash," and that all vessels must be navigated in this harbour strictly in conformity to Article 25, contained in the

Regulation for Preventing Collisions at Sea (Act of December, 1896)  
—viz.:

Article 25.—In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

Masters of steam trawlers are warned to be careful when navigating within the harbour, as much damage has been done.

#### DREDGING.

As dredging operations are carried on extensively on the Bar and in the harbour channels during the whole year, vessels are cautioned to give the dredgers a wide berth, and steamers must slow or stop their engines when passing them.

The dredgers carry the regulation lights by night and cones by day, suspended from an outrigger, and vessels are to pass that side of the dredger on which the signals are exhibited.

Warning is also hereby given, that all vessels requiring to pass dredgers at work in the channels must strictly carry out the Regulation in force by passing such craft on that side upon which the signals are hoisted—viz., by day, two balls or cones, and by night, two bright lights suspended from an outrigger. Should the dredgers be at work, before getting up to their position, all steam vessels are required to notify their intention to pass in or out of the harbour by sounding their steam whistles in sufficient time to allow the dredgers to hoist their buckets clear of the bottom, and heave over towards the bank out of the way.

Careful attention is requested to above. Anyone found in fault will be held liable and may be proceeded against.

#### REGULATIONS FOR WORKING VESSELS—WYRE DOCKS.

1.—A safe distance shall be maintained between vessels moving in the docks or through the locks. A vessel must not overtake another vessel moving in the same direction.

2.—When two or more vessels are approaching the locks abreast of each other, the vessels which have the others on their own starboard side shall give way.

3.—Vessels must not crowd at the lockpit. A vessel must not approach another vessel which is about to pass into or out of the locks in such a way as to hamper the movements of the latter.

4.—Vessels making a “bad hit” for the entrance to the lock, and set out of position, shall forfeit their turn and must wait the dock master’s instructions.

5.—Vessels laid in Kelly’s Nos. 1 and 2 berths with their heads to the north-east must back up the dock to get a favourable position for taking the entrance.

6.—Vessels lying at the ballast berth are not to unmoor without express instructions from the dock master.

7.—Before preparing to go astern from their moorings the masters of vessels must see that the way is clear. If any vessel has got her head fair for moving in the docks, other vessels must wait until such vessel has passed and is clear, and then give the necessary sound signal before moving astern.

8.—Article 28 of the Regulations for Preventing Collisions at Sea must be complied with in the docks or entrances thereto. In making any manœuvre authorised by these Regulations or the Rule of the Road, the following blast signals shall be given on the steam whistles or sirens—viz.:

One short blast to mean, “I am directing my course to starboard.”

Two short blasts to mean, “I am directing my course to port.”

Three short blasts to mean, “My engines are going full speed astern.”

9.—Special attention must also be paid to Article 27 of the Regulations for Preventing Collisions at Sea—viz.:

“In obeying and construing these Rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the Rules necessary in order to avoid immediate danger.”

10.—Within the harbour limits and the docks whistling is prohibited with the exception of that which is absolutely necessary for navigation purposes. Masters of trawlers must cease to blow three blasts for Wyre Dock and two for the New Dock.

11.—The dock gates will be closed at high water.

12.—Every vessel when entering or leaving the docks must at all times have all the wheel-house windows open, so as to be in a position to receive instructions from the Dock Authorities.

NOTE.—Masters will be held responsible for seeing that there is sufficient depth of water for their vessels before attempting to pass over the sill.

**FOSS, RIVER, NAVIGATION.**

See also **OUSE (UPPER) NAVIGATION**, *post*, p. 323.

*Bye-laws, Orders, and Regulations made by the Lord Mayor, Aldermen, and Citizens of the City of York, in pursuance of the powers vested in them under the several Acts of Parliament relating to the River Foss, and of the York Extension and Improvement Act, 1884, on the 14th May, 1888, and approved by the Board of Trade, 27th August, 1888.*

Any person who shall on this navigation, or any of the works thereof, do any of the following things, shall be liable to a penalty of not exceeding 40s. over and above the damage he may have committed—that is to say:

4-8. [Identical in effect to Bye-laws Nos. 4-8 of the Ouse (Upper) Navigation, *post*, p. 323.]

21-28, 29, 30, and 47-49 inclusive.—[Identical with Bye-laws Nos. 22-29, 31, 32, and 52-54 inclusive, of the Ouse (Upper) Navigation, *post*, pp. 324 and 325.]

50.—Who, when in charge of a steamer, shall not check her speed when approaching any bridgeway or lock, or who during a fog shall navigate a steamer at a higher rate of speed than two miles an hour.

51, 52.—[Identical with Bye-laws 56 and 57 of the Ouse (Upper) Navigation, *post*, p. 325.]

53.—Who, when riding at anchor at any landing place, shall not show a red light, and while under way a green light, from sunset to sunrise, on some conspicuous part of the vessel.

**FOWEY HARBOUR.**

*Bye-law made by the Fowey Harbour Commissioners by virtue of the Fowey Harbour Order, 1893, and confirmed by the Board of Trade, 7th May, 1900.*

“No steam vessel within the jurisdiction of the Commissioners shall sound or use any steam whistle or siren, except for purposes as are defined by the Regulations for Preventing Collisions at Sea for the time being in force, or so far, if at all, as the Commissioners from

time to time may authorise the use thereof as a means of communication with local agents, pilots, or crew. The master or managing owner of any such vessel shall be liable to a penalty not exceeding 40s. for the acts and defaults of any person on any such vessel so offending, and the penalty may be summarily recovered from and enforced against the master or the managing owner before a Justice or Justices of the Peace in the same manner and by the same authority or authorities as provided in Bye-law 28 of the Fowey Harbour Commissioners' Bye-laws, dated the 9th day of May, 1895, as aforesaid."

Under the powers conferred by the above additional bye-law the Fowey Harbour Commissioners approve of the following Regulations to be observed in connection with the use of steam whistles and sirens within their jurisdiction:

TIMES DURING WHICH STEAM VESSELS AND SIRENS  
MAY BE USED.

Between the hours of 8 a.m. and 8 p.m., on week days only.

SUNDAYS.—The use of steam whistles and sirens is strictly prohibited between the hours of 8 p.m. on Saturday night and 8 a.m. on Monday morning.

Steam vessels and steam yachts on entering the harbour are authorised to use once the following signals:

FOR COAL REQUIRED.—Four short blasts.

PILOTS.—Two long blasts to be blown for a pilot once only.

TUGS.—One long and two short blasts to be blown once only for a tug.

SHIPPING AGENTS.

Messrs. Hughes & Co. : Three short and one long.

Messrs. Sharp & Co. : One long, two short, and one long.

Messrs. Hannan, Bennett & Co. : Two short and one long.

Messrs. Toyne, Carter & Co. : Three short. (See Article 28, *ante*, page 78.)

The British Steam Navigation Co. : One long, one short, one long, and one short.

SIRENS.—Sirens are on no account to be used on board when steam whistles are available.

No steamer to be allowed to blow more than once on entering the harbour and once while passing up the harbour.

No whistles or sirens to be sounded between the hours of 8 p.m.

and 8 a.m., except for a pilot, and then subject to the above Regulations.

All other steam vessels are prohibited from using any steam whistles or sirens (except as aforesaid) unless their signals (as a means of communication) are previously approved by the Commissioners.

*Bye-laws relating to ships carrying explosives, sanctioned by the Board of Trade, 30th September, 1876.*

10.—The master of every ship or boat conveying, loading, or unloading explosive, shall during the time such ship or boat remains in the harbour, hoist and keep hoisted from sunrise to sunset a red flag at the masthead, and from sunset to sunrise shall exhibit a red light at the masthead.

*Bye-laws relating to ships carrying petroleum as cargo, confirmed by the Board of Trade, 18th July, 1876.*

7.—Every ship or lighter having such petroleum on board shall keep conspicuously exhibited, from sunrise to sunset, a red flag, and no such ship or lighter shall at any time be left without a sufficient crew on board.

## **GALWAY HARBOUR.**

*Rules concerning lights and signals to be carried by vessels when within the Harbour of Galway, made by Order in Council on 26th November, 1900.*

1.—The limits of the Harbour of Galway, for the purposes of these Rules, shall extend to and include that portion of the Bay of Galway, lying within a line drawn from Barna Cliff, in the County of the Town of Galway, to Kilcolgan Point, in the County of Galway.

2.—The term "vessel" includes any ship or boat, or any other description of vessel used in navigation.

3.—All vessels, when at anchor within the limits of the Harbour of Galway, shall exhibit from sunset to sunrise, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon, at a distance of at least one mile.

4.—In fog, mist, falling snow, or heavy rainstorms, whether by day or night, all vessels within the Harbour of Galway shall, when under way, blow a horn at intervals of not less than half a minute, and when at anchor, ring a bell at intervals of not less than half a minute.

## GIBRALTAR.

*Regulations made by Order in Council, 7th March, 1898.*<sup>1</sup>

The limits of the Admiralty waters are as follows:

All the water area lying between the Admiralty Harbour Works and the shore, together with the water area 200 yards in width on the outside of these works, and to the south thereof as far as Rosia Mole.

The northern limit includes the northern entrance, and from the south-east corner of the Commercial Mole runs south 25° east (true) for 150 yards, and from that point north 88° east (true) to the shore.

These boundaries are delineated on the chart annexed to the Order in Council.

The term "Queen's harbour master" used in these Regulations include any person performing the duties of harbour master under the direction of the senior naval officer.

1.—No merchant or other private vessel shall enter, anchor, or moor within Admiralty waters without the permission of the senior naval officer; and no vessel having received such permission shall enter without a qualified pilot or other authorised person; but no such permission is required to pass through the northern entrance for the purpose of going to or coming from the Commercial Mole.

2.—To prevent chance of collisions with Her Majesty's ships, both in the northern entrance and in the southern entrance when vessels have permission to use it, the following Regulations will be observed:

When any of Her Majesty's ships are about to enter or leave Admiralty waters, and it becomes necessary to indicate the same by means of flags to ensure the entrance being kept free, the following signals will be made:

The Union Jack displayed at the masthead of the ship carrying the senior naval officer's flag will indicate that the

<sup>1</sup> *London Gazette*, 1899, vol. i., part i., p. 223.

southern entrance is going to be used, and the Union Jack with a red flag immediately underneath it, that the northern entrance is going to be used.

In this latter case, a red flag will also be displayed at the boarding station and the dockyard.

When these signals are displayed, no merchant or other private vessel shall attempt to enter, leave, or get under way in Admiralty waters for the purpose of using the entrance indicated.

3.—Moorings for Her Majesty's ships, mark buoys, or other aids to navigation, and such other buoys as may be required for any purpose in connection with naval or military operations, shall be placed by the Queen's harbour master, as from time to time the requirements of Her Majesty's service may demand.

4.—Moorings for private vessels may be laid down with the permission in writing of the Queen's harbour master, and in such positions as he shall deem fit, but such moorings shall be forthwith removed on the requisition of the Queen's harbour master to that effect.

5.—If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables, or moorings for buoys, the master or other person in charge of such vessel shall not proceed to unhook the same, but shall forthwith give notice thereof to the senior naval officer or Queen's harbour master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

6.—No merchant or other private vessel or boat shall make fast to, or lie at, any of the Government buoys, piles, or mark buoys, without permission from the senior naval officer or Queen's harbour master.

7.—No ballast stones, sand, earth, clay, refuse, ashes, rubbish, dust, sewage, filth of any description, or any other material shall be thrown overboard within that portion of the Admiralty waters enclosed by the breakwaters.

8.—The steam siren shall not be used within Admiralty waters except to prevent collision or in case of fog.

9.—All merchant or other private vessels within Admiralty waters shall carry out such instructions as they may receive from time to time from the senior naval officer, or other officer acting on his behalf, with respect to putting out fires or lights or other precautions deemed necessary for the prevention of fire.

10.—No firearms shall be discharged from any ship or other vessel or boat within Admiralty waters.

11.—The master of every merchant or other private vessel, or person in charge of any boat to which these Regulations apply, shall observe, and cause to be observed, the Regulations as far as they apply to his vessel or boat, and if any master, or other person, acts in any respect in contravention of any of these Regulations, or fails to observe or cause to be observed in any respect any of these Regulations, he shall be liable to a penalty not exceeding 20*l*.

NOTE.—The Regulations for Preventing Collisions at Sea made from time to time under the Merchant Shipping Act shall apply to all vessels and boats within Admiralty waters.

## GLOUCESTER AND BERKELEY CANAL

*Bye-laws for the management and use of the Gloucester and Berkeley Canal, made by the Sharpness New Docks and Gloucester and Birmingham Navigation Company, under the powers of the Gloucester and Berkeley Canal Acts, 1870 and 1874; of the Sharpness Docks Act, 1879; and of the Acts incorporated with any of the recited Acts, on Wednesday, the 17th day of September, 1884.*

“Canal” shall include the whole of the docks, works, property, and premises, for the time being, of the company lying to the southward of the latitude of Westgate Bridge over the Severn at Gloucester.

“Vessel” shall include ship, boat, lighter, and craft of every kind, whether navigated by steam or otherwise.

*The harbour master may from time to time and at all times regulate and determine which of the two entrances to the canal from the River Severn, in the Parish of Berkeley, shall be used by any vessel about to enter the canal, and masters of vessels shall comply with the directions of the harbour master in this respect. (33 & 34 Vict. c. 61, sec. 54.)*

*The harbour master may give directions for all or any of the following purposes (that is to say):*

*For regulating the time at which, and the manner in which, any vessel shall enter into, go out of, or lie in or near to the canal, and within the prescribed limits, if any, and its position, mooring, or unmooring, placing and removing whilst therein.*

*For regulating the manner in which any vessel entering the canal, or coming to the piers, shall be dismantled, as well for the safety of such vessel as for preventing injury to other vessels, and to the canal and the moorings thereof.*

*Provided always, that nothing shall authorise the harbour master to do, or cause to be done, any act in any way repugnant to, or inconsistent with, any law relating to the Customs, or any Regulation of the Commissioners of Her Majesty's Customs.* (10 Vict. c. 27, sec. 52.)

*Masters of vessels within the canal, or at or near the piers, must regulate their vessels according to the directions of the harbour master, and masters who, after notice of any direction served upon them, shall not forthwith regulate their vessels accordingly, are liable to a penalty of 20*l.** (10 Vict. c. 27, sec. 53.)

2.—No master shall navigate his vessel upon the canal without a sufficient crew on board capable of properly managing and controlling the movements of such vessel, nor shall the same be navigated upon the canal with any part of her side cloths under water; nor shall anyone navigate, or attempt to navigate, any vessel which is unfit for navigation or in danger of sinking.

3.—No master shall navigate his vessel upon the canal from one hour after sunset until one hour before sunrise, without a written permission from the superintendent or other officer authorised to give it. Any and every vessel navigating the canal by such permission between the hours aforesaid, shall carry a white light at the bow and a red light at the stern of such vessel; or should there be a train of more than one vessel, the white light shall be carried at the bow of the first vessel and the red light at the stern of the last vessel. (See Rule 14, *post*, p. 240.)

In navigating the canal the following Regulations shall be observed by masters of vessels:

1. No master shall navigate his vessel in the canal under sail.
2. The Rule of the way on the canal, except as otherwise ordered in Regulations Nos. 4, 5 and 6, is, that when vessels meet each other, those going towards Gloucester shall keep on the towing-path side of the canal, and those going towards Sharpness on the side of the canal opposite the towing path.
3. When a vessel shall overtake another, the one that is overtaken shall haul over to the side of the canal opposite the towing path, and there remain, if necessary, until the other has passed.
4. Vessels not using check lines, when they shall require to pass vessels employing check lines, shall pass on the side of the canal opposite the towing path, whichever way they may be going.

5. Steamboats propelled only by their own power shall observe Rule No. 2 in passing steamboats similarly propelled; but in meeting or passing all vessels that are being towed they shall keep on the side of the canal opposite the towing path.
6. Barges and boats without masts, or having their masts lowered, when tracked by other than steam power, shall be allowed to keep on the towing-path side of the canal when other vessels are passing them.
7. Whenever two vessels shall meet, or it is probable that they will meet in a part of the canal where there shall not be room to pass each other, the direction or order of any officer or bridge keeper of the canal shall be obeyed.
8. All vessels passing down the canal outward bound to the old entrance, shall be stopped 250 yards<sup>1</sup> from the lock gates, and afterwards, when moving towards the locks, shall have good and sufficient stern ropes fast to the shore, to avoid the possibility of damage to the gates.
9. No vessel exceeding 150 tons register shall pass along the canal or through any of the locks or bridges, without first having proper persons with ropes on shore to check the vessels along and through the same. No wire rope shall be used as a check rope, nor shall any wooden or hard fender be used, unless covered with rope or soft material.
11. No person shall float any timber upon the canal, or suffer the lading or cargo of any vessel entering or using the canal, to project on the outside of, or beyond the bulwarks of such vessel, so as to interfere with or obstruct the passage of any other vessel; but shall immediately upon notice given to him for that purpose, remove such obstruction.
12. All canal boats navigating the canal shall have a strong rope fender in good repair placed over the fore part of the stem.
13. All vessels propelled by steam shall sound their whistle on approaching any turn in the canal, and keep them sounding till they are round the turn.
14. When passenger steamers shall meet any vessel, or train of vessels, their speed shall be slackened before meeting, and it shall remain so until they shall have passed;

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<sup>1</sup> A board has been placed to mark the said distance of 250 yards from the lock gates.

and when passenger steamers shall overtake a vessel, or train of vessels, in tow of a steam tug, the speed of the tug shall be slackened, and every facility given for the passenger steamers to pass.

15. No vessel shall be moored on the towing-path side of the canal, except with the consent, or by order of the harbour master.

*Regulations as to passing the site of the Severn Bridge.*

16. All vessels with lowering masts and gear, unless from the nature of the cargo it cannot be done, shall lower their masts to a height of not more than thirty feet from the water-line before commencing to navigate the canal, and shall keep them lowered until they have passed under the Severn Bridge, and no such vessel shall be taken in tow until this has been done. This Regulation shall not apply to vessels having topmasts or mizzens.
17. All vessels shall stop at least 300 yards from the bridge, when the danger signal to vessels is displayed on the bridge. Such danger signal is, by day, the arm of a semaphore painted red, extended horizontally; by night, a red light.
18. When, by day, the arm is partly raised, or, by night, a green light is shown, all vessels approaching the bridge must move slowly, and stop at a point at least 100 yards from the bridge, if the same be not open when they have neared that point.
19. No vessel shall be navigated within 100 yards of the bridge, unless the same is fully opened parallel with the canal, and the master shall have received from the bridgeman a signal that the bridge is so opened, such signal to be conveyed by day by the bridgeman sounding his steam whistle three times in succession, and, by night, by displaying a white light in addition to sounding his whistle.
20. Steam tugs with vessels in tow, requiring the bridge to be opened, shall, at least 400 yards from the bridge, give three distinct whistles, as a signal to the bridgeman to open the same.
21. No trawling for fish shall take place in the canal from on board any vessel navigating the canal. The master of

any vessel from which any net shall be trawled or dragged shall also be liable to a penalty. Any master who shall resist any officer of the company in his search for any suspected nets shall be liable to a penalty.

7.—If any vessel in the canal shall be fastened or moored in an insecure or improper manner, or shall be left without some person or persons competent to protect and take sufficient care thereof, or shall be made fast to any chain, tree, post, or quay fender, or to any of the railway sleepers, cranes, lamp-posts, telegraph posts, or to any other quay ring or posts than those assigned for the purpose, the master thereof shall become liable to a penalty.

*No vessel, except with the permission of the harbour master, shall lie in either entrance to the canal. And if masters of vessels do not, upon being required by the harbour master, forthwith proceed to remove the same, they are liable to a penalty of five pounds; and to a further penalty of one pound for every hour the vessels remain after a reasonable time for removing them has expired.* (10 Vict. cap. 27, sec. 63.)

#### TRACKING.

29.—No vessel or raft shall be tracked or propelled upon the canal by other than manual or horse power unless by permission of the company, and under such regulations as the company may from time to time adopt.

30.—The company's officers shall determine the order and manner in which vessels and rafts shall be tracked on the canal.

*Bye-laws relating to vessels carrying explosives confirmed by the Board of Trade, 14th October, 1881.*

9.—No ship or boat carrying any gunpowder or other explosive shall enter or remain on the navigation without a red flag or metal vane, painted red, two feet square at the least, shown in a conspicuous place above the deck, and there shall also be kept burning in a conspicuous place on every such ship or boat, between sunset and sunrise, a lamp showing continuously, ahead and astern, a red light, capable of being seen on a clear night at a distance of 200 yards.

11.—No ship or boat carrying any gunpowder or other explosive shall be towed or propelled otherwise than by animals or men. Nor shall any such ship or boat except for the purpose of passing, approach nearer to any other ship or boat carrying gunpowder or other explosive than 200 yards.

12.—Every ship or boat shall, so long as there is any gunpowder or other explosive on board, proceed with all convenient speed and without any avoidable delay to her destination.

*The following Rules to be observed by canal pilots, captains of tug-boats, and others when navigating the canal were made in April, 1900.*

SIGNALS TO BE MADE ON THE WHISTLE.<sup>1</sup>

- 1.—One short blast to mean, I am running light.
- 2.—Two long and one short to mean, I am towing vessels or lighters drawing not less than 11 feet of water.
- 3.—Two long to mean, I am towing vessels or lighters drawing less than 11 feet and require both sides of the bridge open.
- 4.—Two short and one long to mean, I am towing loaded rafts.
- 5.—One long to mean, I am towing rafts.
- 6.—Steamships with a tugboat ahead, one short, one long, one short.
- 7.—Steamships without the assistance of a tugboat, one short and one long.
- 8.—One long and one short to mean, I want to pass.
- 9.—In the event of two small steamers meeting near a bridge, the one that has to give way shall blow two short blasts to mean, I have brought up, you may come on.
- 10.—In the event of one tow overtaking another, the one that is ahead shall bring up and allow the overtaking tow to pass at the first convenient place after he has heard the signal from the overtaking tow.
- 11.—Steamships or sailing vessels and lighters drawing over 11 feet of water meeting loaded rafts, shall bring up and allow them to pass.
- 12.—Steamships, sailing vessels, or lighters drawing 11 feet of water and upwards meeting or wishing to pass, the one that has to give way shall bring up and give one long and two short blasts, which shall mean, I am brought up, you may pass. The one that shall give way shall be the one that is nearest a lie-by at the time of hearing the signal. If the approaching tow is midway between two lie-byes he shall reply with four long blasts, which shall mean, I am coming

<sup>1</sup> See Bye-law 13 above.

on, you must bring up. (This Rule does not apply to small sailing vessels nor lighters, but in all cases they must slow down and get lines ashore when passing each other.)

13.—Nos. 1, 2, 3, 4, 5, 6, and 7 of the above signals to be made when approaching a bend in the canal, also for meeting vessels or opening bridges above the Severn Bridge; for Severn Bridge and bridges below, the old signals to be used.

14.—Any and every vessel, lighter, or long boat navigating the canal between the hours of one hour after sunset and one hour before sunrise, shall carry a white light forward and a red light at the stern of such vessel, or should there be more than one vessel, lighter, or long boat on the tow, the white light to be carried on the bow of the first and the red light on the stern of the last vessel of the tow. Tows of timber to carry a white light on the end nearest the tugboat and a red light on the farthest end when they are passing other tows.

The above signals, when made, must in all cases be strictly carried out, and pilots, captains of tugboats or others refusing or neglecting to make the above signals will be dealt with by the Company.

## GRANGEMOUTH.

See **CARRON RIVER**, ante, p. 153.

## HARWICH HARBOUR.

*Bye-laws made by the Harwich Harbour Conservancy Board by virtue of the Harwich Harbour Acts, 1863, 1864, and 1865, and allowed by a Judge of the High Court, 21st May, 1913.*

The boundaries of the Harbour of Harwich are as follows :

From an imaginary line drawn across the mouth of the estuary from the seaward end of Landguard Point on the one side, to the seaward end of the breakwater at Beacon Cliff on the other side, and throughout the estuary and up the River Orwell to an imaginary line drawn across that river from Shotley Point to Fagborough Cliff, and up the River Stour as far as the tide flows, and up all streams, pools, creeks, inlets, and waters communicating directly or derivatively with the aforesaid part of the

River Orwell, or with the River Stour, or with any other part of the waters within the first-mentioned imaginary line as far as the tide flows up those streams, pools, creeks, inlets, and waters.

The word "vessel" shall include any ship or boat, or any description of vessel used in navigation.

The word "aircraft" shall include vessels primarily intended to navigate in the air, but capable of being also navigated upon the surface of the water.

The word "station" shall mean any section, berth, or station for the mooring or anchoring of vessels.

3.—A vessel shall not be allowed to lie at, be placed, made fast, or moored in any of the inshore passages, or ferries, or upon the banks or shores of the harbour, so as to prevent the free transit of any other vessel to or from Harwich or Ipswich. And the harbour master may forthwith unmoor and remove, or cause to be unmoored and removed, any vessel so laid at, placed, made fast, or moored, and the amount of the charges and expenses of such unmooring and removal shall be recoverable from the owner or owners, or from the master of the said vessel summarily as a civil debt.

4.—The harbour master may give notice for the removal within a reasonable time (such time to be in the said notice specified) of any vessel which shall at any time be so moored, anchored, or placed in any part of the said harbour as, in the opinion of the harbour master, shall encroach upon the free navigation of the said harbour, to such other place as such harbour master, in his discretion, shall see fit; such notice to be given to the master of such vessel, or in case there shall be no person on board the said vessel, then such notice to be affixed to some conspicuous part of such vessel; and in case the same shall not be removed in accordance with the said notice, before the expiration of such reasonable time, the harbour master may remove or cause to be removed any such vessel, and the amount of the charges and expenses of such removal shall be recoverable from the owner or owners, or from the master of the said vessel, summarily as a civil debt.

5.—A vessel shall not be brought up, stopped, or placed so as to encroach upon or obstruct the free navigation of, or passage in, or transit to or from, the harbour, or the River Stour as far as the tide flows, and the harbour master may remove any vessel causing such obstruction to the navigation and fairway of the said harbour, and the amount of the charges and expenses of such removal shall be recoverable from the owner or owners or master of such vessel, summarily as a civil debt.

6.—The master of any vessel moored or navigated in any part of the said harbour with a warp, hawser, or rope, or having a rope across the fairway for any purpose whatsoever, unless in the act of entering or departing from any dock, shall slacken down such warp, hawser, or rope, on the approach of any other vessel, which shall be proceeding, dropping, or sailing with or against the tide, so as to allow the approaching vessel to pass over it.

8.—Every vessel shall at all times while within, entering, or leaving the said harbour be navigated so as not to involve risk of collision, or by causing a swell to injure or endanger any other vessel or any riparian property. All vessels propelled by steam or mechanical power shall slow down or stop their engines when passing vessels moored alongside piers or quays, or at anchor loading from or discharging into craft alongside.

9.—Steamers and other mechanically propelled vessels entering Harwich Harbour shall approach the Beach End Gas Buoy at a moderate speed, and should a vessel be coming out and likely to be met with near the entrance, the master of an incoming vessel shall keep such vessel to the southward and eastward of the Beach End Buoy until the outgoing vessel has passed clear of her.

10.—When a steamer or other mechanically propelled vessel is turning round or for any reason is not under command, or is unable to get out of the way of an approaching vessel, the master of such vessel shall signify the same by four blasts of her steam whistle or other efficient sound signal in rapid succession, each blast to be of about one second's duration.

11.—Aircraft shall at all times, so far as practicable, keep clear of vessels being navigated in the main channel.

12.—Except as otherwise provided by these bye-laws, the Regulations for Preventing Collisions at Sea now in force, made by Orders in Council in pursuance of the Merchant Shipping Act, 1894, shall apply to Harwich Harbour, and vessels navigating and being therein.

13.—(a) In order that a clear passage for entering and leaving the harbour may be kept, vessels shall not anchor or be used for fishing or trawling between the Cliff Foot Buoy and the Beach End Bell Buoy, and in anchoring within the harbour's mouth, all vessels shall be kept as far to the eastward as possible, and vessels taking the harbour with easterly winds shall bring up as near the Landguard or east shore as circumstances will permit, but under no circumstances shall vessels be anchored so as to ride at any time within a distance of 100 yards on either side of the lines of leading marks or lights which

lead through the channels from the entrance of the harbour as far up as the Guard Buoy.

(b) Except with the express consent of the harbour master a vessel shall not be anchored within three cables westward or eastward of Parkeston Quay, and a vessel shall not be anchored in such a manner as to foul any of the permanent moorings laid down in the harbour.

(c) To facilitate the approach to and from the anchorage off the town of Harwich, and to leave a clear passage for steamers to and from the piers, vessels shall not be anchored in the daytime between the line of Upper Dovercourt Church over the end of the North Pier, Harwich, and the line joining the end of the North Pier and the Guard Buoy, or at night in the red sector of the light shown from the end of the North Pier unless eastward of the red sector of the light shown from Landguard Lighthouse.

For every breach of this bye-law the master of the vessel upon which such breach occurs shall be liable to a penalty not exceeding 5*l*.

*Bye-laws relating to vessels carrying explosives, sanctioned by the Board of Trade, 11th July, 1877.*

2.—Every ship during all such time as she shall have on board gunpowder, or any explosive within the limits of Harwich Harbour, shall from sunrise to sunset hoist and keep hoisted at her masthead a red flag, not less than two feet square, and shall from sunset to sunrise keep a red signal lamp lighted, and also hoisted at her masthead.

3.—Every such ship (unless otherwise directed by the harbour master) shall in case of mooring be moored on the east side of the entrance to the River Orwell, within the space on that side of the harbour shown as lying between two imaginary lines, to be drawn from east to west, the southern line being drawn from Walton Martello Tower to Shotley Spit Buoy, and the northern line from the southernmost part of Fagborough Cliff to Shotley Point.

*Bye-laws relating to ships carrying petroleum as cargo, confirmed by the Board of Trade, 4th April, 1872.*

1.—Every ship carrying petroleum is to be moored on the east side of the entrance to the River Orwell within the space on that side lying between two imaginary lines from east to west, the southern line being drawn from Walton Martello Tower to Shotley Spit Buoy; and the northern line from the southernmost part of Fagborough Cliff to Shotley Point.

4.—Every such ship shall, on passing the seaward limits of the harbour, hoist and keep hoisted, by day a red flag at her masthead, so long as she has any petroleum on board within the limits of the harbour; and during all such period shall, from sunset to sunrise, keep a red signal lamp lighted and hoisted in a conspicuous position on such ship.

## HEYSHAM HARBOUR.

*Bye-laws made by the Midland Railway and confirmed by a Judge of the High Court, 17th August, 1904.*

1.—The expression “the harbour” shall mean the harbour, entrances, approaches, timber ponds and basins, and the works appertaining thereto respectively and every or any of them, or any part thereof respectively constructed or maintained under the authority of the Morecambe Harbour and Railway Act, 1846, the North-Western Railway Act, 1852, the Midland Railway Act, 1892, the Midland Railway Act, 1895, the Midland Railway Act, 1896, the Midland Railway Act, 1897, the Midland Railway Act, 1898, the Midland Railway Act, 1899, the Midland Railway Act, 1901.

The expression “harbour” shall include the whole of the harbour and property under the jurisdiction of the Company. The area over which the Company’s jurisdiction extends is so much and such part of Morecambe Bay as lies between the north side of a straight line drawn from Sunderland Point to Walney Lighthouse, and the east side of a straight line drawn from Rossel Point to Cowper Point at the south-western extremity of the Promontory of Cartmel.

2.—The master of any vessel about to enter or leave the harbour shall be subject to, and shall duly observe the signals shown by day and night respectively at the entrance of the harbour regulating ingress thereto and egress therefrom, a full description of which will be given by notice exhibited at the harbour.

4.—The master shall not permit a vessel to approach any quay, pier, or berth without the authority of the harbour master.

5.—Any vessel arriving in the harbour with any person on board suffering from any infectious or contagious disease shall fly at the foremast a yellow flag, and shall not enter the harbour without permission from the harbour master, and the master of such vessel shall not allow anyone to disembark from or come on board such vessel without the permission of the harbour master.

6.—The harbour master shall have power to reserve any portion of the harbour for the exclusive use of steam vessels. Steam vessels carrying passengers and live stock <sup>and</sup><sub>or</sub> perishable goods shall always have precedence over vessels carrying cargo or cargo of a non-perishable description, and to enable such steam vessels to load or discharge cargo, the harbour master shall have power to take labourers who are engaged in loading or discharging other vessels from such vessels to load or discharge such steam vessels.

11.—The master of any vessel whilst in the harbour shall moor or place or keep moored that vessel where directed by the harbour master, and shall move or place and remove that vessel from time to time under or from any crane, spout, or drop in accordance with the directions of the harbour master.

12.—No vessel shall leave the harbour without having the master or pilot on board, and then only in proper order and succession, regard being had to the other vessels about to leave the harbour. No steamer shall leave the berth, quay, or harbour at such a time or in such a manner as to interfere with the arrival or departure of an advertised passenger steamer.

15.—The master of any vessel, when entering or leaving the harbour or moving from one part of the harbour to another, or when lying therein, shall (when ordered by the harbour master to do so) top or brace the yards, rig in the jibboom and spritsail yard, turn in the davits, and get the anchors in on the forecastle or deck.

16.—All vessels lying in any part of the harbour shall have a man on deck day and night, and a sufficient number of men on board to shift the vessel, if it should be necessary to do so, and also shall have a light hoisted at the forestay during the night if at anchor or at the moorings.

28.—No master of any vessel shall permit such vessel to manœuvre, come to anchor, or be moored so as to obstruct, in any manner whatsoever, the free passage of the channel on any other part of the harbour, and in case such master shall do or commit any of the things afore-said, the owner of any such vessel anchoring within the said limits shall in addition to the penalty incurred by a breach of this bye-law, be liable for all damages occasioned thereby.

30.—Every master of any vessel, when passing any dredger or other craft employed in works connected with the preservation, maintenance, or improvement of the harbour, shall pass the dredger

or other craft at a low rate of speed, and on that side whereon a white flag is displayed.

31.—Steam whistles or bells shall not be used on any vessel in the harbour, except when authorised by the harbour master or for legitimate purposes of navigation, and it shall not be considered a legitimate purpose of navigation to blow a steam whistle or to ring a bell for the purpose of announcing the approach or arrival of any vessel, or of giving notice of intention to sail.

53.—Every vessel, while navigating or anchored or moored in any part of the harbour, shall observe and obey the Regulations for the time being in force for preventing collisions at sea, and shall after sunset carry the regulation lights prescribed by the Board of Trade.<sup>1</sup>

*Bye-laws relating to vessels carrying explosives, confirmed by the Board of Trade, 26th August, 1904.*

5.—The master of every vessel with any explosive on board exceeding in weight 100 pounds, on nearing the harbour, and during the time that such vessel remains in the harbour with any explosive on board, shall display by day a square red flag not less than 3 feet square, and by night a red light, on the masthead (or if the said vessel has no mast, on a staff).

6.—The master of every vessel with explosive on board on entering the harbour shall, without delay, inform the harbour master of the nature and quantity of every explosive on board such vessel and of the time when, and place where, it is proposed to land the explosive.

7.—The master of every vessel carrying, or about to carry, explosive, shall anchor or moor such vessel only at such place as the harbour master shall from time to time direct, and shall not remove his vessel therefrom, except for the purpose of leaving the harbour, without the written order or permission of the harbour master.

*Bye-laws relating to vessels carrying petroleum as cargo, confirmed by the Board of Trade, 26th August, 1904.*

3.—The master of every petroleum ship shall, on nearing the harbour, and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square, and by night a red light, on the masthead (or, if the said ship has no mast, on a staff).

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<sup>1</sup> See Bye-law 16, p. 245.

4.—The owner of every petroleum ship on entering the harbour shall, without delay, inform the harbour master of the quantity of petroleum on his ship, and of the manner in which such petroleum is stowed, and this shall be deemed to be the notice to the harbour authority required by Section 5 of the Petroleum Act, 1871.

5.—The master of every petroleum ship shall anchor or moor his ship only at such place as the harbour master shall from time to time direct, and shall not remove his ship therefrom, except for the purpose of leaving the harbour, without the written order or permission of the harbour master. No petroleum ship shall be anchored or moored at any place other than that approved by the harbour master, whether for the purpose of landing or shipping petroleum or otherwise.

## HOLYHEAD HARBOUR.

*Bye-laws made for the Regulation of the Harbour of Holyhead by the Board of Trade in pursuance of the Act 4, Geo. IV., cap. 74, on 2nd June, 1905.*

### DEFINITIONS.

In these bye-laws the word “ vessel ” includes ship, boat, lighter, and craft of every kind, and whether navigated by steam or otherwise.

With respect to all acts authorised or required to be done by the “ captain of the port,” who is the harbour master, the expression includes the assistants of the captain of the port as such harbour master.

“ The harbour ” means the Harbour of Holyhead, excluding the inner harbour lying south-west of a line drawn from the southern or inner side of the fish stage or jetty to the inner end of the public quay.

“ The outer anchorage ” is the part of the harbour northward and eastward of the mail jetty and seaward of the Outer Platters.

“ The new harbour ” is the part of the harbour inside the breakwater, and westward of the Outer Platters.

“ The old harbour ” is the part of the harbour situated between a line drawn south (true) from the outer extremity of the mail jetty to the shore, and another line drawn from the southern or inner side of the fish stage or jetty to the inner end of the public quay.

1.—Vessels are prohibited from anchoring in the fairway between the end of the breakwater and the mail jetty, unless the circumstances

are such as to render it absolutely unavoidable, in which case the earliest opportunity shall be taken to move the vessel clear of the fairway. While so anchored in the fairway, vessels shall exhibit at night a white light at the stern in addition to the anchor light forward.

2.—Any small vessel seeking anchorage shall proceed into the new harbour and shall not be anchored in the outer anchorage.

3.—A vessel shall not pass through the old harbour—

- (a) At a higher rate of speed than is necessary to keep her under full control.
- (b) While the mail steamers are approaching or leaving the mail jetty.
- (c) When the signal, notified in the Harbour Regulations, is made indicating that entry into the old harbour is impracticable.

4.—No vessel shall be made fast to, or lie at any of the buoys or beacons marking the channels or shoals in the harbour.

5.—During gales of wind, proper precautions shall be taken by the master or person in charge of any vessel in the harbour to secure the vessel and ease her at her anchors by sending down upper yards, pointing the lower and topsail yards to the wind, letting go a second anchor, and veering to a proper scope of cable.

6.—Vessels in a sinking state shall not, in any circumstances, enter the old harbour.

Vessels disabled from loss of sails, anchors, cables, or otherwise may, under proper control, enter the old harbour to effect necessary repairs, permission having been first obtained from the captain of the port, unless stress of weather renders this impossible, in which case the matter must be reported to the captain of the port as soon after the vessel enters the old harbour as possible.

7.—The master or person in charge of any vessel within the harbour shall cause one man or more, if necessary, to be constantly on deck.

*Bye-laws relating to vessels carrying explosives, made by the Board of Trade, 2nd June, 1905.*

5.—The master of every vessel with any explosive on board exceeding in weight 100 pounds, on nearing the harbour, and during the time that such vessel remains in the harbour with any explosive on board, shall display by day a square red flag not less than 3 feet square, and by night a red light on the masthead (or if the said vessel has no mast, on a staff).

6.—The master of every vessel with explosive on board on entering the harbour shall, without delay, inform the captain of the port of the nature and quantity of every explosive on board such vessel and of the time when, and place where, it is proposed to land the explosive.

7.—The master of every vessel carrying, or about to carry, explosive shall anchor or moor such vessel only at such place as the captain of the port shall from time to time direct, and shall not remove his vessel therefrom, except for the purpose of leaving the harbour, without the written order or permission of the captain of the port.

19.—When two or more vessels contain explosives to an amount exceeding in the aggregate the amount allowed to be contained in one boat by the preceding bye-law, a distance of not less than 50 yards shall be maintained between such vessels, except during transshipment, and unless, in the opinion of the captain of the port, it is impracticable to maintain such distance.

22.—All steamers passing vessels which bear the signal required by Bye-law 5 shall keep at the safest distance practicable.

*Bye-laws relating to vessels carrying petroleum, made by the Board of Trade, 2nd June, 1905.*

3.—The master of every petroleum ship shall, on nearing the harbour, and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square, and by night a red light, on the masthead (or, if the said ship has no mast, on a staff).

4.—The owner of every petroleum ship on entering the harbour shall, without delay, inform the captain of the port of the quantity of petroleum on his ship and of the manner in which such petroleum is stowed, and this shall be deemed to be the notice to the harbour authority required by Section 5 of the Petroleum Act, 1871.

5.—The master of every petroleum ship shall anchor or moor his ship only at such place as the captain of the port shall from time to time direct, and shall not remove his ship therefrom, except for the purpose of leaving the harbour, without the written order or permission of the captain of the port. No petroleum ship shall be anchored or moored at any place other than that approved by the captain of the port, whether for the purpose of landing or shipping petroleum or otherwise.

7.—Two or more petroleum ships shall not, except for purpose of transshipment, lie within 100 feet of one another, unless in the opinion of the captain of the port it is impracticable to maintain such distance.

*Regulations and Notices issued by the Board of Trade.*

1.—Vessels entering or leaving the harbour are warned against approaching the end of the breakwater nearer than one cable's length.

2.—Vessels entering or leaving the harbour or remaining in the harbour between sunset and sunrise shall exhibit the lights prescribed in the Regulations for Preventing Collisions at Sea.

3.—During fog, the fog bells of vessels at anchor shall be rung as prescribed in the Regulations for Preventing Collisions at Sea.

4.—The fog bell at the end of the mail jetty will be sounded smartly whenever any of the mail steamers or the London and North-Western Railway Company's steamers are expected to arrive.

5.—Steam vessels when entering or leaving the harbour at night or in foggy weather should proceed slowly when rounding the end of the breakwater; their masthead and side lights are seldom visible over the breakwater.

NOTE.—The incoming mail steamers burn a red flare light on rounding the breakwater.

6.—When entry into the old harbour is impracticable in consequence of the movements of vessels therein, or from any other cause, a red flag by day, and a red fixed gas light by night, elevated 42 feet above high water, will be shown from a post 90 yards westward of the old lighthouse. The red light will be visible seaward through an arc of 90° over the fairway.

A red flag hoisted by day on the London and North-Western Railway Company's sheer-legs in the inner harbour, or a red light by night exhibited from the said sheer-legs or from the electric light standard, 20 yards southward of the said sheer-legs, indicates that a vessel is about to leave the inner (or London and North-Western Railway Company's) harbour, and that it is not safe for an incoming vessel to attempt to enter the old harbour.

Two red flags hoisted one above the other on the aforesaid sheer-legs by day, or two red lights, similarly placed, by night, indicate that the entrance to the inner harbour is absolutely blocked.

7.—In the event of a vessel approaching the old harbour at night when the mail steamer is swinging and the entrance blocked, the City of Dublin Steam Packet Company will burn a red flash light on the mail jetty, and the fog bell will also be sounded smartly (independent of fog). As soon as the harbour is clear, a green flash light will be burnt.

In dense fog when the red flash light would be invisible, two prolonged blasts, with an interval of about one second between them, will be sounded by the steamer's whistle at intervals of not more than two minutes. The fog bell on the mail jetty will be sounded as usual.

## HULL, RIVER.—KINGSTON-UPON-HULL.

*Rules for navigating the River Hull made by Order in Council on the 15th day of February, 1909.*

1.—In interpreting these Rules, the term “the river” shall include the waters of the River Hull between an imaginary line drawn across that river opposite the northernmost limit of the city of Kingston-upon-Hull and the River Humber, and the term “the harbour master” shall include his assistants for the time being, and such officials shall be in uniform whilst on duty.

These Rules shall not operate, nor shall the powers of the harbour master under them be exercised so as to interfere with any directions which the North-Eastern Railway Company, or the dock masters of their Queen's Dock and Victoria Dock respectively, have power to give by virtue of the Harbours, Docks, and Piers Clauses Act, 1847, or any special Act relating to the North-Eastern Railway Company.<sup>1</sup>

2.—Every vessel passing up or down the river shall obey the orders of the harbour master.

3.—Vessels meeting above an imaginary line across the river opposite the south-east end of Scale Lane Staithway, shall keep to starboard so as to pass port to port. (If dredging, the vessel shall keep to the same side as though proceeding head first in the same direction.)

4.—No vessel shall proceed up or down the river when, owing to her draught of water or otherwise, such a course would, in the opinion of the harbour master, be likely to cause danger or an obstruction to navigation.

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<sup>1</sup> The dock masters referred to have jurisdiction to preserve and regulate the passage of vessels to and from the docks referred to, and such jurisdiction extends to all places within 50 yards of the centre of the entrance to each of such docks. This note is not part of the Order, but is inserted for information in the local prints of the Order.

5.—If any vessel takes the ground and may, in the opinion of the harbour master, become an impediment to the free navigation of the river, the owner or master of such vessel shall immediately take such steps to lighten such vessel, or otherwise to remove the obstruction as the harbour master shall direct, and in default thereof he may himself proceed to lighten such vessel or otherwise remove the same, and any expense incurred by him in so doing shall be forthwith paid by the person who at the time of such vessel first taking the ground was the owner or master of such vessel.

6.—All vessels being towed up or down the river above the north bridge shall be towed in a single line, and not abreast of each other.

7.—A vessel shall only tow at one time one vessel if her carrying capacity exceeds 300 tons, except with the written consent of the harbour master.

8.—Every vessel must be properly navigated in the river, and not allowed to drift athwart the river or otherwise than under control.

9.—Where there is no room for meeting vessels to pass, the vessel navigating against the tide shall give way to the vessel navigating with the tide.

10.—Every seagoing vessel, when navigating the river, shall have her anchor and chain ready to be let go, in the event of any emergency requiring their use for the safety of such vessel or of any other vessel. Every vessel carrying an anchor shall so carry it as not to endanger any other vessel.

11.—If any vessel part from her anchor, the fact shall be reported to the harbour master as soon as practicable. Every vessel moored or about to be moored shall be subject to any orders or directions which the harbour master may give as to the berth or place to be occupied, the manner of mooring or unmooring, or as to removal or other matter within his jurisdiction.

13.—No vessel shall be moored in any part of the river or lie or be moored at any jetty, staith, or landing place between the south bridge and the north bridge, so as to leave a navigable channel less than 50 feet in width within three hours before or after high water.

14.—No vessel shall be moored in any part of the river or lie or be moored at any jetty, staith, or landing place above the north bridge, so as to leave a navigable channel less than 25 feet in width within three hours before or after high water.

16.—No vessel shall, without the previous consent of the harbour master, be moored or placed in the river in such a position as to

obstruct or interfere with the access to any wharf, pier, quay, dolphin, jetty, staith, or landing place (except while loading or unloading cargo or ballast thereat, or while proceeding thereto or lying alongside thereof, for such purpose as aforesaid, or returning therefrom). or so as to obstruct or interfere with the access to any dock entrance.

## HUMBER.

*Bye-laws made by the Humber Conservancy Board by virtue of Section 10 of the Humber Conservancy Act, 1899, and of other Humber Conservancy Acts, and the Acts incorporated therewith and confirmed by the Board of Trade, 23th July, 1910.*

NOTE.—These bye-laws apply to the Rivers Trent and Humber as defined in Definition (b) and should be read in conjunction with the Humber Rules, 1910, and the Trent Rules, 1910.

### PRELIMINARY.

These bye-laws shall be cited as “The Humber Bye-laws, 1910,” and shall come into operation the day after the same are confirmed by the Board of Trade.

### DEFINITIONS.

In interpreting these bye-laws the following terms shall have the meanings hereby assigned to them—that is to say:

- (a) The term “the Board” shall mean the Humber Conservancy Board.
- (b) The term “the Humber” or “river” shall mean and include the River Trent below the south side of the stone bridge at Gainsborough and the River Humber and the estuary thereof from the confluence of the Rivers Ouse and Trent to the sea, and all navigable havens and creeks of the River Trent below the south side of the said stone bridge and of the River Humber or the estuary thereof wherein the tide flows and re-flows, but shall not include any part of the Old Harbour or Haven at Hull.
- (c) The term “master” when used in relation to any vessel, shall mean any person, whether the owner, master, or other person lawfully or wrongfully having or taking the command, charge, or management of the vessel for the time being.
- (d) The term “vessel” shall include any ship, lighter, dredger, keel, sloop, barge, yacht, launch, boat, wherry, raft, float,

float of timber, or craft whatever, whether navigated by steam or otherwise.

- (f) The term "dumb craft" shall include any canal boats, mud barges, or other barges, lighters, vessels without masts, and vessels without either deck or mast, sloops and keels with their masts lowered, and rafts.
- (g) The term "Conservancy Official" shall mean the conservator, the engineer of the Board, the commodore of pilots, the attending pilot master for the time being at Grimsby, the pilot master at Goole, and any other officials of the Board who may be authorised in writing under the Common Seal of the Board to act under these bye-laws. All such officials, except the first three named, shall wear a distinguishing uniform or badge.

1.—The master of every vessel and the owner thereof shall severally be responsible for the due performance and observance of such of the following bye-laws as shall apply to such vessel or the master or owner thereof, and when any vessel shall be under the direction of a pilot, such pilot shall also be responsible for such performance and observance, provided that if such pilot shall be a duly licensed pilot whom the master or owner is bound by law to employ neither the master nor the owner shall be liable to any penalty, or be responsible (except in damages for injury done) for any non-performance or non-observance of any bye-law arising from the actual neglect or default of such pilot.

2.—Except as mentioned in the last preceding bye-law every person who shall make default in the performance or observance of any bye-law shall, for every such default, forfeit and pay to the Board a sum not exceeding 10*l.*, and in case of a continuing default a daily penalty not exceeding 5*l.* for every day such default shall continue after conviction, which said penalties shall be recoverable, enforced, and applied according to the provisions of the Humber Conservancy Act, 1907, and it is expressly declared that the imposition and payment of any penalty shall not affect the liability of any person or vessel arising from such default as aforesaid.

#### DUTIES ON BOARD VESSELS.

3.—A competent person shall at all times be on board every vessel lying in the river or alongside any pier, jetty, dock wall, or landing place therein, whether such vessel or craft be serviceable or not, except on such descriptions of vessels and in such places as may be sanctioned by the Board, who may from time to time alter such descrip-

tions of vessels and places, but only after hearing any parties interested. A list of such descriptions of vessels and places shall be kept at Hull, Goole, Grimsby, Keadby, and Gainsborough, and be open to the inspection of the public.

4.—A vessel at anchor or lying at any quay, wharf, pier, jetty, mooring, or landing, shall at all times be kept properly and effectually secured or made fast.

5.—No vessel or obstruction shall lie or be placed, made fast, or moored alongside any pier or quay, or in the river, so as to prevent the free transit of any ferry boat or any other vessel passing to or from any public or private landing place.

6.—Every dumb craft except rowing boats and canoes shall, when under way, have on board at least one man competent for the navigation thereof, and every such craft exceeding fifty tons burden shall, when under way, have on board at least one additional person to assist in the navigation thereof, except when such craft is being towed by a steam vessel, or is being moved between any vessels or places not exceeding two hundred yards from one another.

7.—A vessel (except dumb craft) while under way shall be manned by a competent master, and if over 10 tons burden shall also have a sufficient number of able-bodied and experienced men, and shall at all times have a good and efficient look-out.

8.—A vessel (except craft under ten tons measurement and dumb craft being towed from dock to dock, or to and from the dredging or depositing grounds) shall keep an anchor and cable ready for letting go in case of emergency, and any vessel slipping or parting from her anchor shall, when practicable, leave a buoy to mark its position.

9.—Whenever any anchor shall have been slipped or parted from any vessel (except vessels employed in dredging operations) the master shall, at the earliest possible opportunity, send or give notice in writing of such slipping or parting to the Clerk to the Board. No person shall remove a buoy placed as required by the last preceding bye-law without at the same time removing the anchor and cable which it marks, and clearing the Humber therefrom.

10.—The master or owner of any vessel (except vessels employed in dredging operations) slipping or parting from her anchor shall take immediate steps to the satisfaction of a Conservancy official for removing and recovering such anchor and any cable attached thereto, and clearing the Humber therefrom.

11.—The master or owner of any vessel sunk, stranded, or damaged so as to be an obstruction in the river, shall at the earliest possible

opportunity after such sinking, stranding, or damage has occurred report the fact to the Clerk to the Board.

Nothing herein provided shall prevent the master or owner of such vessel taking the necessary and earliest steps to recover or remove the vessel.

12.—Whenever a vessel shall foul or come into contact with any light vessel, wreck-marking vessel, gas float, gas buoy, or any other buoy, the master shall at the earliest possible opportunity report the fact to the Clerk to the Board.

13.—The master of a vessel shall not at any time make or permit unnecessary use of the steam whistle or siren.

#### REGATTA OR LAUNCH.

17.—Any Conservancy official may, with a view to maintaining order and securing the safety of the public, from time to time give such orders as he thinks expedient for the purpose of regulating the passage of any vessel on the Humber on the occasion of any regatta or ship launch, or on any exceptional occasion when a number of vessels are expected to assemble. Notice of such occasion must be given in due time to the Clerk to the Board.

#### EXEMPTIONS.

25.—These bye-laws shall not apply to any harbour, basin, or dock, or the Old and New Creeks at Hull, nor shall the powers of any Conservancy official thereunder be exercised so as to interfere with any directions which the dock master of any such harbour, basin, or dock, or the Old and New Creeks at Hull has statutory power to give.

*Rules made by Order in Council, 19th July, 1910, concerning the lights to be carried by vessels (except craft under 10 tons measurement) navigating the waters of the Rivers Humber and Trent, and concerning the steps for avoiding collision to be taken by vessels navigating such waters.*

#### PRELIMINARY.

1.—These Rules, which should be read in conjunction with the Trent Rules, 1910, and the Humber Bye-laws, 1910, may be cited as the Humber Rules, 1910.

*The Trent Rules are printed at p. 449. For the Humber Bye-laws, 1910, see above, p. 253.*

2.—These Rules shall be applicable to the Humber as defined by the Humber Conservancy Act, 1907.

3.—In interpreting these Rules the following terms shall have the meanings hereby assigned to them—that is to say:

- (a) The term “ the Board ” shall mean the Humber Conservancy Board.
- (b) The term “ the Humber ” or “ river ” (*as defined in the Humber Bye-laws, 1910, ante, p. 253*).
- (c) The term “ vessel ” (*as defined in the Humber Bye-laws, 1910, ante, p. 253*).
- (d) The term “ dumb craft ” (*as defined in the Humber Bye-laws, 1910, ante, p. 254*).
- (e) The term “ steam vessel ” shall include any vessel propelled by machinery.
- (f) The term “ master ” (*as defined in the Humber Bye-laws, 1910, ante, p. 253*).
- (g) The term “ Conservancy official ” (*as defined in the Humber Bye-laws, 1910, ante, p. 254*).
- (h) The term “ whistle ” shall mean any whistle, siren, foghorn, or other instrument by means of which sound signals can be made.

4.—All vessels while navigating or anchored or moored in the river shall observe and obey the Regulations for Preventing Collisions at Sea (hereinafter referred to as “ the General Regulations ”) made in pursuance of and for the time being in force under the Merchant Shipping Act, 1894, or any subsisting statutory modification thereof, with the exceptions and additions made in the following Rules.<sup>1</sup>

#### LIGHTS AND SIGNALS.

5.—Dumb craft may, between sunset and sunrise, in lieu of the lights prescribed by the General Regulations, exhibit in the forepart of the craft a white light distinctly visible on all sides not less in height above deck or above any cargo or other obstruction on the deck:

- (1) When at anchor than five feet.
- (2) When being towed than three feet.
- (3) In any case the sternmost of the craft towed shall also exhibit a white light at the stern, and when craft are being towed in lines abreast then the sternmost of each line shall show a white light at the stern.

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<sup>1</sup> Article 25 (narrow channel) of the Collision Regulations has been applied to the entrance to the Humber, between the Bull and Clee Ness buoys, on the south side, and the buoys on the north side. *The Ashton* [1905], p. 21.

6.—A passenger steamer plying on the river while under way and in motion shall, in all weathers between sunset and sunrise, carry at the stern a bright white light in a lantern so constructed, fitted, and screened as to show an unbroken light over an arc of the horizon of twelve points of the compass—viz., for six points from right aft on each side of the steamer and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least one mile.

7.—(1) A dredger other than a grab dredger, when at work or in position for working, shall carry the following lights and signals—viz. :

Lights between sunset and sunrise:

(a) FORWARD.—On the forward part of the dredger at a height of not less than twenty and not exceeding forty feet above the hull, a white light in a lantern so constructed and placed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile.

(b) AMIDSHIPS.—Three similar lights (two red and one white) in triangular form, not less than eight feet apart at right angles to the keel with the apex marked by one of the red lights uppermost, and the white light indicating the side of the dredger on which vessels may safely pass; the base of the triangle to be not less than 3 feet above the highest point of the main framework.

(c) AFT.—One similar white light at or near the stern of the dredger, and at such a height that it shall not be less than fifteen feet lower than the forward light.

Every other light in use on the dredger shall so far as reasonably practicable be so screened as not to be seen except from the deck of the dredger.

Signals between sunrise and sunset:

AMIDSHIPS.—Three balls or shapes (two red and one black) of not less than two feet in diameter in triangular form in the same positions as those described in these Rules for the lights to be placed amidships on a dredger, the black ball to indicate the side of the dredger on which vessels may safely pass.

(2) A dredger when not at work or in position for working shall carry the ordinary lights and signals prescribed by the General Regulations and by these Rules.

8.—A vessel taking the ground except when lying alongside any quay, jetty, wharf, or landing place, shall, during the day, so long as

the said vessel shall remain aground, exhibit two balls on the foremast in a vertical line one above the other three feet apart, not less than fifteen inches diameter, and at least twenty feet above the water.<sup>1</sup>

9.—A vessel when at anchor, except when lying alongside any quay, jetty, wharf, or landing place shall, between sunrise and sunset, carry in the forward part of the vessel at a height of not less than twenty and not exceeding forty feet above the hull a black ball not less than fifteen inches in diameter, provided that in the case of a vessel within Article 7 of the General Regulations such black ball may be carried at a height above the gunwale not less than nine feet.<sup>1</sup>

10.—A steam vessel belonging to the Board which may, for the time being, be used exclusively for the taking on board or landing of pilots, and not at anchor or moored, shall between sunset and sunrise, in addition to the lights prescribed by the General Regulations for a steam vessel under way, carry at a distance of three feet below her white masthead light a red light visible all round the horizon, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles. When engaged on her station on pilotage duty, and at anchor or moored, she shall carry, in addition to the light required for vessels at anchor, the red light above mentioned, but not the coloured side lights. When not engaged on her station on pilotage duty she shall carry the same lights as other steam vessels.

11.—A steam vessel with steam up, crew on board, and ready to leave, when lying afloat alongside any quay, jetty, wharf, landing place, or another vessel, shall between sunset and sunrise carry the lights prescribed by Article 2 of the General Regulations, and when casting off either by day or by night shall blow her whistle.

12.—A vessel employed to mark the position of a wreck or other obstruction shall exhibit—

By Day: Three balls on a yard twenty feet above the water, two of the said balls placed vertically on the side on which navigating vessels may safely pass, and one on the other side.

By Night: Three white fixed lights similarly arranged, but not the ordinary riding light.

Vessels navigating the river shall pass on that side of her on which the two balls or two lights are shown.

<sup>1</sup> This rule does not apply to dumb craft (see Rule 24, *post*, p. 262).

13.—A vessel, when engaged in sweeping for anchors or other obstructions, shall fly at the masthead a red flag not less than four feet square.

#### WHISTLE SIGNALS.

14.—When a steam vessel is commencing to turn round, or for any reason is not under command and cannot get out of the way of an approaching vessel, she shall signify the same by four short blasts of the steam whistle in rapid succession, and it shall thereupon be the duty of the approaching vessel to keep out of the way of the steam vessel so situated. A steam vessel commencing to turn round shall, immediately before giving the signal referred to in this Rule, indicate the direction in which she proposes to turn, by sounding the one short blast or two short blasts signals prescribed by Article 28 of the General Regulations. A vessel not under command shall, as speedily as possible, get fore and aft the river, head to tide, and under command. If a sailing vessel or any other craft in tow is situated as above mentioned, the said whistle signals shall be made by the tug.

15.—A vessel whilst aground shall, on the approach of any other vessel within a mile, sound her whistle or foghorn at intervals of five minutes until the approaching vessel has passed clear, giving on each occasion two long blasts and a short intermediate one. A vessel aground in a fog shall ring her bell every two minutes, but on hearing the whistle or foghorn of an approaching vessel shall make the aforementioned signal with her whistle or foghorn.<sup>1</sup>

16.—A vessel requiring the services of a tug shall give five short blasts on the whistle. If the vessel is aground, the blasts shall be given at intervals between the grounding signals.

17.—In addition to any other fog signal required by law, in fog a signal consisting of four prolonged blasts with the whistle shall be sounded every three minutes as the distinguishing signal of a steam pilot boat or pilot launch, and in the case of a sailing pilot boat a gong sounded at frequent intervals which shall never exceed three minutes. A vessel in fog requiring the services of a pilot, or wishing to drop one, may make the same signal with her whistle.

18.—No vessel shall give any signals with the whistle save, and except, such signals as may be authorised by these Rules or by the General Regulations. Private whistle signals are absolutely forbidden, except such as may be from time to time authorised by the Board.

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<sup>1</sup> This Rule does not apply to dumb craft (see Rule 24, *post*, p. 262)

## ANCHORAGE.

19.—No vessel, unless compelled by stress of weather, fog, or other emergency, shall anchor in the fairway of the river in such a position as to unnecessarily obstruct, impede, or interfere with passing vessels. A vessel which by stress of weather, fog, or other emergency may be compelled to anchor in any such prohibited position shall, with the least possible delay, remove therefrom.

*For cases on the meaning of "fairway," see p. 420.*

20.—A vessel, when so required by a Conservancy official, shall remove from the anchorage where she may be, and proceed with the least possible delay to another place of anchorage as ordered by such official, and, if directed by him, shall be moored with two anchors.

## MISCELLANEOUS.

21.—No vessel shall be allowed to drift otherwise than under control, or to drift athwart or abreast.<sup>1</sup>

22.—A vessel shall be navigated with care and caution, and at such a speed and in such a manner as not to endanger the lives of, or cause injury to, persons or involve risk of collision by causing a swell, or endanger the safety of other vessels or moorings, or cause damage thereto or to the river banks. Special care and caution shall be used in navigating such vessel where there is much traffic, and when passing vessels employed in dredging or removing sunken vessels or other obstructions. If the safety of any vessel or moorings is endangered or damage is caused thereto or to the river banks by a passing steam vessel, the onus shall lie upon the master or owner of such vessel, to show that she was navigated with care and caution, and at such a speed and in such a manner as directed by these Rules.

*Although there is no positive Rule with regard to the navigation near the gas-float, Whitton No. 3, vessels navigating against the flood tide should wait until vessels coming up on the tide have rounded the bend, and should avoid meeting vessels at the gas-float (see the judgment of Bargrave Deane, J., in The Ezardian, [1911] P. 92 at p. 95 et seq.).*

23.—When sunken vessels and other obstructions are being lifted or removed by any wreck-removal craft or appliances, or when buoys are being laid or removed, or moorings are being drawn or fixed by any of the vessels belonging to the Board, or when any craft or

<sup>1</sup> Cf. *The Ralph Creyke* (1886), 6 Asp. M. C. 19, where it was held that a keel may drift up a river, but that she should do so by dredging with her anchor down, in order that in case of emergency she may be able to bring herself up.

appliances belonging to or employed by the Board are at work as aforesaid, the propelling engines of every vessel shall be eased, and all vessels shall be kept well clear when approaching such wreck-removal craft or other craft or appliances, and every vessel fitted with propelling power shall go dead slow from a point at least three hundred yards before reaching such wreck-removal craft or other craft or appliances, and so continue for one hundred and fifty yards after passing them. While the said wreck-removal craft or other craft or appliances are at work, a red flag shall be hoisted on board during the day, and three red lights in triangular form at right angles to the keel with the apex uppermost at night.

#### EXEMPTIONS.

24.—Dumb craft shall be exempted from compliance with Rules Nos. 8, 9, and 15.

25.—These Rules shall not apply to any harbour, basin, or dock, or the Old and New Creeks at Hull, nor shall the powers of any Conservancy official thereunder be exercised so as to interfere with any directions which the dock master of any such harbour, basin, or dock, or the Old and New Creeks of Hull has statutory power to give.

For the Hull Rules. see *ante*, p. 251.

## IMMINGHAM, DOCKS and JETTIES.

*Bye-laws made by the Great Central Railway Company on 19th July, and allowed by the Justices in Quarter Sessions, 20th October, 1911.*

4.—No vessel shall moor or be berthed or navigated in the dock so as to obstruct or interfere in any way with free access to and from the Graving Dock of the Humber Graving Dock and Engineering Company, Limited.

*Bye-laws relating to vessels carrying petroleum as cargo, and to vessels carrying explosives, confirmed by the Board of Trade, 15th November, 1911, and applying to all works and conveniences constructed by the Humber Commercial Railway and Dock Company, and a distance of 200 yards riverwards from every and any part thereof.*

#### PETROLEUM.

2.—“The dock” shall mean and include any dry or wet dock, basin, lock, passage, pier, jetty, building, or other work or place for the time being within the said jurisdiction.

3.—The master of every petroleum ship shall, on nearing the dock, and during the time that such ship remains in the dock, display by day a red flag not less than 3 feet square, and by night a red light on the masthead (of if the ship has no mast, on a staff).

5.—The master of every petroleum ship shall anchor or moor his ship only at such place as the port master shall from time to time direct, and shall not remove his ship therefrom, except for the purpose of leaving the dock, without the written order or permission of the port master.

No petroleum ship shall be anchored or moored at any place other than that approved by the port master, whether for the purpose of landing or shipping petroleum or otherwise.

7.—Two or more petroleum ships shall not, except for purpose of transshipment, lie within 100 feet of one another, unless, in the opinion of the port master, it is impracticable to maintain such distance.

#### EXPLOSIVES.

5.—The master of every vessel with any explosive on board exceeding the weight of 100 pounds, on nearing the dock, and during the time that such vessel remains in the dock with any explosive on board, shall display by day a square red flag not less than 3 feet square, and by night a red light on the mast head (or if the said vessel has no mast, on a staff).

7.—[Identical instructions to those in paragraph 1 of No. 5 above.]

### IPSWICH.—RIVER ORWELL.

*Bye-laws made by the Ipswich Dock Commissioners by virtue of the Ipswich Dock Acts, 1852 and 1877, for the Dock and Harbour or Port of Ipswich and the River Orwell, on 13th April, 1883.*

2.—All vessels preparing to enter the south entrance shall, on entering the Cliff Bight, have a substantial stern hawser with requisite tackling in readiness for bringing up, and shall have their sails lowered or furled before approaching the entrance, and be further dismantled if so directed by the harbour master; and after sunset and before sunrise all vessels entering or leaving the harbour or dock shall show their regulation lights.

3.—All vessels entering or leaving the dock or harbour shall be carefully steered and have a proper look-out kept; and steam vessels

shall proceed at a rate not exceeding half-speed, and shall also slack their speed further when approaching other vessels, and when passing the dredging vessels, or the mud flats, barges, or other dredging plant; and steamers of light draught of water shall give way to those of heavy draught or engaged in towing; and steam vessels when navigating in and above the Cliff Bight shall not proceed at a higher speed than five miles per hour.

8.—All vessels while lying in the dock or at the quays shall have their bowsprit rigged in or topped up, unless fixed, their yards braced fore and aft, one anchor housed and one stock awash,<sup>1</sup> and their jibbooms rigged in as close as possible.

15.—All vessels navigating the River Orwell, and requiring to anchor or moor for or during a tide, shall anchor or moor so as not to obstruct the fairway of the channel.

*Bye-law relating to vessels carrying explosives sanctioned by the Board of Trade, 29th November, 1876.*

2.—Every ship or boat on entering the River Orwell, and so long as she shall have on board gunpowder or any explosive, shall hoist and keep hoisted at her masthead a red flag not less than two feet square; and shall from sunset to sunrise (except whilst in the dock) keep a red signal lamp lighted and also hoisted at her masthead.

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## LARNE HARBOUR.

*Bye-laws made by the harbour master under the Harbours, Docks, and Piers Clauses Act, 1847, in February, 1876.*

20.—That masters or persons in charge of steamers, coming in or going out, shall slow their engines to half-speed when directed by the harbour master, between the lighthouse and the quays, so as to prevent danger or risk of injury to other vessels, or to the harbour works, under a penalty not exceeding 5*l*.

21.—That all steamers plying in, to, or from this harbour, shall, when passing any of the proprietor's crafts at work, lifting or putting down moorings, or otherwise employed, go sufficiently slow to prevent such craft receiving injury, or being interrupted in their work. The

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<sup>1</sup> For meaning of stock awash, see note, *post*, p. 438.

masters of vessels not attending to this bye-law, to be subject to a fine not exceeding 5*l.* for each offence.

*Bye-law relating to vessels carrying petroleum as cargo, confirmed by the Board of Trade, 1st March, 1916.*

3.—The master of every petroleum ship shall, on nearing the harbour, and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square and by night a red light on the masthead (or, if said ship has no mast, on a staff).

## LERWICK HARBOUR.

*Bye-laws made by the Harbour Trustees in virtue of the Lerwick Harbour Improvements Act, 1877, and confirmed by the Sheriff-Substitute, 16th July, 1909.*

3.—All vessels and fishing boats anchoring in the South Harbour—that is, from opposite Twagios to the north-east corner of the Northness—shall leave a clear space along the Lerwick shore of at least four hundred and twenty yards, excepting those which are requiring the use of the harbour works, piers, jetties, or wharves, or for repairs of any vessels or boats on beaches; but all such vessels or boats must, as soon as their work at said harbour works, piers, jetties, or beaches is completed, immediately remove to the prescribed limit of four hundred and twenty yards.

4.—No steam fishing vessel shall proceed at a greater rate of speed than four nautical miles her hour while within the limits of the harbour.

The harbour<sup>1</sup> is defined by Section 35 of the Lerwick Harbour Improvements Act, 1877, as bounded at the south entrance by a straight line between the “Nab Point in the mainland of Zetland” . . . to the “Head of Ham in the Island of Bressay,” and at the north entrance by a straight line between the “Point of Hogan in the said Island of Bressay” . . . to the “Point of Scotland in the mainland of Zetland,” and all vessels navigating the waters between these lines are subject to the foregoing bye-laws.

<sup>1</sup> In *The Seymolicus* (1909), 11 Asp. M. C. 206, it was held that this harbour was not a narrow channel within Article 25.

**LIMERICK.**

*Bye-laws made by the Limerick Harbour Commissioners, 1st July, 1907, and assented to by the Board of Trade, 19th December, 1907.*

*The limits of the port extend from Limerick to Loop Head.*

40. Every steamer before passing dredgers, rockcutter, or other craft belonging to the Commissioners, either moored in the river or engaged on work in progress, shall ease her engines to "dead slow" when within not less than one hundred and fifty yards of such dredgers, rockcutter, or other craft, or until she has passed the same at least fifty yards.

41. The dredgers and rockcutter, when moored in their working positions between sunrise and sunset shall exhibit a red flag hoisted on a pole, on that side on which it is safe for a vessel to pass, and between sunset and sunrise shall exhibit three bright white lights from globular lanterns, of not less than eight inches in diameter, placed in the form of a triangle, not less than six feet apart, on the top of the framework athwart ship, and of sufficient power to be visible with a clear atmosphere at a distance of one mile.

42. The dredgers, rockcutter, or other craft, when under way, or moored to buoys or anchors, shall conform to the Board of Trade Rules with regard to lights.

43.—All ships and vessels when navigating in the River Shannon, and within the limits of the port and harbour of Limerick, shall, between sunset and sunrise, exhibit the lights required by the Collision Regulations now in force, issued in pursuance of the Merchant Shipping Act.

44.—All ships and vessels at anchor within the limits of the harbour shall exhibit from sunset to sunrise, where it can best be seen, at a height of not more than 20 feet, and at least 16 feet from the deck, or in the case of small vessels at high as practicable, a white light in a globular lantern not less than eight inches in diameter, and so constructed as to show a clear and unbroken uniform light, visible all round the horizon at a distance of at least one mile.

45.—In foggy weather all ships and vessels within the above limit shall, when under way, blow a horn, and when at anchor ring a bell every half-minute.

NOTE.—Ships and vessels include smacks, turf boats, barges, and lighters.

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## LITTLEHAMPTON.

See ARUNDEL, ante, p. 90.

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## LONDONDERRY, LOUGH FOYLE.

*Bye-laws made by the Londonderry Port and Harbour Commissioners on 1st September, 1858, by virtue of the Londonderry Port and Harbour Act, 1854 (17 & 18 Vict. c. cclxxvii.).*

These bye-laws apply to the port, harbour, lough, and river of Lough Foyle from Lifford Bridge to a line drawn from Greencastle Fort in the county of Donegal to the tower on Magilligan Point, in the city and county of Londonderry (17 & 18 Vict. c. cclxxvii., s. 57).

13.—That the master or officer in command of every steamer shall stop the engines when the pilot is coming alongside, and until he is safe on board, and the boat is shoved off, and the same Rule to be observed when the pilot is leaving the vessel, under a penalty for every such offence of a sum not exceeding 5*l.*

19.—That every anchor which shall be let go in any part of the Port of Londonderry shall have attached thereto a good and sufficient buoy, with a proper length of rope, to mark the place of such anchor, under a penalty not exceeding 5*l.* upon the person letting go the same, or the master or owner of the boat or vessel from which the same shall be let go.

30.—That all vessels lying at anchor, or passing up or down the river, between Greencastle and the bridge, shall exhibit a light in the fore rigging, at least sixteen feet above the deck, from sunset to sunrise, under a penalty not exceeding 5*l.*

40.—That when steam vessels, on different courses, must unavoidably or necessarily pass so near that by continuing their respective courses there would be a risk of coming in collision, the helm of each vessel shall be put to port, so that the one shall always pass on the

larboard or port side of the other; penalty for breach of this bye-law a sum not exceeding 5*l.* for each offence.

41.—That a steam vessel passing another in any part of the port shall always leave the vessel she is passing on the larboard or port-hand, under a penalty of a sum not exceeding 5*l.* for each offence.

42.—That when two such vessels are proceeding in the same direction, either coming up or going down, the vessel astern shall on no account attempt to pass when there is so little room, from vessels being in the way or other causes, as to occasion a risk of damage; and that the vessel ahead shall, when the other is passing, keep well over on the larboard or port side, and in the lough or river shall not cross the course of the vessel passing. Penalty for breach of any part of this bye-law a sum not exceeding 5*l.* for each offence.

43.—That all steamers coming up or going down the lough or river shall slow their engines to half-speed between the black buoy opposite Mr. Gilliland's mill and the bridge, so as to prevent danger or risk of injury to other vessels, or to the harbour works—that is to say, if coming up, slow their engines to a safe rate of speed, not exceeding half-speed, when abreast of said black buoy; and, if going down, keep their engines at a safe rate of speed, not exceeding half-speed, until after passing said black buoy—under a penalty of a sum not exceeding 5*l.*

44.—That all paddle steamers plying in, to, or from this port shall, when passing any of the Commissioners' dredges at work, or any other craft belonging to them, lifting or putting down moorings, or otherwise employed in the public service, or any rafts of timber, or lighters, go sufficiently slow to prevent such dredges or craft receiving injury or being interrupted in their work. The masters of all vessels committing a breach of this bye-law to be subject to a fine not exceeding 5*l.* for each offence.

45.—That all paddle steamers shall, when passing any raft of timber or laden lighter, between Culmore Point and the bridge, go sufficiently slow so as to prevent such rafts of timber or lighters from receiving injury, under a penalty, to be paid by the master of the steamer, not exceeding 5*l.*

50.—That the owners or masters of steamers, vessels, lighters, or gabbards, obstructing the free passage of the lough or river, in any manner whatsoever, or refusing to lower their hawsers or ropes when thereto required, to permit the passage of any other vessel, or refusing

to move such steamer, vessel, lighter, or gabbard, when ordered by the harbour master, or any person acting by his authority, shall forfeit a sum not exceeding 5*l.*

*Bye-laws relating to vessels carrying explosives, sanctioned by the Board of Trade, 6th November, 1878.*

5.—The master or person in charge of every inward bound ship, having on board any explosive, except ship's ammunition, shall before such ship shall pass to the southward of an imaginary line drawn from the anchorage at Quigley's Point across the River Lough Foyle, in a true southerly direction, take on board a pilot duly licensed by said Commissioners, and shall retain such pilot on board such ship until such ship has passed to the westward of the imaginary line mentioned in the Bye-law No. 6, or has been placed in a proper anchorage in conformity with these bye-laws. No outward bound ship, having on board any explosive, except ship's ammunition, shall navigate any part of Lough Foyle to the southward of the imaginary line first mentioned in this bye-law, except when having on board a pilot duly licensed as aforesaid, provided that this bye-law shall not apply to ships conveying explosives, coastwise, to or from any port in the United Kingdom.

6.—No ship, or boat, conveying any explosive, except ship's ammunition, shall be anchored or moored in any part of the River Lough Foyle, except in that part lying to the northward of an imaginary line drawn across the said river, from the boathouse at foot of the street leading from Strand Road, opposite Foyle College Garden to the river, in the City of Londonderry, and every such ship or boat shall, so far as may be safe and practicable, be anchored or moored in mid-channel of the said river.

7.—Every ship or boat conveying any explosive, except ship's ammunition, shall proceed to her destination without any delay, except such as may be unavoidable.

8.—Every ship or boat, having on board any explosive, except ship's ammunition, shall, by day, whether at anchor or under weigh, fly a red flag at her foremast head; or, in the case of boats at her mast-head, and when at anchor at night, shall exhibit a red light over the white light, prescribed by Article 7 of the Regulations for Preventing Collisions at Sea, enacted by the Merchant Shipping Act, Amendment Act, 1862.<sup>1</sup>

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<sup>1</sup> The light referred to is the anchor light at a height not exceeding 20 feet above the hull.

## MANCHESTER AND SALFORD JUNCTION CANAL.

See MERSEY AND IRWELL NAVIGATION, post, p. 299.

## MANCHESTER SHIP CANAL.

*In April, 1922, the bye-laws relating to the Manchester Ship Canal were under revision.*

## MARYPORT.

*Bye-laws made by the Commissioners for the Harbour of Maryport by virtue of the Maryport Harbour Acts, 1866 to 1894, on 3rd December, 1897, and allowed by the Secretary of State, 25th January, 1898.*

### INTERPRETATION OF TERMS.

1.—In these bye-laws the following words and expressions have the meanings hereby assigned to them, unless there be something in the subject or context repugnant to such construction—that is to say:

“Commissioners” means the Commissioners for the Harbour of Maryport, constituted and incorporated by the Maryport Harbour Act, 1894.

“Harbour” means the Harbour of Maryport, as extended and defined by the Maryport Improvement (Harbour) Act, 1879, and includes the tidal harbours and docks and basins as hereinafter defined.

“Tidal harbour” means all parts of the harbour, except the Senhouse Dock and Elizabeth Dock.

“Docks” means the Senhouse Dock and the Elizabeth Dock.

“Harbour master” means the harbour master appointed by the Commissioners, by virtue of the Harbours, Docks, and Piers Clauses Act, 1847, and includes every assistant of the harbour master.

“Vessel” means any ship, boat, lighter, and craft of every kind, and whether navigated by steam or otherwise.

2.—When any dredger is in such a situation that any of the working chains thereof are taut, so as to be dangerous to or likely to obstruct passing vessels, the master of such dredger shall hoist during the day tides a red flag, and during night tides a red light, on the side of the dredger where the danger or obstruction is, as a warning to approaching vessels to proceed on the opposite side of the dredger, and all such vessels shall proceed accordingly. The red light shall be placed at the same height as the usual anchor white light, or as near thereto as circumstances will permit, and shall be hoisted on the forward framing and about 5 or 6 feet clear of the side of the dredger, where the red flag shall also be fixed when hoisted.

7.—The master of every vessel moored in the harbour shall have her anchors taken in; but, with the permission in writing of the harbour master, one anchor may be hung beneath the hawse, with the stock awash.<sup>1</sup>

13.—The master of any vessel of light draught entering or being in the harbour shall, on the order of the harbour master, lie by or shift out of the way of any vessel of large draught when being moved in the harbour.

20.—The master of every vessel shall cause a watchman, or other competent person, to be at all times on duty on board his vessel while in the docks, and, if and when required by the harbour master, a watchman to be on duty on board his vessel in the tidal harbour, and every such watchman or person shall cause ropes, chains, or other fastenings to be slackened, tightened, or thrown off, as and when the harbour master shall direct, and in every other respect shall obey the orders of the harbour master.

*The following bye-law was allowed on 25th January, 1898 :*

The master of a vessel or a pilot, or any other person in charge of a vessel, shall not attempt to enter the harbour with such vessel during the time the obstruction signal (a second red ball below the tidal ball by day, and a red light below the tidal light by night) is shown.

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<sup>1</sup> As to meaning of stock awash, see the note to Thames (Upper) Bye-law 11, *post*, p. 438.

*Bye-law relating to vessels carrying explosives sanctioned by the Board of Trade, 14th July, 1900.*

7.—The master of every ship or boat having explosive other than ship's ammunition on board shall keep conspicuously exhibited at the foremast head from sunrise to sunset a red flag at least four feet square, and shall keep conspicuously exhibited at the foremast head from sunset to sunrise in addition to the lights (if any) ordinarily required to be exhibited, a red light in such a position as to be above such ordinary lights (if any), and to show a clear, uniform, and unbroken light all round the horizon.

## MEDWAY.

**See also CHATHAM, ante, p. 162, for other Rules also applying in the Medway.**

*Bye-laws made by the Medway Conservators under the Medway Conservancy Act, 1881, the 13th January, 1914, and approved by the Board of Trade and Admiralty on the 14th January, 1914.*

### INTERPRETATION.

1.—That in the following bye-laws the words and expressions hereinafter mentioned shall have the several meanings hereby assigned to them, unless it be otherwise specially provided, or there be something in the subject or context repugnant to such construction.

The word "vessel" shall include any ship, lighter, keel, barge, yacht, launch, boat, wherry, raft, float of timber or craft, or any other kind of vessel whatsoever, whether navigated by steam or otherwise, but shall not include any vessel belonging to His Majesty, or employed by any Department of the Government as mentioned in the proviso contained in the said Act.

The word "lighter" means any dumb barge or other like craft for carrying goods.

The expression "steam vessel" includes any vessel propelled by machinery.

The expression "steam launch" applies to a steam vessel not being used solely as a tug or for the carriage of goods, and not being certified by the Board of Trade as a passenger steamer.

The expression "under steam" means under steam, electricity, or other mechanical power.

The expression "steam whistle" includes any efficient whistle or siren sounded by steam or some substitute for steam, and approved by the Conservators.

The expression "short blast" means a blast of about one second's duration.

The expression "prolonged blast" means a blast of from 4 to 6 seconds' duration.

The expression "under way," when used in relation to a vessel, means when she is not at anchor, or moored or made fast to the shore, or aground, and includes a vessel dropping up or down the river with her anchor on the ground.

The word "visible," when applied to lights, means visible on a dark night with a clear atmosphere.

The words "in writing" applied to any document shall include documents wholly printed or wholly written, or partly printed and partly written.

The words "the river" shall mean that part of the River Medway between Garrison Point, Sheerness, and Hawkwood Stone at Burham, and all arms, creeks, streams, and indraughts of the said river on both sides thereof as are within the limits of the Medway Conservancy Act, 1881.

*By the Medway Conservancy Act, 1881 (44 & 45 Vict. c. clxxiv., s. 4), the river extends from an imaginary line drawn across the river from Garrison Point, Sheerness, to Dolly Bank, to an imaginary line drawn at right angles across the river from the Stone at Hawkwood, in the parish of Burham, and includes all arms, creeks, streams, and indraughts of the river on both sides as far as the waters of the river flow, but excluding the harbour of Queenborough and West Swale, southward of an imaginary line drawn from Minster Church tower, in the Isle of Sheppey, to Swale, otherwise Queenborough Spit.*

In the following bye-laws every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

#### MOORINGS.

3.—On the arrival of any vessel at any place in the river between Rochester Bridge and the eastern or south-eastern end or point of Chatham Reach, the master shall immediately apply to the harbour master for a berth, and shall not change such berth without his direction; and unless by the consent of the harbour master no more than two vessels shall be placed in one tier. and the master shall properly

stow the anchors and take in the jibbooms, and all booms and boom irons shall be taken off the yards and lower yards topped, and topsail and other yards braced fore and aft, otherwise the ship will not be put into a berth, and shall effectually fend off the vessel when lying in a tier with other vessels, and shall slacken the ropes and do all other things necessary to the safety and convenience of the shipping in the river or as the harbour master shall from time to time direct; and no part of the cargo of the said vessel shall be unloaded, or ballast taken in or discharged whilst the same is lying in the stream of the fairway of the river.

NOTE.—Barges, yachts, and fishing bawleys when anchored or moored above Whitewall Creek with their bowsprits rigged out, lie at their own risk.

5.—No vessel shall, for the purpose of stopping for a tide, anchor between Rochester Bridge and Whitewall Creek unless with the permission of the harbour master. To every anchor which shall be let go from any vessel for the purpose of stopping for a tide in any part of the river, there shall be bent a proper buoy and sufficient buoy rope.

6.—Vessels lying together in a tier in the river shall have bow lashings.

8.—Every master of any vessel which shall be moored or navigated in any part of the river with a warp, hawser, rope or chain, or having a rope across for any purpose whatsoever, unless in the act of entering or departing from any canal or basin, shall slack the same down on the approach of any other vessel which shall be proceeding, dropping, or sailing with or against the tide.

#### NAVIGATION.

##### *Vessels under Way.*

13.—The master of every steam vessel navigating the river shall be and remain on one of the paddle boxes or on the bridge of such steam vessel, and shall keep or cause to be kept a proper look-out during the whole of the time it is under way.

14.—Every vessel navigating the river shall be navigated with care and caution, and at a speed and in a manner which shall not endanger the safety of any other vessel, gas or other buoy, or moorings, or cause damage thereto, or to the banks of the river. And in addition every vessel shall ease her engines when passing any vessel employed in dredging, diving, or removing a sunken vessel or other obstruction, or working at any gas or other buoy, or moorings.

15.—Every steam vessel when approaching another vessel so as to involve risk of collision shall slacken her speed, and shall stop and reverse if necessary.<sup>1</sup>

16.—(a) No steam vessel navigating the water area between a line drawn from Garrison Point to Grain Martello Tower and a parallel line from the end of the Town Pier, Sheerness, shall exceed the following speed over the ground—namely, 7 statute miles or 6 knots.

(b) No steam vessel navigating the water area above Whitewall Creek shall exceed the following speed over the ground—namely, 7 statute miles or 6 knots.

17.—If the safety of any vessel, gas or other buoy, or moorings is endangered, or damage is caused thereto, or to the banks of the river, by a passing vessel, the onus shall lie upon the owner of such vessel to show that she was navigated in such a manner as directed by these bye-laws.

18.—No vessel shall be navigated or lie in the river with its anchor or anchors a'cock-bill except while fishing such anchor or anchors, or during such time as may be absolutely necessary for getting such vessel under way or for bringing her to anchor.

19.—No vessel shall be navigated or lie in the river with its anchor or anchors hanging by the cable perpendicularly from the hawse, unless the anchor shackle shall be awash, except during such time as shall be absolutely necessary for catting or fishing the said anchor or anchors, or during such time as may be absolutely necessary for getting such vessel under way.<sup>2</sup>

20.—For the protection of the powder vessels lying alongside the powder piers and wharf at Upnor Government Magazine, no steam vessel shall stoke up whilst passing between Lower Upnor Landing Pier and the Castle, and every steam vessel shall pass to the south-east side of the buoys opposite the wharf and piers, and proceed at such a speed and in such a manner as not to endanger the craft lying alongside, or the explosives contained therein.

21.—Every vessel overtaking any other vessel shall keep out of the way of the overtaken vessel, which latter vessel shall keep her course.

22.—If a sailing vessel and a steam vessel are proceeding in such a direction as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

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<sup>1</sup> See notes to Article 23 of the Collision Regulations, *ante*, p. 70, and *The Ngapoota*, [1897] A. C. 391.

<sup>2</sup> See note to Thames Bye-law 11, *post*, p. 438.

If owing to causes beyond the control of those navigating the steam vessel it is unsafe or impracticable for the steam vessel to keep out of the way of the sailing vessel, she shall signify the same to the sailing vessel by four blasts of the steam whistle in rapid succession as mentioned in Bye-law 45; the sailing vessel shall then keep out of the way.

23.—When two steam vessels proceeding in directly opposite directions are approaching one another so as to involve risk of collision, they shall pass one another port side to port side.

24.—Steam vessels navigating against the tide shall, before rounding any point of the river, ease their engines and wait until any other vessels rounding the point with the tide have passed clear.<sup>1</sup>

25.—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 star-board tack.
- (c) When both are running free with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

26.—No person shall navigate any barge or lighter on the river unless there shall be a free-board of at least one inch to be measured from the water's edge to the upper side of the covering board at the lowest point amidships.

27.—All sailing barges navigating the river shall, when under way, have at least two competent men on board for navigating and management thereof; and all boats, lighters, and other light craft navigating the river shall, when under way, have at least one competent man on board for the navigation and management thereof, and if above 60 tons register shall, when under way, have one man

<sup>1</sup> As to the meaning of "rounding," see notes to Thames Bye-laws, 34-37, *post*, p. 427.

in addition on board to assist in the navigation and management of the same, with in all cases the following exceptions: When being towed by a steam vessel, or when being moved to and fro between any vessels or places a distance not exceeding 200 yards. In case of non-compliance with this bye-law, the harbour master may take charge of and remove such craft to such place as to the harbour master may seem fit, and the amount of the charges and expenses of taking charge thereof and of such removal, shall be recoverable from the owner or master thereof.

*Vessels in tow.*

28.—Vessels under 100 tons register towed by steam shall be placed two abreast, if more than four in number, and not more than six shall be towed together at one time.

29.—Vessels over 100 tons register towed by steam shall be placed two abreast, and the tow rope shall not exceed 50 feet drift from stern of tug to bow of vessel, and not more than four shall be towed together at one time below Upnor Castle, and not more than two above Upnor Castle.

As to towing through Rochester bridges, see Bye-law No. 51.

As to light for vessels in tow, see Bye-laws Nos. 33 and 35.

LIGHTS.

30.—The bye-laws as to lights shall be complied with by the master of every vessel in all weathers from sunset to sunrise, and during such times no other lights which may be mistaken for the lights prescribed by the bye-laws shall be exhibited.

(a) LIGHTS FOR VESSELS UNDER WAY.

31.—A steam vessel when under way shall exhibit:

- (a) On or before the foremast, or, if there be no foremast, on a staff at the forepart of the vessel, at a height above the hull of not less than 20 feet, and if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so, however, that the light need not be exhibited at a greater height above the hull than 40 feet, a bright white light, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel—viz., from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least two miles

Steam vessels navigating only above Rochester Bridge may carry the white light at any convenient height above and in line with the stem.

- (b) On the starboard side, a green light so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.
- (c) On the port side, a red light so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.
- (d) The said green and red side lights shall be fitted in such a manner as to prevent these lights from being seen across the bow.
- (e) A steam vessel when towing another vessel, or when attached to another vessel for the purpose of towing or manœuvring the same, shall, in addition to her side lights, exhibit two bright white lights in a vertical line, one over the other, not less than four feet apart. Each of these lights shall be of the same construction and character, and shall be exhibited in the same position as the bright white light which other steam vessels are required to exhibit.
- (f) Such steam vessel may also exhibit a small white light showing astern, as a guiding light to the vessel or vessels towed to steer by, but this light shall not be visible forward of the beam.

32.—A vessel, other than a lighter or raft of timber, which is being overtaken by another vessel, shall exhibit from her stern to such last-mentioned vessel a white light or a flare-up light.

- (a) A lighter, float, or raft of timber, when under way and not in tow, shall exhibit by night a white light in a globular lantern of a pattern approved by the Conservators.
- (b) No lighter shall be navigated on the river unless there be on board ready for use when required a globular lantern of a pattern approved by the Conservators.

This bye-law shall not apply to barges used for the conveyance of petroleum as defined in the bye-laws for the regulation and carrying of petroleum on the Medway.<sup>1</sup>

<sup>1</sup> For lights for ships carrying petroleum, see *post*, p. 287.

33.—A sailing vessel under way, and any vessel not under steam being towed, shall exhibit the same lights as are prescribed by Bye-law 31 for a steam vessel under way, with the exception of the bright white lights mentioned therein, which they shall never exhibit.

- (a) The master of a steam vessel shall not by night commence to tow any lighter, float, or raft of timber unless a white light similar in construction and character to that mentioned in Bye-law 32 is exhibited on the stern or after part of such lighter, float, or raft of timber. Provided that if there be more than one such lighter, float, or raft of timber being towed in line the white light above referred to shall be exhibited on the stern or after part of the sternmost or last of such line.
- (b) The master of a steam vessel shall not by night commence to tow any lighter lashed alongside such steam vessel unless a white light of the construction and character above mentioned is exhibited on the side of such lighter farthest from such steam vessel.
- (c) The lighter, float, or raft of timber, upon which in compliance with the foregoing provisions a white light is exhibited, shall by night after the towage has commenced and during the towage continue to exhibit such light.

34.—Every steam launch when under way shall exhibit:

- (a) On or before the foremast, or, if there be no foremast, on the funnel, or on a staff at the bow, in either case at a height above the hull of not less than four feet, a bright white light so fixed as to throw the light ten points on each side of the vessel—viz., from right ahead to two points abaft the beam on either side.
- (b) On the starboard side, a green light so fixed as to throw the light from right ahead to two points abaft the beam.
- (c) On the port side a red light so fixed as to throw the light from right ahead to two points abaft the beam.
- (d) Each of such lights shall be of such a character as to be visible at a distance of at least one mile.
- (e) Launches under 40 feet in length need only exhibit the lights mentioned in Article 7, Clause 2, of the Board of Trade Regulations for Preventing Collisions at Sea.

(b) BARGES IN TOW AND DUMB BARGES.

35.—The sternmost or last of a line of vessels, when being towed, shall exhibit between sunset and sunrise a white light from the stern.

36.—Every lighter, when under way and not in tow, shall, between sunset and sunrise, exhibit a white light.

(c) VESSELS AT ANCHOR.

37.—Every vessel of the length of 150 feet or more lying in the river when at anchor or moored, or the outside vessel in the ship tiers, shall, between sunset and sunrise, exhibit in the forward part of the vessel, at a height of not less than 20 feet and not exceeding 40 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at the distance of at least one mile; and at or near the stern of the vessel another such light at such a height that it shall not be less than 15 feet lower than the forward light.

Every vessel under the length of 150 feet when lying at anchor or moored in the river, or the outside vessel in the ship tiers, shall, between sunset and sunrise, exhibit where it can best be seen, at a height not exceeding 20 feet above the hull, one such light, but barges lying at the recognised barge moorings in the river shall not be required to exhibit such riding light.

(d) LIGHTS AND SIGNALS FOR DREDGERS.

38.—A dredger when at work or in position for working shall carry the following lights and signals—viz.:

*Lights between Sunset and Sunrise.*

- (a) FORWARD.—In the forward part of the dredger, at a height of not less than 20 and not exceeding 40 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile.
- (b) AMIDSHIPS.—Three such white lights placed in a triangular form at least 8 feet apart, at right angles to the keel and with the apex uppermost, the base of the triangle to be at least 10 feet higher than the forward light, and to be also higher than and clear of the framework, funnels, or other erections upon the dredger. If so moored or working as to make it necessary to prohibit the passage of vessels on one or both sides,<sup>1</sup> a red light or lights in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least

<sup>1</sup> These signals shall never be shown on both sides of a dredger without the previous concurrence of the Conservators being obtained.

one mile, is (or are) to be substituted for the lower light or lights of the triangle on the side (or sides) on which passage is prohibited.

- (c) AFT.—One such white light at or near the stern of the dredger, and at such a height that it shall not be less than 15 feet lower than the forward light.

*Signals between Sunrise and Sunset.*

AMIDSHIPS.—Three black balls of not less than two feet in diameter placed in a triangular form at least 8 feet apart, at right angles to the keel with the apex uppermost, the base of the triangle to be higher than and clear of the framework, funnels, or any other erection upon the dredger. If so moored or working so as to make it necessary to prohibit passage on one or both sides,<sup>1</sup> a red flag or flags, at least 5 feet in the hoist, is (or are) to be substituted for the lower ball or balls of the triangle on the side (or sides) on which passage is prohibited.

LIGHTS FOR PIERS.

39.—Any pier or jetty in the river or on the shore thereof shall be lighted or marked in such a manner as the Conservators may from time to time direct.

FOGS.

40.—All vessels entering or being overtaken by a fog, mist, falling snow, or heavy rainstorms, whether by day or night, shall be navigated with the greatest caution and at a very moderate speed, and if necessary come to an anchor.

41.—Every steam vessel navigating the river shall be provided with an efficient steam whistle, so placed that the sound may not be intercepted by any obstruction, and with an efficient foghorn to be sounded by mechanical means, and also with an efficient bell. Every sailing vessel shall be provided with a similar foghorn and bell; a dredger shall be provided with an efficient gong.

42.—In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this bye-law shall be used—that is to say:

- (a) A steam vessel having way upon her shall sound at intervals of not more than two minutes a prolonged blast.

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<sup>1</sup> These signals shall never be shown on both sides of a dredger without the previous concurrence of the Conservators being obtained.

- (b) A steam vessel under way, but stopped and having no way upon her, shall sound at intervals of not more than two minutes two prolonged blasts, with an interval of about one second between them.
- (c) A sailing vessel under way shall sound at intervals of not more than one minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam or becalmed three blasts in succession.
- (d) A vessel when at anchor shall at intervals of not more than one minute ring the bell rapidly for about five seconds.
- (e) A steam vessel dropping up or down the river with her anchor on the ground shall sound at intervals of not more than two minutes two prolonged blasts, with an interval of about one second between them.
- (f) A vessel when towing shall sound at intervals of not more than two minutes three blasts in succession—viz., one prolonged blast followed by two short blasts. A vessel towed may give this signal, and she shall not give any other.
- (g) A steam vessel under way about to turn and whilst turning round shall sound at intervals of not more than two minutes four short blasts in rapid succession, followed, if turning with her head to starboard, by one short blast, and if with her head to port, by two short blasts.
- (h) A steam vessel under way which for any reason is not under command, or which is unable to manœuvre as required by these bye-laws, shall sound at intervals of not more than two minutes four short blasts in rapid succession.
- (i) A vessel when in the fairway and not under way shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.
- (j) A dredger at work or in a position for working shall, at intervals of not more than one minute, sound a gong rapidly for about five seconds.

#### STEAM WHISTLES.

43.—When two steam vessels are in sight of one another and are approaching with risk of collision, the following steam signals shall be intimation of the course they intend to take:

- (a) One short blast of the steam whistle to mean, “I am directing my course to starboard.”

- (b) Two short blasts of the steam whistle to mean, "I am directing my course to port."
- (c) Three short blasts of the steam whistle to mean, "My engines are going full speed astern."

44.—When a steam vessel under way is about to turn round, she shall signify the same by four short blasts of the steam whistle in rapid succession, followed after a short interval, if turning with her head to starboard, by one short blast, and if with her head to port by two short blasts, and whilst turning, shall repeat such signal to any approaching vessel, which latter vessel shall take action to avoid collision.

45.—When a steam vessel under way is for any reason not under command or is unable to manœuvre as required by these bye-laws, she shall signify the same to any approaching vessel by four short blasts on her steam whistle in rapid succession, and thereupon such approaching vessel shall take action to avoid collision.

46.—The signals by whistle mentioned in the preceding bye-laws shall not be used on any occasion, or for any purpose except those mentioned in the bye-laws, and no other signal by whistle, except by Government vessels engaged in submarine mining operations, shall be made by any steam vessel.

#### SOUND SIGNALS.

47.—All signals prescribed by the bye-laws for vessels under way shall be given:

1. By steam vessels—on the steam whistle.
2. By sailing vessels and vessels which are being towed and are not under steam other than lighters—on the foghorn.

#### SPECIAL PRECAUTIONS.

48.—The master of every vessel in obeying these bye-laws shall have due regard to all dangers of navigation and collision, and to any special circumstances which may render a departure from them necessary in order to avoid immediate danger.

49.—The master of every vessel shall keep or cause to be kept a proper look-out, and shall comply with all bye-laws as to lights and signals, and shall observe all precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case.

## ROCHESTER BRIDGES.

50.—No topsail barge should pass through the bridges without having completely housed the topmast.

51.—Not more than one sea-going vessel over 100 tons register shall be towed by steam at one time through the bridges.

52.—In the event of any of the arches of the bridges being closed against navigation by order of the Conservators, no person shall navigate or attempt to navigate any vessel through the same until such order has been rescinded.

## CHATHAM DOCKYARD.

53.—If by stress of weather, or on entering or leaving Gillingham, any vessel anchors in the fairway of the channel leading to the lock entrances of Chatham Dockyard, she must move her position on notice being given by any Dockyard official authorised to give such order, or by the harbour master.

54.—When one of His Majesty's vessels or other vessel in charge of His Majesty's officers, under way within the limits of the Dockyard port, hoists "O" flag<sup>1</sup> (International Code, Alphabetical), by day, or a red light by night, at the foremast head, all other of His Majesty's vessels present in the port shall hoist the pilot jack by day, or show position lights (two white lights vertical, 8 feet apart, hoisted at the peak, or if no gaff, hoisted abreast of the maintop in the middle line of the ship, or on the ensign staff) by night, as a general warning. The pilot jack shall also be hoisted by day, or position lights by night, at the Dockyard, Chatham, and Signal Station, Garrison Point Fort, Sheerness, for the same purpose; and all other vessels under way in the river shall keep out of the way of the said vessel flying the "O" flag, or showing the red light at the foremast head; provided always that the said vessel shall be navigated with due care and at a moderate speed.

NOTE.—By a local Order issued by the Admiralty, His Majesty's vessels rated below the light cruiser classes, including torpedo-boat destroyers and torpedo boats, shall not fly the "O" flag or hoist the red light when under way unless specially ordered to do so.

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<sup>1</sup> The signal flag was in 1918 changed to "M" flag with the red ensign hoisted over it, and the Rule also applied to vessels over 9,000 tons, whether in charge of His Majesty's officers or not (see *ante*, p. 166).

55.—When any of His Majesty's vessels are about to enter or leave any of the docks, basins, jetties, etc., at His Majesty's Dockyard at Chatham, the pilot jack will be hoisted at the flagstaff at locks for vessels entering or leaving the locks.<sup>1</sup>

For vessels docking in Nos. 2, 3, and 4 Docks the red burgee will be hoisted on a staff fixed on No. 3 Building Shed, and while either of these flags is hoisted, all merchant and other private steam vessels and small craft propelled by steam or other mechanical power, shall keep out of the way of the vessel which is being moved, and also of the tugs which may be in attendance on her.

When any of His Majesty's vessels are about to enter or leave the basins at Sheerness, the red burgee will be hoisted at the Harbour Sheers, and while this flag is hoisted all merchant and other private steam vessels and small craft propelled by steam or other mechanical power, shall keep out of the way of the vessel which is being moved, and also of the tugs which may be in attendance on her.

#### REGATTA, SHIP LAUNCH, ETC.

56.—The harbour master or officer of the Conservators, with a view to maintaining order and securing the safety of the public, from time to time may give such orders as he thinks expedient for the purpose of regulating the passage of any vessel on the river on the occasion of any regatta, boat race, public procession, or ship launch, or on any other special occasion.

#### WRECKS.

60.—If any vessel shall have been sunk or stranded in the river, the owner and the master thereof shall forthwith report the same in writing and the position of such vessel to the harbour master at his office at Rochester.

NOTE.—Either of the following systems may be employed to indicate the positions of wrecks or other obstruction:

- (a) By a vessel moored so as to be on the channel side of the wreck or obstruction, from which shall be exhibited where the same may best be seen—

By Day: A green flag.

By Night: Two bright white lights placed horizontally, not less than 6 or more than 12 feet apart.

<sup>1</sup> See Chatham Regulations, *ante*, p. 166.

Or (b) By the following marks or lights, which shall be exhibited from the wreck itself or from a wreck-marking vessel—

By Day: Three balls on a yard 20 feet above the sea, two placed vertically at one end and one at the other, the single ball being on the side nearest the wreck.

By Night: Three white fixed lights similarly arranged, but not the ordinary riding light.

Or (c) If the wreck or obstruction is not considered of such importance to be marked both by day and night, a green buoy only will be used with the word "wreck" on it in white letters.

#### GENERAL BYE-LAWS.

62.—No anchor or propeller or part thereof shall be suffered to lie or remain in the stream, or on the shores of the river, so as to endanger any vessel, and in the event of the master of the vessel neglecting or refusing within a reasonable time after he shall have been required so to do by the harbour master to remove the same, the harbour master may remove the same, or cause the same to be removed, and the amount of the charges and expenses of such removal shall be recoverable from the owner or owners, or master of the said vessel, in like manner as the penalties imposed by these bye-laws are to be recovered.

63.—Any vessel slipping or parting from her anchor shall leave a buoy to mark the position of such anchor, and the master shall forthwith give notice thereof, and of the position of such anchor to the harbour master.

65.—No float or floats, or raft or rafts of timber, either singly or together, exceeding 60 feet in length (excepting timber in one length), and 20 feet in width, shall be permitted to go into or pass along any part of the river, between the western end of Gillingham Reach and Hawkwood, nor shall any float or floats, raft or rafts of timber exceeding 40 feet in width, be permitted to go into or pass along any part of the river, nor shall any two or more floats or rafts of timber go or float abreast, nor shall more than three such floats or rafts in one body in continuous succession go into or pass along any part of the said river lengthways, nor shall any following float or raft of timber go within a distance of 300 yards of any other such float or raft floating upon the river.

66.—Every vessel employed in diving operations, or removing a sunken vessel or other obstruction, or working at any gas or other buoy or moorings, shall fly a red flag.

*Bye-laws relating to vessels carrying explosives, sanctioned by the Board of Trade, 28th May, 1914.*

NOTE.—These bye-laws do not apply to the conveyance of any explosive under the control of a Government Department or otherwise held for the service of the Crown when the same is being conveyed in accordance with Departmental Regulations.

These bye-laws apply to the River Medway from Sheerness to Hawkwood Stone at Burham, and include all creeks, streams, branches, and indraughts of the river.

5.—The master of every vessel with any explosive on board exceeding in weight 100 pounds, on nearing the river, and during the time that such vessel remains in the river with any explosive on board, shall display by day a square red flag not less than 3 feet square, and by night a red light on the masthead (or if the said vessel has no mast, on a staff).

7.—The master of every vessel carrying, or about to carry explosive, shall anchor or moor such vessel only at such place as the harbour master shall from time to time direct, and shall not remove his vessel therefrom, except for the purpose of leaving the river, without the written order or permission of the harbour master.

23.—All steamers passing vessels which bear the signal required by Bye-law 5 shall keep at the safest distance practicable.

*Bye-laws relating to vessels carrying petroleum not being the property of or under the control of the Crown, confirmed by the Board of Trade, 28th May, 1914.*

3.—The master of every petroleum ship shall, on nearing the river, and during the time that such ship remains in the river, display by day a red flag not less than 3 feet square, and by night a red light, on the masthead, or, if the said ship has no mast, on a staff.

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## MERSEY, RIVER, and Approaches thereto.

*The following Rules concerning the lights or signals to be carried, and concerning the steps for avoiding collision to be taken, by vessels navigating the River Mersey and the Sea Channels or approaches thereto, between the Rock Lighthouse and the furthest point seawards to which such Sea Channels or approaches respectively are for the time being buoyed on both sides, were made by Order in Council on the 18th August, 1916.*

1.—Every vessel, of whatever description, used in navigation, when in any part of the River Mersey, or in the Sea Channels or approaches thereto as above defined, shall, on and after 18th September, 1916, observe and obey the Regulations for Preventing Collisions at Sea, made in pursuance of the Merchant Shipping Act, 1894, hereinafter called “the General Regulations,” which may from time to time be in force, with the exceptions and additions mentioned in the following Rules.<sup>1</sup>

NOTE.—The numbers quoted in these Rules refer to the Articles in the General Regulations made on the 13th October, 1910—*i.e.*, the Collision Regulations—set out in Part I. of this book.

2.—(a) A vessel when lying at any stage shall carry the lights prescribed by Articles 2 and 5 of the General Regulations and Rule 5 hereof.

(b) A tug, tender, lighter, or barge, when (except as provided for such vessels respectively by Rules 3 and 4 hereof, and Article 15 (e) of the General Regulations) attached to another vessel, shall not carry any of the lights or give any of the signals prescribed by these Rules or by the General Regulations.

3.—A vessel being towed shall, in addition to the lights prescribed by Article 5 of the General Regulations, carry the white light at her stern prescribed by Rule 5 hereof, and if such vessel is a steam vessel with steam up she shall, although being towed, also carry the mast-head light prescribed by Article 2 (a), and may carry the additional light allowed by Article 2 (e) of the General Regulations.

4.—(a) A steam vessel when towing another vessel or vessels, or when attached for the purpose of towing or manœuvring such vessel

<sup>1</sup> A local custom for ferryboats in the Mersey to sound two moderately long blasts when crossing the river in fog, is a breach of Article 15 (a). *The Tranmere*, [1920] P. 454. It must be remembered that, owing to the limited area for navigation, the Collision Regulations cannot always be strictly followed, as, for instance, keeping course and speed, and an extra vigilant look-out is essential. Cf. *The Wooda* (1915), 31 T. L. R. 222.

or vessels, shall carry the compulsory lights prescribed by Article 3 of the General Regulations, and such steam vessel when towing or attached as aforesaid to a vessel of 450 feet or upwards in length shall carry the additional bright white light prescribed by the said Article 3.

(b) Further, a steam vessel, when towing or attached as aforesaid, shall carry abaft the funnel or aftermast a small white light fixed and carried in a lantern so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass—viz., for six points from right aft on each side of the vessel—and such steam vessel, if less than 160 feet in length, shall not carry the stern light prescribed by Rule 5 hereof, but if she is 160 feet or upwards in length she may carry such stern light.

The length of a vessel shall be deemed to be the length appearing in her Certificate of Registry.

5.—In lieu of Article 10 of the General Regulations, a vessel under way shall carry at her stern a white light. The light shall be fixed and carried in a lantern so constructed, fitted, and screened, that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass—viz., for six points from right aft on each side of the vessel—so as to be visible at a distance of at least a mile. Such light shall be carried as nearly as practicable on the same level as the side lights.

*Provided that* a vessel within Article 7 of the General Regulations—viz., steam vessels of less than 40, and vessels under oars or sails of less than 20, tons gross tonnage respectively, and rowing boats—shall not be obliged to carry the light prescribed by this Rule, but if they do not carry such light they shall, when being overtaken by another vessel, show from the stern a white light or a flare-up light as required by Article 10 of the General Regulations.

6.—In lieu of Article 11 of the General Regulations, a vessel, when at anchor, shall carry in the forward part of the vessel a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least a mile; and at or near the stern of the vessel another such light. The forward light shall be carried at a height so as to be clear of the superstructure or other erections other than the funnel on the vessel, but in no case less than 20 feet above the hull, and the stern or after light shall not be less than 15 feet lower than the forward light.

*Provided that* a vessel within Article 7 of the General Regulations—viz., steam vessels of less than 40, and vessels under oars or sails of less than 20, tons gross tonnage respectively, and rowing boats—

when at anchor shall not be obliged to carry the lights prescribed by this Rule, but if they do not carry them each of such vessels shall carry in a place where it can best be seen, and at a height above the gunwale of not less than 9 feet, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least a mile.

7.—A steam vessel, when at anchor, shall, between sunrise and sunset, carry in the forward part of the vessel a black ball not less than two feet in diameter, and at or near the stern of the vessel another such ball. The forward ball shall be carried at a height so as to be clear of the superstructure or other erections other than the funnel on the vessel, but in no case less than 20 feet above the hull, and the stern or after ball shall not be less than 15 feet lower than the forward ball. Provided that in the case of a steam vessel within Article 7 of the General Regulations, one such black ball only may be carried at a height above the gunwale of not less than 9 feet.

8.—A vessel, having on board any explosive, except ships' ammunition, shall, when at anchor, carry a red light, in a globular lantern not less than 10 inches in diameter, 6 feet above the forward white light prescribed by Rule 6 hereof.

*Provided that* a vessel entitled to carry and carrying the white light prescribed by the proviso to Rule 6, shall carry the red light above described, not less than 3 feet above such white light.

9.—A vessel of 350 feet or upwards in length when at anchor shall, during fog, mist, falling snow or heavy rainstorms, whether by day or night—

- (1) Ring in the forward part of the vessel the bell prescribed by Article 15 (*d*) of the General Regulations.
- (2) Sound at or near the stern of such vessel a loud-toned gong or a loud-toned triangle, or other loud-toned article that cannot be mistaken for a bell, whistle, siren, or foghorn.

The bell shall be rung, and the gong, triangle, or other article sounded, respectively, for a period of about five seconds at intervals of not more than one minute.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

10.—A vessel must not come into—

- (i.) any of the buoyed channels,
- (ii.) the main (*i.e.*, the Queen's and Crosby) channel from a side channel,
- (iii.) a side channel from the main channel,

at such a time and in such a manner as to hamper traffic passing up and down such channel (see Articles 27 and 29 of the General Regulations).<sup>1</sup>

11.—Every steam vessel under way shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

#### WATCH VESSELS.

12.—The words “watch vessel” shall mean a vessel anchored to mark the position of a wreck or other obstruction.

13.—A watch vessel shall carry in all weathers:

(a) Between sunset and sunrise—

Four green lights in globular lanterns not less than ten inches in diameter, and so constructed as to show a clear, uniform, and unbroken light visible all round the horizon, at a distance of at least a mile, the four lights to be carried as follows: Two in a vertical line, one over the other, not less than six feet apart, at each end of a cross yard on the foremast, with a horizontal distance between the lights at either end of the cross yard not exceeding twenty-five feet. The height of the two lower lights not to exceed twenty feet above the hull of the watch vessel.

(b) Between sunrise and sunset—

Four green balls in the positions ordered with regard to the lights aforementioned.

14.—A watch vessel during fog, mist, falling snow or heavy rain-storms, whether by day or night, shall ring a deep-toned bell as follows: Three strokes in succession, to be repeated three times in a period of about fifteen seconds in each minute, to be followed by an interval of about forty-five seconds' silence.

#### DREDGERS.

15.—The word “dredger” shall mean any vessel fitted with plant or apparatus for dredging or excavating, or fitted with plant or apparatus for eroding or dispersing sand and other material.

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<sup>1</sup> As to the application of the Collision Regulations to vessels coming out of dock, see *The Llanelly*, [1914] P. 40, *The Sunlight*, [1904] P. 100, *The Gulf of Suez*, [1921] P. 318. The question whether the crossing Rule applies in the case of a vessel coming out of dock, or a vessel coming up or down the river, depends on the distance at which they sight each other.

16.—A dredger, when at work or in position for working, shall carry the following lights and signals—viz.:

*Lights between Sunset and Sunrise.*

- (i.) (a) FORWARD.—In the forward part of the dredger, at a height of not less than 20, and not exceeding 40, feet above the hull, a white light, in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least a mile.
- (b) AMIDSHIPS.—Three such white lights placed in triangular form not less than 8 feet apart, the base of the triangle to be at least 10 feet higher than the forward light, and to be also higher than and clear of the framework, funnels, or any other erections upon the dredger.
- (c) AFT.—One such white light, at or near the stern of the dredger, and at such a height that it shall be not less than 15 feet lower than the forward light.
- (ii.) A dredger when not making any way through the water shall not carry side or stern lights, but when making way shall carry the usual red and green side lights and the stern light prescribed by Rule 5 hereof.

*Signals between Sunrise and Sunset.*

AMIDSHIPS.—Three red balls of not less than 2 feet in diameter placed in triangular form not less than 8 feet apart, the base of the triangle to be higher than and clear of the framework, funnels, or any other erections upon the dredger.

17.—The lights and signals required to be carried by dredgers are to be taken by other vessels as signals that the vessel showing them is not under command, and cannot therefore get out of the way.

18.—A dredger, when not at work nor in position for working, shall carry the ordinary lights and signals required to be carried by vessels for avoiding collisions, as provided by these Rules and by the Rules and Regulations now and from time to time in force under the Merchant Shipping Act, 1894, and the Mersey Channels Act, 1897.

LAUNCHING OF VESSELS.

19.—(a) A shipbuilder or other person (hereinafter called “the shipbuilder”) about to launch a vessel into the river to the northward of an imaginary straight line drawn from Eastham Ferry Pier on the

Cheshire shore to the northernmost quay of the existing Garston Docks on the Lancashire shore shall, at least three days before the date fixed for the launch, give to the Secretary of the Mersey Docks and Harbour Board notice in writing of the place, day, and hour of the proposed launch, by leaving the same with the Secretary at his office at the Dock Office, Liverpool, and this without prejudice to any other notice which the shipbuilder may be required to give by statute or otherwise.

(b) Upon receiving such notice the Mersey Docks and Harbour Board will issue and publish within the Port of Liverpool a notice to mariners giving particulars of the place, day, and hour of the launch and the area as hereafter described (called "the launching area") which is to be kept clear as provided by these Rules.

20.—(a) A vessel shall not be anchored or moored on the day of the launch within the launching area, or so as to swing into such area until after the launch has taken place, or until the launching flags on the mark boats have been hauled down.

(b) A vessel anchored or moored prior to the date of the launch within the launching area, or so as to swing into such area, shall be removed not later than one o'clock on the morning of the launch.

21.—At least three hours before the time of the launch the shipbuilder to mark the launching area shall anchor two mark boats in the river suitably dressed with flags in rainbow fashion from stem to stern, the one 300 yards to the northward and the other 600 yards to the southward of the river end of the launchway, and at a suitable distance out in the river, having regard to the weight of the vessel to be launched, but in no case shall the mark boats be anchored at a greater distance out in the river than 600 yards from the shore from which the vessel is to be launched.

22.—The shipbuilder having ascertained that the river in the vicinity is clear of traffic shall, ten minutes before the time for the launch, signal to the mark boats, and thereupon the person on each mark boat appointed by the shipbuilder shall immediately display on such boat a red flag, 6 feet long by 4 feet broad, with the word "LAUNCH" inscribed in large white letters thereon at such a height as to be clear of and to fly well above and distinct from the other flags, but in no case less than 20 feet above the hull of the mark boat.

23.—So long as the launching flags are displayed on the mark boats, a vessel must not come within the launching area as defined by the shore and by three imaginary straight lines, the one drawn from the one mark boat to the other mark boat, and another drawn from

the northward mark boat to a point on the shore 300 yards to the northward of the river end of the launchway, and the third drawn from the southward mark boat to a point on the shore 600 yards to the southward of the river end of the launchway.

24.—(a) The mark boats shall continue to display the launching flags until the vessel is launched and is under control, or until a signal has been received from the shipbuilder to haul down the same.

(b) If the vessel is not launched within 30 minutes after the launching flags have been displayed upon the mark boats, the shipbuilder shall take steps to prevent the vessel being launched on that day, and the launching flags shall thereupon be hauled down unless there is a risk of the vessel coming off the launchway of her own accord.

25.—The shipbuilder shall take means to bring up the vessel which has been launched and have her under control within the launching area.

#### VESSELS BEACHED TO BE REPAIRED OR BROKEN UP.

26.—A vessel beached within the Port of Liverpool for the purpose of repair or breaking up shall carry, where they can best be seen on that part of the vessel which lies towards the fairway, the following distinguishing marks and lights—

By Day: Three black balls or shapes, each 2 feet in diameter, in a vertical line one over the other, not less than 3 feet apart.

By Night: Three lights in a vertical line one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon for a distance of at least one mile. The highest of these lights shall be white, and the middle and lowest shall be red.

The lowest of the said balls or shapes and lights shall be not less than 10 feet above the hull, or 10 feet above the level of the highest high water.

*Bye-law relating to the speed of vessels, sanctioned by the Board of Trade, 19th March, 1891.*

No vessel shall be worked or navigated in any part of the River Mersey to the southward of an imaginary line drawn from the site of the Rock Lighthouse in the County of Chester, to the northern extremity of the Seaforth Battery in the County of Lancaster, at such speed as shall force open or endanger the forcing open of the gates of any

of the works or property of the Board included under the word " docks " in Section 3 of the Mersey Dock Acts Consolidation Act, 1858, or as shall cause damage to any such gates, or to any of such works or property or any walls, or any other works or property of the Board, or to the banks of the River Mersey. The master, owner, or agent of every vessel contravening this bye-law shall be liable to a penalty of not exceeding 50*l.* for each contravention.

*General Bye-laws made by the Mersey Docks and Harbour Board, and approved by the Board of Trade, 7th August, 1907.*

The following bye-laws, numbered respectively 1, 2, and 5, are applicable to the Liverpool Landing Stage as a whole, and, except as hereinafter provided, to the Prince's Jetty:

1.—The Liverpool Landing Stage shall be divided into three parts, to be called—

The Prince's Stage, the Ferry Goods Stage, and the George's Stage. The parts of the stage shall respectively be of such lengths as the Board shall from time to time by resolution direct.

2.—The Prince's Jetty shall extend from the south pierhead of the south entrance to the Prince's Half-tide Dock in a south-westerly direction to the Prince's Stage.

5.—The master of a vessel, whilst the vessel is lying off, coming to, lying alongside, or leaving the stage, shall obey the following Regulations, viz.:

- (a) He shall cause the lights or signals to be exhibited, and sound signals to be made as required by the " Rules concerning the lights or signals to be carried, and concerning the steps for avoiding collision to be taken, by vessels navigating the River Mersey and the Sea Channels or approaches thereto."
- (b) He shall not moor or anchor the vessel, when not requiring or permitted to be alongside the stage, in such a position as will allow any part of the vessel to come at any stage of the tide within 300 yards of the stage.
- (d) He shall not allow the vessel to remain at or off the stage, unless there are on deck at least three persons competent to attend to her, and shall keep the vessel in readiness to leave or move whenever required.

The following bye-laws, numbered respectively 24, 25, and 26, are applicable exclusively to the part of the Liverpool Landing Stage called the "Prince's Stage":

24.—This stage is appropriated to the use of sea-going steamers, steam tenders, tugs, and barges for goods, and shall not be used by the masters of other vessels except under special circumstances to be determined by the stage master.

25.—A master shall not bring a vessel exceeding 300 feet in length over all alongside of or make her fast to the stage, without the permission of the Board specially obtained for that purpose.

26.—The master of a vessel using the stage shall obey the following Regulations:

- (a) The vessel shall be brought up when coming alongside the stage with her head to the tide, and upon leaving the stage shall, when practicable or otherwise directed by the stage master, proceed with her head against the tide.
- (b) The first vessel arriving on an ebb or flood tide, as the case may be, shall, unless otherwise directed by the stage master, take the berth at the extreme end of the stage towards which she is heading when coming alongside. Each vessel arriving afterwards shall, unless otherwise directed by the stage master, take the berth immediately astern of, and shall lie with her head close up to the stern of, the last preceding vessel berthed ahead of her.
- (c) A vessel shall not be allowed to swing round at any part of the stage without the permission of the stage master.
- (d) A vessel shall not be allowed to remain at the stage longer than one hour unless by special permission granted by the stage master, and no vessel shall be allowed to remain at the stage for that time—viz., one hour—when, in the judgment of the stage master, she would, by so doing, cause delay or inconvenience to any other vessel.
- (e) In case two vessels belonging to, or plying for, the same owners, arrive at the stage at the same time, whether arriving from or bound to different places or not, only one of such vessels shall be entitled to a berth if any other vessel, entitled to use the berth, is ready for berthage.
- (f) A vessel shall not make fast to or remain at the stage for any other purpose than that of landing or embarking passengers or goods when, in the judgment of the stage master, she would, by so doing, cause delay or inconvenience to any other vessel.

The following bye-laws, numbered respectively 41 and 46, are applicable exclusively to the part of the Liverpool landing stage called the "George's Stage":

41.—This stage is appropriated to the exclusive use of ferry passenger vessels plying on the Mersey, and shall not be used by any other vessels.

46.—The master of a ferry vessel using the stage shall obey the following Regulations:

(e) The vessel shall be brought up, when coming alongside the western side of the stage, with her head to the tide; and upon leaving the stage shall, when practicable, or otherwise directed by the stage master, proceed with her head against the tide.

(f) The vessel shall be taken from the stage, and proceed upon her trip, immediately on the ringing of the bell on the George's Stage, which will be rung every half-hour from 5.30 a.m. until midnight.

*Bye-laws relating to vessels carrying explosives, sanctioned by the Board of Trade, 20th February, 1892.*

1.—These bye-laws shall apply to all places within the jurisdiction of the Mersey Docks and Harbour Board under Section 34 of the Explosives Act, 1875.

2.—In the construction of these bye-laws the following expressions shall have the meanings hereby assigned to them—viz.:

"Ship" shall mean every description of vessel used in sea navigation, whether propelled by oars or otherwise.

"Boat" shall mean every vessel not a ship as above defined, which is used in navigation in any inland water or any harbour, whether propelled by oars or otherwise.

5.—No ship having on board any explosive, except ship's ammunition, shall navigate any part of the Lower Mersey except with a duly licensed pilot of the Port of Liverpool on board. Provided that this bye-law shall not apply to ships under the burthen of 100 tons conveying explosive to or from any coastwise port.

16.—Every boat having on board any explosive shall, both by day and night, whether at anchor or under way, fly a red flag not less than two feet square at her masthead.

17.—Every ship having on board any explosive, except ship's ammunition, shall, both by day and night, whether at anchor or

under way, fly a red flag, not less than four feet square, at her foremast head.<sup>1</sup>

18.—No ship or boat having on board any explosive, except ship's ammunition, shall be anchored or moored in any part of the Mersey, except in that part lying to the northward of an imaginary line drawn across the Mersey from the Victoria Tower to Egremont Ferry, or in that part of the Mersey lying to the southward of a similar line drawn across the Mersey from New Ferry to Dingle Point; and every such ship or boat shall, so far as may be safe and practicable, be anchored or moored in mid-channel of the Mersey, and no ship or boat shall load or discharge any explosive, except ship's ammunition, in that part of the Mersey which lies between the two imaginary lines mentioned in this bye-law.

*Further bye-laws under the Explosives Act, 1875, sanctioned by the Board of Trade, 19th March, 1894, and 29th May, 1894, for vessels carrying explosives of Class II. nitrate mixture, Class III. nitro-compound, Class IV. chlorate mixture, Class VI. ammunition, and certain explosives comprised in Divisions II. and III. and Class VII.*

*Bye-laws Nos. 5 and 18 set out above do not apply to vessels carrying these classes of explosives, but 16 and 17 do.*

8.—No ship laden wholly or in part with any explosive to which these bye-laws apply, shall proceed towards the River Mersey except through the buoyed Sea Channel leading thereto known as the Queen's Channel.

9.—No ship or boat laden wholly or in part with any explosive to which these bye-laws apply, shall proceed up the Sea Channel known as the Crosby Channel (which is a continuation of the Queen's Channel) leading to the River Mersey, beyond, or to the southward of an imaginary line drawn through the south inner and the south outer measured mile marks, and extending thence westwards across the Channel.<sup>2</sup>

10.—No ship or boat laden wholly or in part with any explosive to which these bye-laws apply, shall be anchored or moored in either the Queen's or Crosby Channels, as defined by the black and red buoys, except for such time as shall be absolutely necessary to enable any such explosive to be loaded into or unloaded from such ship or boat.

<sup>1</sup> By night she must exhibit a red light, as prescribed by Rule 8 of the Mersey Rules, *ante*, p. 290.

<sup>2</sup> Amended bye-law sanctioned by the Minister of Transport on the 19th of November, 1919.

13.—Any ship or boat laden wholly or in part with any explosive to which these bye-laws apply, entering the River Mersey by reason of stress of weather, inevitable accident, or other emergency, shall not proceed up the Mersey beyond or to the southward of an imaginary line drawn across the Mersey from the Victoria Tower, on the Liverpool side of the river, to Egremont Ferry, on the Cheshire side of the river. And such ship or boat shall only anchor or moor in the River Mersey to the northward of the said imaginary line.

*Bye-laws relating to vessels carrying petroleum as cargo, sanctioned by the Board of Trade, 29th November, 1918.*

4.—A ship carrying any greater quantity of dangerous petroleum as cargo than 300 gallons, shall not anchor in any part of the River Mersey situate between an imaginary line drawn across the said river from Victoria Tower to Egremont Ferry and an imaginary line drawn across the said river from New Ferry Pier to Dingle Point.

5.—A ship carrying dangerous petroleum as cargo shall, while within the harbour, exhibit at the masthead a red flag by day.

## MERSEY AND IRWELL NAVIGATION.

**The Duke of Bridgwater's Canal.**

**The Manchester and Salford Junction Canal.**

**The Runcorn and Weston Canal.**

*Rules made by Orders in Council, 18th May, 1870.*

*These Orders in Council were made under the provisions of the Merchant Shipping Act Amendment Act, 1862.*

NOTE.—As the Rules made by the above Orders in Council are almost identical in effect, they have been printed as one set of Rules. The numbers of the Rules correspond with the numbers in the respective Orders in Council. The Rules marked with \* are compiled by combining the corresponding Rules in the Orders in Council.

\* 1.—In this Order the term "vessel" includes ships, boats, barges, crafts, packets, and vessels of every kind, navigating, or being upon or in any part of the Duke of Bridgwater's Canal, the Manchester and Salford Junction Canal, and the Runcorn and Weston Canal, or any of them, the Mersey and Irwell Navigation, or on or in any cut, canal, or other works belonging to the said navigation.

\* 2.—No vessel shall, unless duly authorised by some agent of the owners of, or body exercising jurisdiction on the navigations referred to in the foregoing Order, be navigated without a rudder at the stern.

3.—No vessel shall be navigated without one person, at the least, on board competent to steer and manage her, and acquainted with the ordinary Rules of navigating on rivers and canals.

4.—No vessel shall lie, or be left, without a person on board capable of taking care thereof.

5.—No vessel shall lie, or be left, between sunset and sunrise, without having a bright white light so fitted, placed, or arranged that it shall be visible fore and aft. This light shall be of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least one mile.

6.—No vessel shall be navigated through a tunnel, either by day or by night, without carrying a light visible fore and aft; such light to be of the description and power named in the preceding Rule.

7.—Nothing shall be allowed to project beyond the sides of any vessel.

8.—No vessel shall be placed or lie so as to obstruct the passage of any other vessel into or out of any lock, dock, bridgeway, stop place, aqueduct or tunnel, or enter any such lock, dock, bridgeway, stop place, aqueduct or tunnel out of its turn.

\* 9.—No vessel shall remain or be placed so as to obstruct the passage upon and along any part of the said canals respectively.

10.—No vessel shall be moored in any dock entrance, bridgeway, stop place, aqueduct, or tunnel.

11.—No attempt shall be made to moor a vessel in any basin, dock or cut, or near any wharf, warehouse, or crane contrary to the orders of an agent of the owners of, or body interested in, the said navigation respectively.

12.—Every vessel which would, if not stopped, meet another vessel on a part of the said navigation where two vessels cannot pass each other, shall stop at the passage place until the other vessel shall have passed clear of her.

13.—No vessel shall be or remain at the entrance to any dock or basin, or in any bridgeway, stop place, aqueduct or tunnel, or at any crane or wharf longer than is necessary for passing through or using the same.

14.—No attempt shall be made so to load, unload, moor, or berth any vessel in any lock, dock, basin, bridgeway, stop place,

tunnel or aqueduct, or so near thereto as to obstruct the passage thereof.

15.—The line of every vessel going down the navigation shall be lowered, and give way to every passing vessel going up the navigation, unless the vessel going down the navigation is a passenger packet, in which case the vessel going up the navigation and not being a passenger packet shall give way to such passenger packet.

16.—The line of every vessel, whether light or loaded, not being a passenger packet, shall be lowered and give way to a passenger packet.

17.—Every vessel not being a passenger packet shall, whenever a passenger packet is within 100 yards from any lock, bridge, aqueduct, or tunnel, give way to such passenger packet, and let it pass first through such lock, bridge, aqueduct, or tunnel.

19.—Every steam vessel shall be furnished with a loud and shrill steam whistle, and such steam whistle shall be placed before the funnel not less than three feet above the deck or gunwale of such vessel, and shall be so fitted that it shall be blown by the steam from the boiler of the vessel.

20.—The steam whistle of every vessel under steam shall be sounded as follows—namely, when such vessel is about to round and is rounding any turnings in the navigation, as well as when such vessel is meeting, approaching, or overtaking any vessel.

21.—Every vessel under steam when passing a vessel not under steam shall pass the vessel not under steam on the offside thereof.

22.—Every vessel not under steam shall take the towing-path side when meeting or passing or approaching to, or being overtaken by a vessel under steam.

23.—Every vessel under steam meeting another vessel under steam shall, if going down the navigation, take the offside, and shall, if coming up the navigation, take the towing-path side.

24.—Every vessel under steam overtaking another vessel under steam shall take the offside.

25.—Every vessel under steam when being overtaken by another vessel under steam shall take the towing-path side.

26.—Every vessel under steam shall check her speed when meeting, overtaking, or approaching any vessel, and shall stop and reverse if necessary.

27.—No person shall, without being duly authorised by some agent of the owners of, or body interested in, the said several navigations respectively, cut any mooring line, or unmoor or cut adrift any vessel.

**METHIL HARBOUR.**

*The following bye-laws were made under the Petroleum Acts, and confirmed by the Board of Trade, March 6th, 1914.*

3.—The master of every petroleum ship shall, on nearing the harbour, and during the time that such ship remains in the harbour, display by day a red flag not less than three feet square, and by night a red light on the masthead (or, if the said ship has no mast, on a staff).

7.—Two or more petroleum ships shall not, except for purpose of transshipment, lie within 100 feet of one another, unless, in the opinion of the harbour master, it is impracticable to maintain such distance.

*The following bye-laws were made under the Explosives Act, and sanctioned by the Board of Trade, 6th March, 1914.*

5.—The master of every vessel with any explosive on board exceeding in weight 100 pounds, on nearing the harbour, and during the time that such vessel remains in the harbour with any explosive on board, shall display by day a square red flag not less than 3 feet square, and by night a red light on the masthead (or if the said vessel has no mast, on a staff).

23.—All steamers passing vessels which bear the signal required by Bye-law 5 shall keep at the safest distance practicable.

**MILFORD HAVEN.**

See PEMBROKE, post, p. 326.

**NEWHAVEN HARBOUR (SUSSEX).**

*Bye-laws made by the Newhaven Harbour Company on 27th February, 1895, and approved by the Justices in Quarter Sessions, 9th April, 1895.*

The term "harbour" shall include the whole of the harbour and property under the jurisdiction of the Company; the limits whereof, as defined by the said Newhaven Harbour Improvement Act, 1878, embrace so much of the undertaking, lands, and property, formerly belonging to the Trustees of the Newhaven Harbour and Ouse Lower Navigation, and of the cuts, wharves, bridges, roads, works, and

conveniences, belonging to the said Trustees, as lies south or seaward of the spot where the Horse Shoe Sluice discharges itself into the River Ouse. And also the area lying within an imaginary straight line, drawn from a point one hundred yards south of the southern end of the breakwater, authorised by the said Act of 1878, to the southern end of a certain groyne, called "the Buckle Groyne," in the parish of Bishopstone, together with the works authorised by the said Act, and the lands acquired by the Company.

3.—The master shall not permit a vessel to approach any quay, pier, or berth without the authority of the harbour master, and the new quay, lying between the London and Paris Hotel and the mouth of the harbour, shall always be reserved exclusively for steam vessels. Steamers carrying passengers always having precedence over cargo vessels.

5.—Every master shall promptly obey every reasonable order of the harbour master as to coming to or leaving the quays, the use and description of fenders, making fast or casting off ropes, furling sails, or the like.

6.—The master of any vessel having any rope fastened to the shore shall, when necessary, slacken or haul tight the same, as the case may require, for the accommodation of other vessels passing up or down the harbour.

8.—The master of any vessel, when entering or leaving the harbour, or removing from one part of the harbour to another, or when lying therein, shall (when ordered by the harbour master to do so) top or brace the yards, rig in the jibboom and spritsail yard, turn in the davits, and get the flukes of the anchors on the forecastle.

13.—No master of any vessel shall permit such vessel to manœuvre, come to anchor, or be moored, so as to obstruct, in any manner whatsoever, the free passage of the channel or any other part of the harbour.

14.—No master of any steamer, navigating the harbour, shall permit his vessel to proceed at a greater rate of speed than five knots per hour.

15.—Every master of any vessel, when passing any dredger or other craft employed in works connected with the preservation, maintenance, or improvement of the harbour, shall pass the dredger or other craft at a low rate of speed, and on that side whereon a white flag is displayed.

20.—Every vessel, while navigating, or anchored or moored in any part of the harbour, shall observe and obey the Regulations, for

the time being in force, for Preventing Collisions at Sea, and shall after sunset carry the regulation lights prescribed by the Board of Trade.

22.—No master of a cargo steamer shall leave the quays at such a time as to interfere with the departure of an advertised passenger steamer.

26.—Steam whistles and bells shall not be used in the harbour, except for the legitimate purposes of navigation, and it shall not be considered as a legitimate purpose of navigation to ring a bell or blow a steam whistle for the purpose of collecting passengers, or giving notice of intention to sail.

43.—Vessels having on board, in whatever quantity, any of the following articles—viz., nitro-glycerine, or glonoin oil, gun cotton, fulminating mercury, dynamite, lithofracteur, or any other substances used for blasting purposes—shall fly a red flag at the fore, and shall abide by the instructions received from the harbour master concerning the discharge of the same.

*Bye-laws relating to vessels carrying explosives, sanctioned by the Board of Trade, 28th March, 1896.*

1.—No vessel having more than 100 pounds weight of any explosive, whether partly gunpowder or not, shall, except in cases of extreme emergency, enter the harbour.

2.—The master of every vessel with any explosive on board shall, before entering the harbour, display a red flag by day, or a red light by night, from the mainmast head, and, during the time that such vessel remains in the harbour with any explosive on board, shall continue to display such red flag or red light respectively.

*Bye-laws relating to vessels carrying petroleum as cargo, sanctioned by the Board of Trade, 10th October, 1895.*

1.—A vessel carrying petroleum shall, on entering the harbour, display a red flag by day and a red light by night at the mainmast head, and during the time that such vessel remains in the harbour with petroleum on board shall continue to display such red flag or red light respectively.

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**NEWPORT (MONMOUTH).**

*Bye-laws made by the Newport Harbour Commissioners under the Newport (Monmouthshire) Harbour Act, 1890, and the Harbours, Docks, and Piers Clauses Act, 1847, and approved by the Board of Trade on the 8th March, 1894.*

33.—The following words and expressions have where used in the following bye-laws the following meanings unless there be something in the subject or context repugnant to such construction (that is to say):

The expression “the harbour” means the port or harbour of Newport, in the county of Monmouth, as defined by the Newport (Monmouthshire) Harbour Act, 1890, and includes those parts of the Bristol Channel and the Rivers Usk and Ebbw which lie between an imaginary line drawn in a S. 79° W. true direction from Goldcliff until it meets the shore of the Bristol Channel eastward of Peterstone Wentlooge Church and the bridge over the River Usk at Newbridge, and the bridge carrying the South Wales railway of the Great Western Railway Company over the River Ebbw, and the banks and shores of such parts of the said channel and rivers, and any works on such banks and shores, and all streams, pools, creeks, havens, bays, and inlets within those limits.

The expression “the river” means the parts of the River Usk within the limits of the harbour as described above.

The word “vessel” means any ship, lighter, keel, barge, boat, raft or craft, or any other kind of vessel whatever, whether navigated by steam or otherwise.

The expressions “the Alexandra Dock” and “the Old Dock” mean respectively the Alexandra Dock or Docks and the Old Dock of the Alexandra (Newport and South Wales) Docks and Railway Company.

1.—Every vessel shall be, and be kept, properly and effectually moored whilst at any public or private mooring place, or at any public or private quay, wharf, jetty, drop, spout, or landing place within the harbour, and especially shall be kept effectually moored during high winds, freshes, or accumulations of ice. Every vessel shall be, and be kept, moored otherwise than by means of anchors, except in case of emergency from whatever cause arising.

2.—No anchor shall be put down from any vessel, whether at moorings or in any other place in the harbour, except where necessary for swinging or in cases of sudden emergency or with the previous sanction of the harbour master, and if such sanction be granted the anchor shall be placed clear of the navigable channel and so as not to endanger any other vessel, and a buoy rope and buoy shall be attached thereto. Any anchor put down shall be removed as and when the harbour master shall direct.

4.—The sails of every vessel, whether moored or at anchor in the harbour, shall be furled, the standing and flying jibboom and mizzenboom shall be rigged close in, and all the booms and boom irons shall be taken off the yards, the bumkins and boats' davits shall be swung in or unshipped, and the topsail and lower yards shall be peaked or braced sharp up, and the vessel shall be otherwise dismantled if and as the harbour master shall direct.

5.—The anchors of every vessel when moored in the harbour shall be taken in clear of the gunwale or hung perpendicularly from the hawse pipe in such position as shall be least likely to cause or tend to cause damage or injury to such vessel or to any other vessel, or shall be dealt with partly in one mode and partly in the other as the harbour master may direct.

6.—Subject to Bye-law 7 the under-mentioned lights, and no other light, shall be carried and displayed upon every steam vessel while steaming under way in the harbour during night-time:

1st.—On or in front of the foremast at a height above the hull of not less than 20 feet, and if the breadth of the vessel exceeds 20 feet then at a height above the hull not less than such breadth, a bright white light, so fixed as to show a uniform and unbroken light over a horizontal arc of twenty points of the compass, and to throw the light ten points on each side of the steam vessel (that is to say, from right ahead to two points abaft the beam on each side), and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles. Provided always that in the case of a steam vessel having no foremast it shall be sufficient if the said white light be at a height not less than 12 feet above the hull, fixed on a staff not more than 30 feet from the stem, and in the case of a steam vessel not exceeding 12 feet in breadth it shall be sufficient if such light be at a height not less than 6 feet above the hull, fixed on a staff not more than 12 feet from the stem.

2nd.—On the starboard side a bright green light so fixed as to show a uniform and unbroken light over a horizontal arc of ten points of the compass, and to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least one mile.

3rd.—On the port side a bright red light so fixed as to show a uniform and unbroken light over a horizontal arc of ten points of the compass, and to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least one mile.

The said green light and red light shall each be fitted with an inboard screen projecting at least three feet forward from the light so as to prevent such light from being seen across the bow of the steam vessel.

7.—Every steam vessel while steaming under way and engaged in towing any other vessel in the harbour during night-time shall, in addition to the lights prescribed by Bye-law 6, carry on or in front of the foremast, or if there be no foremast on the staff mentioned in that bye-law, a second bright white light similar to and placed vertically at least 3 feet above or below the bright white light prescribed in that bye-law.

8.—Every steam vessel being towed or under sail, and not under steam in the harbour, and every sailing vessel under way or being towed in the harbour shall, during night-time, carry the same lights as a steam vessel under way under steam, except the white light or white lights which shall not be carried.

9.—A bright white light shall be shown from the stern of every vessel which is being overtaken in the harbour by another vessel during night-time.

10.—Every steam vessel in the harbour shall be provided with a steam whistle or other efficient steam sound signal so placed that the sound may not be intercepted by any obstructions, and with an efficient foghorn and with an efficient bell. Every sailing vessel in the harbour shall be provided with a similar foghorn and bell.

11.—In fog, mist, or falling snow, whether by day or night, the following signals shall be used by vessels in the harbour:

(a) Upon a steam vessel under way, a prolonged blast shall be made with the steam whistle or other steam sound signal at intervals of not more than two minutes.

- (b) Upon a sailing vessel under way, a like blast shall be made with the foghorn at intervals of not more than two minutes.
- (c) Upon a steam vessel and a sailing vessel, if and when anchored, the bell shall be rung at intervals of not more than two minutes.

12.—Every vessel under way in the harbour shall, when proceeding seaward, be kept to the right hand of mid-channel, and when proceeding inward from sea or up the river to the right hand of mid-channel, and so that in either case such vessel shall with a port helm always be, and be kept, clear of any vessel proceeding in the opposite direction.

The term "mid-channel" applies to the deep-water navigable channel.

13.—Every steam or other vessel (whether towing any other vessel or not or being towed) shall, unless prevented by stress of weather, be brought into the harbour to the right of mid-channel, and be taken out of the harbour to the right of mid-channel.

*A vessel coming from the westward and about to enter the harbour should keep outside the buoys at the entrance until she can so round herself as to enter the harbour nearer to the red buoy than to the bell buoy.*<sup>1</sup>

14.—Every vessel crossing the river, and every vessel turning in the harbour, shall be navigated so as not to cause obstruction, injury, or damage to any other vessel.

15.—When any steam vessel in the harbour (except a steam vessel when towing a sailing vessel) is approaching any sailing vessel or steam tug with a sailing vessel in tow proceeding in the opposite direction, the speed of such steam vessel shall, if necessary, be slackened when it is within thirty yards of and until it shall have passed the sailing vessel or steam tug and towed vessel.

16.—Sea-going steam vessels shall not be navigated in the harbour above the new entrance of the Alexandra Dock at a greater speed over the ground than six knots or seven statute miles per hour, whether going with or against the tide.

17.—Every sea-going steam vessel when under way in the harbour shall be so navigated as not to involve risk of collision, or by causing a swell to endanger any other vessel.

18.—Every sailing or steam vessel overtaking any other vessel in the harbour shall be kept out of the way of the overtaken vessel,

<sup>1</sup> *The Winstanley*, (1896) 8 Asp. M. C. 154, 170.

which shall be kept on her course, and no obstruction shall be wilfully caused by the overtaken vessel to the passage of the overtaking vessel, and any vessel having passed another shall not cross the bows of the passed vessel until at such a distance as will not necessitate the stopping or easing of the passed vessel to avoid a collision.

19.—A vessel shall not be allowed to drift in any part of the harbour. Every vessel in the harbour must be properly navigated or moored clear of the navigable channel. Every vessel proceeding to the Alexandra Dock or the Old Dock, and arriving off the entrance of such dock before the signal for its admission is hoisted, must keep on either side of the navigable channel, and out of the fairway of the river or dock traffic until the signal is hoisted for its admission.

20.—Every vessel when navigating the river shall have its anchor and chain ready to be let go in the event of any emergency requiring their use for the safety of such vessel or of any other vessel.

21.—Every vessel shall be navigated in the harbour in a careful manner, especially in those parts of the river where there is much traffic.

22.—Every vessel under way in the harbour when overtaken by a fog shall be navigated at a very moderate speed, and shall as soon as practicable be moored or anchored out of the navigable channel.

*Bye-laws relating to vessels carrying petroleum as cargo, confirmed by the Board of Trade, 16th April, 1917.*

3.—The master of every petroleum ship shall, on nearing the harbour, and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square, and by night a red light, on the masthead (or, if the said ship has no mast, on a staff).

5.—The master of every petroleum ship shall anchor or moor his ship only at such place as the harbour master shall from time to time direct, and shall not remove his ship therefrom except for the purpose of leaving the harbour, without the written order or permission of the harbour master. No petroleum ship shall be anchored or moored at any place other than that approved by the harbour master, whether for the purpose of landing or shipping petroleum or otherwise.

7.—Two or more petroleum ships shall not, except for the purpose of transshipment, lie within 100 feet of one another, unless, in the opinion of the harbour master, it is impracticable to maintain such distance.

11.—These bye-laws do not include the docks, wharves, quays, and landing and shipping places within the jurisdiction of the Alexandra (Newport and South Wales) Docks and Railway Company, but which Company have made bye-laws similar to the foregoing bye-laws.

*Bye-laws relating to ships carrying explosives, confirmed by the Board of Trade, 20th January, 1897.*

3.—Every ship arriving in the port or harbour of Newport with explosives on board (other than explosives forming part of the ship's stores, not exceeding 15 pounds in weight), shall fly a square red flag, not less than 5 feet square, at the mainmast head (or, if the vessel has no mast, on a staff) during the day, and a red light during the night, and shall display such flag during the time that such ship remains in the harbour with explosives on board.

7.—Every ship arriving with explosives, and every ship in which it is intended to ship explosives, shall be moored below an imaginary line drawn across the River Usk due west from Julian's Pill, in Bridgewater's Reach, and with such precautions as the harbour master shall prescribe; and explosives shall be conveyed from or to every such ship in such boats only as shall be licensed as hereinafter mentioned.

### **The Alexandra (Newport and South Wales) Docks.**

*Bye-laws made by the Alexandra (Newport and South Wales) Docks and Railway Company for regulating the Alexandra (Newport and South Wales) Docks and Works (generally known as "the Alexandra Docks") and the Newport (Monmouthshire) Dock and Works (generally known as "the Old Dock"), of which Docks are included in the use hereinafter of the word "dock."*

10.—No vessel after passing out of the dock shall lie or be moored in the entrance outside the dock gates without leave given in writing to the master or other person in charge thereof by the dock master.

11.—If the master or other person in charge of any vessel in the dock, which shall be fully laden and ready to leave the dock, shall refuse to leave the dock when in the judgment of the dock master such vessel may safely do so, the dock master may cause such vessel to be displaced and lose her turn for going out of dock and give precedence to the vessel next in order for leaving the dock.

12.—No master or other person in charge of any vessel entering the dock, shall put his vessel into a berth without the permission of the dock master.

13.—No master or other person in charge of any vessel in the dock, shall move the same out of her berth without the permission of the dock master.

14.—The dock master may refuse to permit any vessel, ready to go out, to leave the dock in stormy weather or whenever else he may consider that injury would probably be caused to such vessel or to any other vessel or to the dock premises by her so leaving the dock.

16.—The master or other person in charge of any vessel in the dock, shall on the order of the dock master lie by or shift out of the way of any other vessel when moving in the dock.

17.—No vessel shall be navigated under steam within the dock, unless with the permission and according to the directions of the dock master.

18.—The master or other person in charge of every vessel, shall cause her sails to be lowered or furled before she enters the dock. No sail shall be loosened on board of any vessel while in the dock, without the permission of the dock master.

19.—No master or other person in charge of a vessel, shall navigate the same under sail in the dock. And every master or other person in charge of a vessel, shall cause the sails of the same to be furled or stowed at night.

20.—No vessel in the dock shall at any time be left without some competent person on board in charge thereof, and every vessel in the dock shall, during tide time, and from sunset to sunrise, have a shipkeeper or watch on deck.

21.—Every master or other person in charge of any vessel, when hauling into or out of the dock, locks, or approaches thereto, or removing from one part of the dock to another, or when lying therein, shall work and trim his vessel as the dock master shall direct, and while so entering, leaving, or moving, or being within the dock, locks, or approaches thereto, shall otherwise comply with the directions of the dock master in respect thereof.

*Bye-laws relating to ships carrying petroleum as cargo, confirmed by the Board of Trade, 3rd March, 1917.*

*These bye-laws apply all over the Alexandra Docks, New River Wharf, river jetties, piers, and Town Dock.*

3.—The master of every petroleum ship shall, on nearing the dock, and during the time that such ship remains in the dock, display by day a red flag not less than three feet square, and by night a red light, on the masthead (or, if the said ship has no mast, on a staff).

7.—Two or more petroleum ships shall not, except for the purpose of transshipment, lie within 100 feet of one another, unless, in the opinion of the dock master, it is impracticable to maintain such distance.

## NEWRY NAVIGATION.

*Rules and bye-laws made by the Newry Navigation Company on the 2nd May, 1859, by virtue of 10 Geo. IV. c. cxxvi.*

3.—At night no vessel shall ply on or pass through any part of the said navigation except at the peril and risk of the owner or master of such vessel, who shall be accountable for any damage caused thereby. And every master or other person in charge of any vessel requiring to pass through any of the locks of the said canal after sunset and before sunrise, must give timely notice thereof to the lock keeper, otherwise said vessel shall not be permitted to pass through such lock.

4.—The ordinary time for using the sea lock in passing vessels to and from the canal shall be two hours before and two hours after high water at said lock, and the lock keeper shall not permit any vessel to pass through the said lock except within the said four hours, unless specially ordered so to do by the clerk of the Company.

8.—All masters and persons in charge of vessels within the said navigation shall have, keep, manage, and conduct their said vessels in accordance with the following Regulations—viz.:

First.—Vessels inward bound are not to pass the signal post 50 yards south of the sea lock, and vessels outward bound are not to pass the signal post 150 yards north of said sea lock, but shall remain at the said stations until ordered by the lock keeper either to proceed or moor in the lye-bye.

Second.—No steam vessel when passing through or approaching the sea lock from either of said signal posts, shall apply or use any steam power unless by the permission of the lock keeper, and in no case shall any steam vessel within the said signal posts be propelled but at the slowest speed possible. And on dark and foggy nights steamers shall indicate their approach to said lock by ringing a fogbell.

Third.—In the canal no steam vessel shall pass another steam vessel going in the same direction, or pass any other vessel, unless at a part of the canal exceeding 100 feet in width, or shall be propelled at any greater speed than at the rate of four statute miles per hour.

Fourth.—All vessels passing through the said navigation shall, when practicable, be kept to the starboard side, and sailing vessels shall give way to steam vessels, and vessels inward bound shall give way to vessels going to sea, and when vessels meet where the canal or other part of the navigation is too narrow to permit them safely to pass each other in motion, the vessel inward bound shall give way so as to permit the vessel going to sea to pass in the deep water.

13.—No master or owner of any vessel, or owner or other person having the care of any boat, raft, timber, plank, board, goods, wares, or other materials whatsoever shall permit or suffer the same to be sunk, or aground, or to float at large, or to be unsecured, or to be otherwise so placed as to cause any obstruction whatsoever in or upon any part of the banks, quays, wharfs, or sheds thereof.

18.—For the breach or non-observance of these Rules, Orders, and bye-laws, or any of them, there shall be imposed and inflicted upon every person so offending the following fines and forfeitures—viz.:

For obstructing any officer or servant of the Company in the lawful discharge of his duty, and for offences against the 2nd, 5th, 7th, 8th, and 12th of said Rules, Orders, and bye-laws, a sum not exceeding 5*l.* sterling, or less than ten shillings.

For any of the said last-mentioned offences committed within two months after previous conviction for a like offence, or accompanied by threats or violence, or for any offence in anywise concerning any of the sluices, lights, buoys, land marks, signals, boards, or placards of the Company, a sum not exceeding 5*l.* sterling, or less than forty shillings.

And in every other case any sum not exceeding 5*l.* sterling.

And a separate offence against Bye-law No. 13 shall be deemed to have been committed in respect of each separate log of timber, plank, board, or other separate article found floating at large contrary thereto. And whenever any vessel, raft, goods, wares, or other materials whatsoever, or any fixtures, or erections whatsoever, are placed or situate contrary to or in violation of any of the said Rules, Orders, and bye-laws, a new offence shall be deemed to have been committed for every twenty-four hours that the said vessel, raft, goods, wares, materials, fixtures, or erections, or any portion thereof, shall be suffered so to remain after proper request made to remove same.

19.—The word “ vessel ” in these Rules, Orders, and bye-laws shall be so construed as to include every steamer, boat, barge, lighter, craft, punt, or ship whatsoever used in navigation.

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## ORWELL RIVER.

See IPSWICH, ante, p. 263.

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## OUSE (LOWER) IMPROVEMENT.

**From 100 yards below Skelton Railway Bridge to the River Trent.**

*Rules made by Order in Council, 19th July, 1910, under Section 421 of the Merchant Shipping Act, 1894, on the application of the undertakers of the Aire and Calder Navigation concerning the lights to be carried by vessels (except craft under 10 tons measurement) navigating the waters of the River Ouse within the limits of improvement as defined by the Ouse (Lower) Improvement Act, 1884, and concerning the steps for avoiding collision to be taken by vessels navigating such waters.*

### PRELIMINARY.

1.—These Rules may be cited as “ the Lower Ouse Rules, 1910.”

2.—These Rules shall be applicable to the Lower Ouse as defined by the Ouse (Lower) Improvement Act, 1884—viz., so much of the River Ouse in the county of York and the bed and foreshore thereof up to high-water mark as extends between an imaginary straight line

drawn across that river at a distance of one hundred yards below and parallel to the south side of the bridge constructed under the authority of the North-Eastern Railway Company's (Hull and Doncaster Branch) Act, 1863 (hereinafter called "Skelton Railway Bridge"), carrying the Hull and Doncaster Branch of the North-Eastern Railway across the River Ouse from the township of Skelton in the parish of Howden in the East Riding of the county of York to the township of Hook in the parish of Snaith at the West Riding of the said county, and another imaginary straight line drawn across the said river at its confluence with the River Trent from a marked post known as the York Corporation marking post at Faxfleet Ness to another similar marking post at Bosom Cross on the south bank of the river.

3.—In interpreting these Rules the following terms shall have the meanings hereby assigned to them—that is to say:

- (a) The term "the Undertakers" shall mean the Undertakers of the Aire and Calder Navigation.
- (b) The term "river" shall mean so much of the River Ouse as is defined in Rule 2, including the new channel and all navigable channels, havens, and creeks of the Lower Ouse.
- (c) The term "vessel" [as defined in the Humber Bye-laws, 1910, *ante*, p. 253].
- (d) The term "dumb craft" [as defined in the Humber Bye-laws, 1910, *ante*, p. 254].
- (e) The term "steam vessel" shall include any vessel propelled by machinery.
- (f) The term "master" [as defined in the Humber Bye-laws, 1910, *ante*, p. 253].
- (g) The term "harbour master" shall mean any harbour master, deputy harbour master, berthing master, or pier master of the Undertakers, and includes his assistants who, when on duty, shall be in uniform.
- (h) The term "whistle" shall mean any whistle, siren, foghorn, or other instrument by means of which sound signals can be made.

4.—All vessels while navigating or anchored or moored in the river shall observe and obey the Regulations for Preventing Collisions at Sea (hereinafter referred to as "the General Regulations") made in pursuance of, and for the time being in force under, the Merchant Shipping Act, 1894, or any subsisting statutory modification thereof with the exceptions and additions made in the following Rules.

## LIGHTS AND SIGNALS.

5.—Lights for dumb craft [identical with the Humber Rules, 1910, No. 5, *ante*, p. 257].

6.—Light for passenger steamer [identical with the Humber Rules, 1910, No. 6, *ante*, p. 258].

7.—Dredgers' lights and signals [identical with the Humber Rules, 1910, No. 7, *ante*, p. 258].

8.—Signal for vessel aground [identical with the Humber Rules, 1910, No. 8, *ante*, p. 258].

9.—Signal for vessel at anchor [identical with the Humber Rules, 1910, No. 9, *ante*, p. 259].

10.—A vessel moored alongside any quay, pier, jetty, wharf, or landing place, and not ready to leave, shall carry where it can best be seen a white light visible all round the horizon.

11.—Lights and signals for steam vessel lying alongside quay [identical with the Humber Rules, 1910, No. 11, *ante*, p. 259].

12.—Lights and signals to mark position of wrecks [identical with the Humber Rules, 1910, No. 12, *ante*, p. 259].

13.—Signal for vessel sweeping for anchors [identical with the Humber Rules, 1910, No. 13, *ante*, p. 260].

## WHISTLE SIGNALS.

14.—Signals for vessel turning or not under command [identical with the Humber Rules, 1910, No. 14, *ante*, p. 260].

15.—Sound signal for vessel aground [identical with the Humber Rules, 1910, No. 15, *ante*, p. 260].

16.—Vessel requiring services of tug [identical with the Humber Rules, 1910, No. 16, *ante*, p. 260].

17.—No vessel shall give any signals with the whistle, save and except such signals as may be authorised by these Rules or by the General Regulations. Private whistle signals are absolutely forbidden, except such as may be from time to time duly authorised by the Undertakers.

## ANCHORAGE.

18.—Vessel not to anchor in fairway [identical with the Humber Rules, 1910, No. 19, *ante*, p. 261].

19.—A vessel when so required by the harbour master shall remove from the anchorage where she may be, and proceed with the least possible delay to another place of anchorage as ordered by such official, and if directed by him shall be moored with two anchors.

## MISCELLANEOUS.

20.—Vessel not to drift [identical with the Humber Rules, 1910, No. 21, *ante*, p. 261].

21.—As to speed [identical with the Humber Rules, 1910, No. 22, *ante*, p. 261].

22.—When wrecks being removed passing vessels to go dead slow [identical with the Humber Rules, 1910, No. 23, *ante*, p. 261, except for the “Board” read the “Undertakers”].

23.—Every vessel overtaking any other vessel shall be kept out of the way of the overtaken vessel which shall be kept on her course, and no obstruction shall be wilfully caused by the overtaken vessel to the passage of the overtaking vessel, and any vessel having passed another shall not cross the bows of the passed vessel until at such distance as will not necessitate the stopping or easing of the passed vessel to avoid a collision.

In the event of a vessel desiring to overtake and pass a vessel ahead, she shall indicate this by two short blasts on her whistle. If the vessel ahead accepts this signal, she shall reply with one short blast and keep as far on the starboard side of the channel as the person in charge thinks safe. The onus of passing is in any case on the overtaking vessel.

24.—Every vessel shall on the flood tide, after being turned round<sup>1</sup> for the purpose of entering the docks of the Undertakers at Goole, be brought to the entrance to the docks to the east of mid-navigable channel of the river until arriving at the proper distance for crossing over, and every vessel shall be taken out of the docks to the west of mid-navigable channel.

25.—Dumb craft shall be exempted from compliance with Rules Nos. 8, 9, and 15.

*Bye-laws made by the Aire and Calder Navigation, under the powers of the Ouse (Lower) Improvement Act, 1884, and confirmed by the Board of Trade, 14th February, 1912.*

## PRELIMINARY.

2.—These bye-laws shall be applicable to the Lower Ouse within the limits of improvement defined by the Ouse (Lower) Improvement Act, 1884. These limits are set out above, p. 314.

<sup>1</sup> The local practice, based on seaman-like precaution, is for steam vessels proceeding up the River Ouse on a flood tide to swing at or below the bend in Goole Reach, and then dredge up stern first. See *The Frankfort*, [1910] P. 50.

3.—In interpreting these bye-laws, the following terms shall have the meanings hereby assigned to them—that is to say:

- (b) The term “the river” shall mean so much of the River Ouse as is hereinbefore defined, and shall include the new channel authorised by the Ouse (Lower) Improvement Act, 1884, and all navigable channels, havens, and creeks of the Lower Ouse.
- (c) The terms “the Undertakers,” “vessel,” “dumb craft,” “steam vessel,” “master,” “harbour master,” as defined in Rule 3 above, p. 315.

#### DUTIES ON BOARD VESSELS.

7.—No vessel shall lie or be placed, made fast, or moored alongside any pier, or quay, or in the river, and no obstruction shall be placed in the river so as to prevent the free transit of any ferry boat, or any other vessel passing to or from any public or private landing place.

8.—Every dumb craft, except rowing boats and canoes, shall, when under way, have on board at least one man competent for the navigation thereof, and every such craft exceeding fifty tons burden shall, when under way, have on board at least one additional person to assist in the navigation thereof, except when such craft is being towed by a steam vessel, or is being moved between any vessels or places not exceeding two hundred yards from one another.

9.—A vessel (except dumb craft) while under way shall be manned by a competent master, and if over ten tons burden shall also have a sufficient number of able-bodied and experienced men, and shall at all times have a good and efficient look-out.

10.—A vessel (except craft under ten tons measurement) shall keep an anchor and cable ready for letting go in case of emergency, and any vessel slipping or parting from her anchor shall, when practicable, leave a buoy to mark its position.

#### MOORINGS.

26.—Such number and description of vessels only shall at any time moor to the piers, wharves, jetties, dolphins, staiths, or landing places, as shall be provided for in the notice attached to such piers, wharves, jetties, dolphins, staiths, or landing places, and such number or description shall not be exceeded except with the written consent of the harbour master.

27.—While any vessel remains attached to any mooring buoy, mooring post, pier, wharf, jetty, dolphin, staith, or landing place,

the engine or engines of such vessel shall not be set in motion so as to cause injury or damage to any mooring buoy, mooring post, pier, wharf, jetty, dolphin, staith, or landing place, or any vessel or thing whatsoever.

28.—Any vessel which shall at any time be so moored, anchored, or placed as in the opinion of the harbour master to interfere with, or encroach upon, the free navigation of the river, shall, when required by him, be immediately removed, and in default of such removal the harbour master may remove the same, and any expenses incurred in respect of such removal shall be paid by the master or owner.

29.—The moorings of any vessel in the river shall be slacked down, or the sails furled, or the yards, masts, and booms, or any or either of them respectively, struck or run in, or the anchors taken in whenever required by the harbour master for the safety of that or any other vessel or vessels.

#### TOWAGE.

31.—All vessels towing inward bound with a long scope of tow line must shorten such tow line, and outward bound vessels must not lengthen the same before reaching Swinefleet Warming Clough. The tow line, when above such drain, must not exceed 60 feet in length.

32.—A vessel shall not tow at one time more than one sea-going vessel of a registered tonnage exceeding 300 tons, except with the written consent of the harbour master.

33.—A vessel shall not tow at one time so many vessels in a line as that the stern of the hindmost vessel is distant more than 450 feet from the stern of the towing vessel, or more than two lines of sea-going vessels, or three lines of keels or other boats abreast, or rafts, exceeding 150 feet in length or 45 feet in breadth.

34.—A vessel shall not tow at one time more than nine keels or other dumb craft without the written authority of the harbour master.

35.—When more than one vessel is employed in towing a vessel the distance between any two consecutive vessels so employed shall not be greater than 100 feet, and the distance between any two vessels abreast shall not, unless under exceptional circumstances, be greater than 40 feet. The master of each such vessel towing shall be responsible for the due observance of this bye-law.

36.—Every vessel having any other vessel in tow shall attend upon such vessel until the same is properly moored or secured to the satisfaction of the harbour master.

## NAVIGATION.

37.—Vessels proceeding to any dock, and arriving off the entrance of such dock before the dock is ready for their admission thereto, must keep on the east side of the navigable channel and out of the fairway of the river or dock traffic.

39.—All vessels shall go dead slow when passing or within 150 yards of any vessel loading or discharging cargo or undergoing repairs, or aground in any part of the river, if such last-mentioned vessel is likely to be damaged or injuriously affected by the influence of the surge or draw occasioned by the passing vessel.

## PASSENGER VESSELS.

41.—The master of any vessel carrying passengers shall, while the same is under way, be in such a position above the deck as to have an unobstructed view all round clear of the vessel.

44.—Whenever any passengers or goods are to be taken on board of, or landed from, any steam vessel by means of a small boat, the engines of such vessel shall be stopped when such vessel is not less than 100 yards from such boat, and such engines shall not be put in motion again until such boat is quite clear and beyond the influence of the vessel or any surge occasioned by it.

## REGATTA OR LAUNCH.

46.—The harbour master may with a view to maintain order and secure the safety of the public from time to time, give such orders as he thinks expedient for the purpose of regulating the passage of any vessel on the river on the occasion of any regatta or ship launch, or on any exceptional occasion when a number of vessels are expected to assemble. Notice of such occasion must be given in due time to the harbour master.

**Goole Docks.**

*Bye-laws for the Regulation of Goole Docks made on 27th March, 1911, confirmed by the Board of Trade, 14th February, 1912.*

2.—These bye-laws shall apply to the docks as hereinafter defined, and to the dock undertaking for the time being of the Undertakers of the Aire and Calder Navigation, and within 300 yards thereof in the River Ouse situate at Goole in the West Riding of the County of York.

3.—(b) The terms “Goole Docks” and “the docks” shall mean the Goole Docks of the Undertakers, and shall include the docks, graving docks, locks, basins, ponds, quays, entrances, communications, cuts, canals, roads, approaches, warehouses, sheds, buildings, bridges, piers, railways, tramways, works, and premises of the Undertakers respectively thereto belonging.

(c) The term “quay” shall mean and include all quays, wharves, piers, landing places, roads, ways, bridges, warehouses, sheds, and gates within the docks, and all erections, buildings, machinery, hoists, cranes, weighing engines, and machines, works, matters, or things whatsoever upon, or belonging to, any such quay or connected therewith.

6.—No vessel shall enter or leave the docks unless the master in charge of her is on board.

7.—No person shall take any vessel into or out of any of the docks except according to the directions of the harbour master.

10.—No person shall take any vessel into the docks whilst a red flag or red light is flying or exhibited on the flagstaff at the entrance of the docks, provided that such flag or light be not flown or exhibited without reasonable cause.

11.—The master of a vessel about to enter the docks shall, within a reasonable time before the vessel reaches the entrance to the docks, and thenceforth until she leaves the docks, have ready for use good and sufficient ropes, fenders, and tackle, and shall use such ropes, fenders, and tackle when and as necessary or reasonably required by the harbour master, and every steam vessel shall be provided with a hose capable of being connected with the engines of the vessel for the purpose of extinguishing fire.

12.—No person shall moor, anchor, or place, or load or unload any vessel within the docks contrary to the directions of the harbour master, and after a vessel has been moored, anchored, or placed in or at any berth or place, no person shall move her therefrom contrary to the directions of the harbour master.

13.—While a vessel is within the docks, her master shall at all times either have in readiness on board a sufficient crew, or with reasonable promptitude provide a sufficient number of men to lower and furl her sails, strike her top-gallant masts, and moor, unmoor, move, and protect her, and also to cast off, slack, haul in, and make fast her ropes, chains, and fastenings promptly and securely, and to move her through the opening bridges or bridgeways, or from place

to place in the docks with promptitude as the harbour master may reasonably direct or occasion may require.

14.—The master of a vessel within the docks shall, on being directed by the harbour master so to do, cast off, slacken, haul in, or make fast the ropes, chains, and fastenings by which such vessel is moored or fastened, or cause the same to be cast off, slackened, hauled in, or made fast, as the case may be, and shall provide sufficient crew for the purpose.

17.—No vessel shall be towed, moved, or propelled within the docks at a greater speed than two miles an hour, and no steam vessel shall, contrary to the directions of the harbour master, tow, or be employed to tow, vessels within the docks.

18.—The master of a vessel about to enter any dock, lock, bridge-way, or basin, shall, within a reasonable time before she reaches the entrance thereto, cause her boats, anchors, trawl beams, and movable gear to be properly stowed, and unless they are properly stowed, no person shall take, or attempt to take, any vessel into or through the entrance of any dock, lock, bridgeway, or basin. Provided that as regards other than stockless anchors, this bye-law shall not apply until the vessel has entered the lock.

51.—All vessels (except dumb craft) when under way at night in the docks, whether by means of their own machinery or being towed, must carry the Regulation lights for a vessel under way, and under other conditions shall carry a red light visible all round. Dumb craft shall carry a red light visible all round.

52.—A vessel so berthed at night that it projects beyond a corner round which other vessels pass, must have a white light suspended at the projecting part.

53.—Every vessel must be moored by means of ropes, chains, or tackle, attached only to the mooring buoys, mooring posts, rings, or other appliances provided by the Undertakers for that purpose on the side of the dock at which she is lying, and no ropes, chains, or tackle must be run across the dock to the other side without the permission of the harbour master. If ropes, chains, or tackle are so placed across the dock with such permission, they must be properly watched, lighted at night, and attended to, so as not to cause obstruction or damage to passing vessels.

54.—All ropes, chains, and mooring tackle for securing any vessel, either to the shore or to mooring buoys, shall be fitted with such effective guards as will prevent access of rats from the vessel to the shore.

59.—The master of a vessel shall not cause her propeller or propellers, when in close proximity to any dumb craft, to be worked, and in the case of vessels having more than one propeller, such shall be clearly indicated and protected whilst in the docks.

60.—Cockboats, ship's boats, and flats, which are only allowed in the docks at the risk of the owners, must be so moored as not to cause any obstruction in the docks.

67.—The master of a vessel in the docks shall not at any time make or permit any unauthorised use of the steam whistle or siren.

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## OUSE (UPPER) NAVIGATION.

See also FOSS RIVER, p. 229.

*Bye-laws made by the Lord Mayor, Aldermen, and Citizens of the City of York, trustees of the said river, on 6th July, 1885, in pursuance of the powers vested in them under Section 115 of an Act of Parliament of 6th George IV. c. 127, re-enacted by Section 7 of the York Extension and Improvement Act, 1884, and approved by the Board of Trade, 11th July, 1885.*

Any person who shall on this navigation, or any of the works thereof, do any of the following things, shall be liable to a penalty of not exceeding 40s. over and above the damage he may have committed,—that is to say:

4.—Who shall allow his vessel to navigate without one or more persons on board competent to steer and manage her, and acquainted with the ordinary rules of navigation on a canal or river.

5.—Who shall sail, steam, or haul his vessel into any lock in such manner as to allow it to enter with too much way.

6.—Who shall not be provided with proper check ropes, and use the same so as to prevent his vessel striking against the lock gates and forebays.

7.—Who shall attempt to enter a lock when not fit or ready for use, or refuse to act under the direction of the lock keeper.

8.—Who, when his vessel is of such size as to admit of another vessel in a lock at the same time, shall attempt to pass his vessel singly when another vessel capable and the person in charge is desirous of passing at the same time is within 100 yards of the lock.

9.—Who shall leave his vessel without a person on board capable of taking care thereof.

22.—Who shall place his vessel so as to obstruct the passage of any other vessel into or out of any lock, or shall enter the same out of his turn.

23.—Who shall allow his vessel to remain in any part of the navigation so as to obstruct the passage thereof.

24.—Who shall moor his vessel in or within fifty yards of any lock or bridgeway.

25.—Who shall moor a vessel in any basin, dock, or cut, or at or near any wharf, warehouse, crane, road, or pathway, contrary to the orders of any agent or servant of the Trustees, or shall refuse to remove such vessel when requested by such agent or servant.

26.—Who shall suffer his vessel to remain at the mouth of any basin, or in any bridgeway, lock, or at a crane or wharf, longer than is necessary for passing through or using the same.

27.—Who, when his vessel has been sunk, shall not forthwith use every possible means to raise her, or when she has sunk, or is so placed as to obstruct the navigation, shall impede the agents or servants of the Trustees in raising or removing her at his expense.

28.—Who, when not navigating, shall neglect to moor his vessel at both ends, and, if on the towing-path side, with his mast down so as not to obstruct the passage of vessels or hauling lines.

29.—Who shall moor or fasten his vessel to any fence, tree, bridge, lock, crane, dam, weir, clough, or other work not provided for the purpose.

30.—Who shall moor his vessel from sunset to sunrise without showing a white light that shall be distinctly visible on all sides.

31.—Who, having charge of an ordinary light vessel, shall not lower his line and give way to a loaded vessel.

32.—Who, having charge of a loaded vessel going down the navigation, shall not lower his line and give way to a loaded vessel going up the navigation.

52.—Who shall navigate a steamer not furnished with a steam whistle or buzzer.

53.—Who, when in charge of a steamer, shall not sound the steam whistle or buzzer when rounding any turnings in the river, or approaching or overtaking a vessel.

54.—Who, when steering a steamer, shall not take the offside of vessels hauling in the river.

55.—Who, when in charge of a steamer, shall not check her speed when approaching any bridgeway or lock, or who during a fog shall navigate a steamer at a higher rate of speed than three miles an hour.

56.—Who, when navigating a steam vessel against the stream, shall not ease and, if necessary, stop to allow vessels going with the stream to pass clear.

57.—Who, when navigating a steam vessel and being overtaken by any other vessel, shall not ease so as to allow the last-mentioned vessel to pass clear.

58.—Who shall not have his anchor buoyed when riding below Naburn Lock.

59.—Who shall navigate his vessel or ride at anchor alongside any other vessel.

60.—Who, when navigating a vessel and being overtaken by another vessel, shall not show to the last-mentioned vessel a white light or a flare-up light.

61.—Who, when employed to mark the position of wrecks or other obstructions, shall not show a red light from sunset to sunrise. Such light to be distinctly visible on all sides.

62.—Who, when navigating any vessel upon the said river, shall not comply with the Rules concerning lights, fog signals, steering, and sailing, as specified in the Merchant Shipping Act, 1862.<sup>1</sup>

63.—The expression “trustees” means the mayor, aldermen, and citizens of the city of York; “the navigation” means the part of the River Ouse within the jurisdiction of the said mayor, aldermen, and citizens. The word “vessel” shall mean any ship, lighter, keel, barge, wherry, boat, raft, or craft, or any kind of vessel whatever, whether navigated by steam or otherwise. The expressions “steam vessel” and “steamer” shall mean any vessel propelled by steam.

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<sup>1</sup> On the wording of this bye-law it would seem that the Collision Regulations set out in the Schedule to the Act of 1862 are referred to. But on the date the bye-law was approved by the Board of Trade the Regulations scheduled to the Act of 1862 were repealed and the Collision Regulations, 1884, were in force for vessels navigating the high seas. The bye-law may therefore be considered to refer to the Collision Regulations, 1884, which were in force under the Act at the date the bye-law was passed.

*Bye-laws relating to vessels carrying explosives, sanctioned by the Board of Trade, 8th December, 1877.*

9.—No ship or boat carrying any gunpowder or other explosive shall enter or remain on the navigation without a red flag or metal vane, painted red, two feet square at the least, shown in a conspicuous place above the deck; and there shall also be kept burning in a conspicuous place on every such ship or boat, between sunset and sunrise, a lamp showing continuously, ahead and astern, a red light, capable of being distinctly seen on a clear night at a distance of 200 yards.

11.—No ship or boat carrying any gunpowder or other explosive shall be towed or propelled otherwise than by animals or men. Nor shall any such ship or boat, except for the purpose of passing, approach nearer to any other ship or boat carrying gunpowder or other explosive than 200 yards.

12.—Every ship or boat shall, so long as there is any gunpowder or other explosive aboard, proceed with all convenient speed and without any avoidable delay to her destination.

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## PEMBROKE.

*Regulations made by Order in Council, the 26th September, 1891, by virtue of the Dockyard Ports Regulation Act, 1865.*

### FIRST SCHEDULE.

#### LIMITS OF THE DOCKYARD PORT OF PEMBROKE.

1.—On the west, a straight line drawn from the extremity of Thorn Point through Stack Rock to Southhook Point; on the east, a straight line drawn from Pembroke Ferry Point to the western extreme of Barnlake Point; and including all the bays, creeks, lakes, pools, and rivers, between the above limits, as far as the tide flows.

#### GENERAL.

2.—If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables, or moorings of buoys, the master or other person having the charge or command of such vessel shall not proceed to unhook the same, but shall forthwith give notice thereof to the naval superintendent or Queen's harbour master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

3.—No merchant nor other private vessel or boat shall, without licence in writing from the naval superintendent, or Queen's harbour master, be moored or fastened to any of the forts, nor to any Government moorings, buoys, piles, or vessels in the Dockyard Port.

4.—No merchant nor other private vessel of above five tons, compelled or allowed to anchor in or near any of the navigable channels of the Dockyard Port, shall be left at any time without a shipkeeper.

5.—No fishing from boats shall be carried on within 100 feet of Her Majesty's dockyards or other Government establishments.

#### PROTECTION OF MINEFIELDS AND ELECTRIC CABLES.

8.—Whenever it may be necessary for mining experiments, or other similar naval or military purpose, to reserve any area for such experiments or purpose, the area will be marked by buoys coloured green and white, and, after twenty-one days' warning has been conveyed to mariners by notice issued by the Admiralty and published in the *London Gazette*, no vessel shall anchor within or pass through the area so marked, unless compelled to do so by stress of weather or to avoid accident.

9.—No vessel shall anchor on the line of any electric cable laid down in the Dockyard Port, when such line is indicated by white-washed posts, or other discernible marks erected on shore, and twenty-one days' warning has been conveyed to mariners by notice issued by the Admiralty and published in the *London Gazette*.

#### ANCHORAGE REGULATIONS.

10.—No merchant or other private vessel shall be moored or anchored within the following limits—namely:

Between a straight line drawn from the north-west angle of Pater Battery in a N. 53° W. (true) direction to the opposite shore, and a similar line drawn from the eastern extreme of the Dockyard in a north (true) direction,

unless she is forced thereto by unavoidable accident, or unless she is consigned to the dockyard.

11.—No vessel shall anchor in the fairway of Milford Haven nor in the fairway into, or in, the Dockyard Port in such a position as to obstruct the entrance of Her Majesty's ships, unless compelled thereto by stress of weather or unavoidable accident.

## PENALTIES.

14.—The master of every merchant or other private vessel to which this order relates shall observe and cause to be observed the provisions of this Order as far as it relates to his vessel, and if any master or other person acts in any respect in contravention of any of the provisions of this Order, or fails to observe or cause to be observed in any respect any of those provisions, he shall be liable to a penalty not exceeding 10*l*.

## LOCAL AUTHORITIES.

15.—Nothing in this Order shall affect the authority of the Milford Docks Company and the Queen's harbour master under the Milford Docks Act, 1874, and other Acts of Parliament applicable to that Company; nor the authority of the harbour master of the Great Western Railway Company at New Milford under the South Wales Railways Consolidation Act, 1855, or other Acts of Parliament relating to that Company.

## SECOND SCHEDULE.

*Rules concerning lights and signals to be used, and the steps to be taken for avoiding collisions in the Dockyard Port of Pembroke, and the approaches thereto.*

1.—Limits of Dockyard Port of Pembroke defined in identical words to Regulation 1 of the First Schedule, *ante*, p. 326.

## OBSERVANCE OF REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

2.—All sea-going vessels,<sup>1</sup> when within the limits of the Dockyard Port of Pembroke, shall carry such lights as are prescribed by the Regulations for Preventing Collisions at Sea, as set out in the schedule annexed to an Order in Council made in pursuance of the Merchant Shipping Act Amendment Act, 1862, and dated the 11th August, 1884, or other Order in Council for the time being in force relating thereto;<sup>2</sup> and all vessels of every description shall also observe the steering and sailing Rules set forth in the above-mentioned schedule, except in so far as they are affected by the Regulations hereinafter contained.

<sup>1</sup> See note to Plymouth, Rule 1, *post*, p. 339.

<sup>2</sup> Now the Collisions Regulations, 1910.

VESSELS NOT TO APPROACH HER MAJESTY'S SHIPS CARRYING ROYAL  
OR OTHER STANDARD AT MASTHEAD.

6.—No vessel shall unnecessarily approach within two cables of any ship of war, troopships, or royal yacht, carrying royal or any other standard at the masthead, when under way in the waters of the Dockyard Port.

VESSELS TO KEEP CLEAR OF HIS MAJESTY'S SHIPS.

7.<sup>1</sup>—When one of His Majesty's vessels or other vessel in charge of His Majesty's officers intends to pass into, through, or out of the Dockyard Port, she shall hoist the red ensign over "M" flag (International Code—Alphabetical) by day, or a red light by night, at the foremast head, and all other of His Majesty's vessels present in the port shall hoist the Pilot Jack by day, or show position lights (two white lights vertical, 8 feet apart, hoisted at the peak, or if no gaff hoisted abreast the maintop in the middle line of the ship, *or on the ensign staff*) by night as a general warning. The Pilot Jack shall also be hoisted by day, or position lights by night at the Dockyard semaphore station for the same purpose, and all other vessels under way in the Dockyard Port shall keep out of the way of the said vessel flying the red ensign over "M" flag or showing the red light at the foremast head, provided always that the said vessel shall be navigated with due care and at a moderate speed, and that she shall so far as is practicable, be kept on the side of the fairway which lies on her own starboard side.

REGULATIONS FOR SAILING AND SMALL STEAM CRAFT TO KEEP CLEAR  
OF STEAMERS.

8.—When any sea-going steamship within the limits of the Dockyard Port shall, by reason of the crowded nature of the channel or anchorage, or from other cause, find it unsafe or impracticable to keep out of the way of a sailing vessel, or of a boat under oars or sail or steam, she shall signify the same to the sailing vessel or said boat by four or more short blasts of the steam whistle, blown in rapid succession, when the sailing vessel or boat shall keep out of the way of the sea-going steamship, provided always that the sea-going steamship shall be navigated with due care and at a moderate speed.

<sup>1</sup> This Regulation was made by Order in Council, 4th September, 1918.

## LIGHTS FOR VESSELS AT ANCHOR.

3.—Vessels of 150 feet or upwards in length at anchor within the limits of the port, shall carry, in addition to the anchor light prescribed by the Regulations for Preventing Collisions at Sea, a bright light at the stern not less than 15 feet lower than the forward light.<sup>1</sup>

## LIGHTS FOR SMALL STEAM CRAFT.

4.—Steam launches and other small craft propelled by steam, of a length over all of, or exceeding, thirty-five feet shall, between sunset and sunrise, when within the limits of the Dockyard Port of Pembroke, carry the lights prescribed for sea-going steamships in the above-mentioned schedule; or shall, when under way, in lieu of the coloured side lights, carry a single lantern amidships, with a green glass on the one side and a red glass on the other side; such lantern to be not less than two feet above the hull, and so constructed and placed that the green light shall show from right ahead to two points abaft the starboard beam, and the red light from right ahead to two points abaft the port beam—without being obscured by other objects in the vessel. The bright light is to be in the middle line of the craft, and not less than two feet above the coloured light or lights, and may, when there is no foremast, be carried on a pole or otherwise at the forepart of the vessel; and at a height above the hull not less than the breadth of the vessel. These lights are to be of such a character that on a dark night, with a clear atmosphere, the coloured lights shall be visible at least one mile, and the bright light at least two miles.<sup>2</sup>

5.—Steam launches, and all other boats propelled by steam, of a length over all of less than thirty-five feet, when under way between sunset and sunrise within the limits of the Dockyard Port of Pembroke, shall not be obliged to carry the white light, but shall carry the coloured side lights mentioned in Article 3, paragraphs (b) and (c), of the above-mentioned schedule, or in lieu thereof the single lantern amidships, with parti-coloured glass, as set forth.

## LIGHTS AND SIGNALS FOR DREDGERS.

5 (a).<sup>3</sup>—[Identical with Berehaven, Lights and Signals for Dredgers, *ante*, p. 112.]

<sup>1</sup> This rule differs from Article 11 in that the light is to be carried “at the stern” and not “at or near the stern.”

<sup>2</sup> Compare this Regulation with Article 7 (3), *ante*, p. 20.

<sup>3</sup> This Regulation was made by Order in Council, 9th February, 1914.

## LOCOMOTIVE TORPEDO PRACTICE.

9.—Whenever practice with locomotive torpedoes takes place, a red flag will be hoisted at the firing point to warn vessels and boats not to cross the range. While the practice is proceeding, no craft shall anchor for fishing or other purpose, nor shall any cruising or pleasure sailing take place in the area considered dangerous, details of which are to be published from time to time in “Notices to Mariners” issued by the Admiralty, and published in the *London Gazette*.

## PENALTIES.

10.—The master of every merchant or other private vessel, or person in charge of any boat, to which this Order relates, shall observe, and cause to be observed, the provisions of this Order, as far as it relates to his vessel or boat; and if any master or other person acts in any respect in contravention of any of the provisions of the Second Schedule of this Order, or fails to observe or cause to be observed in any respect any of those provisions, he shall be deemed to be guilty of a misdemeanour.

## PIEL HARBOUR.

See BARROW, ante, p. 101.

## PLYMOUTH.

*Regulations made by Order in Council of 14th October, 1915, by virtue of the Dockyard Ports Regulation Act, 1865.*

## PRELIMINARY.

1.—This Order shall take effect from one calendar month from the date hereof.

2.—Orders in Council of 11th October, 1912, and 9th February, 1914, repealed.

3.—In this Order and in the Schedules hereto—

The term “vessel” shall mean and include ship, boat, lighter, and craft of every kind, however propelled.

The term “steam vessel” shall include any vessel propelled by machinery.

The term "master" shall mean the person having command or charge of the vessel for the time being.

The term "King's harbour master" shall mean, as regards the Dockyard Port of Plymouth, the person for the time being appointed to be King's harbour master for Plymouth under the Dockyard Ports Regulation Act, 1865; and as regards the Dockyard Port of Devonport, the person for the time being appointed to be King's harbour master for Devonport under the said Act.

The term "Dockyard Ports" shall mean the two Dockyard Ports of Plymouth and Devonport as they are respectively defined in paragraph 4 hereof.

#### DESCRIPTION OF LIMITS.

4.—For the purposes of the said Act and of this Order, and of the Schedules hereto, the terms "Dockyard Port of Plymouth," "Plymouth Sound," "Narrow Waters of Plymouth Sound," "Cattewater," and "Dockyard Port of Devonport" shall be defined as follows:

##### *Dockyard Port of Plymouth.*

The term "Dockyard Port of Plymouth" shall mean the waters, including all the bays, creeks, lakes, pools, and rivers, as far as the tide flows, within or to the northward of a straight line drawn across the entrance of Plymouth Sound from Penlee Point on the west, through the Shagstone to the coast on the east, other than the waters included in the Dockyard Port of Devonport, as hereinafter defined.

##### *Plymouth Sound.*

The term "Plymouth Sound" shall mean all that portion of the Dockyard Port of Plymouth southward of a straight line joining the heads of the two outermost piers at the entrance of Mill Bay, and southward and westward of a straight line joining Fisher's Nose and the outermost extremity of Mount Batten breakwater, at the entrance of Cattewater.

##### *Cattewater.*

The term "Cattewater" shall mean all that portion of the Dockyard Port of Plymouth lying within the straight line drawn from Fisher's Nose to the outermost extremity of Mount Batten breakwater, as aforesaid.

##### *Narrow Waters of Plymouth Sound.*

The term "Narrow Waters of Plymouth Sound" shall mean all that portion of Plymouth Sound lying north and west of a straight line drawn from Picklecombe Fort to Mount Batten Tower.

*Dockyard Port of Devonport.*

The term "Dockyard Port of Devonport" shall mean all the waters lying within a straight line drawn from Devil's Point to Wilderness Point, including all the bays, creeks, lakes, pools, and rivers, as far as the tide flows.

## DELINEATION OF LIMITS.

5.—On the chart accompanying this Order are marked all the limits referred to therein.

## PENALTIES.

6.—Any infringement of the Regulations contained in the First Schedule hereto shall render the person infringing liable to the penalty prescribed in Clause 30 of the said Schedule.

## LOCAL AUTHORITIES.

7.—Nothing in this Order shall affect the authority of the pier master at Mill Bay Pier, or of the dock master of the Great Western Docks, or of the quay master at Stonehouse Pool, or of the Cattewater Commissioners, or of the Sutton Pool Commissioners, under the respective Acts of Parliament relative thereto, but the Regulations and Rules contained in this Order shall be observed in the areas under the management of the above-mentioned authorities so far as they relate to those areas.

## FIRST SCHEDULE.

## REGULATIONS: GENERAL.

1.—Moorings for His Majesty's vessels, mark buoys, and other aids to navigation, and such other buoys as may be required for any purpose in connection with naval or military operations, may be placed by the King's harbour master in such positions as he may from time to time consider the requirements of His Majesty's Service demand.

2.—No person shall lay moorings for private vessels, hulks, rafts, pontoons, bathing stages, houseboats, timber, or any floating structures in the Dockyard Ports without the permission in writing of the King's harbour master, and all such moorings shall be in such positions as the King's harbour master shall deem fit, and shall be forthwith removed on the requisition of the King's harbour master to that effect.

3.—If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables, or moorings of buoys, or any pipe, the master of such vessel shall not

proceed to unhook the same, but shall forthwith give notice thereof to the Admiral Superintendent or to the King's harbour master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

4.—No merchant or other private vessel of above five tons, compelled or allowed to anchor in or near any of the navigable channels of the Dockyard Ports, shall be left at any time without a shipkeeper.

5.—No fishing from boats shall be carried on within one hundred feet of His Majesty's Dockyards or other Government establishments.

6.—No ballast, stones, earth, clay, refuse, ashes, rubbish, dust, filth of any description, nor refuse from any quarry, mine, or pit, nor any other matters solid or liquid whatsoever shall be unladen, cast, or allowed to fall into the waters of the Dockyard Ports, except in such places as may be appointed by the King's harbour master, or upon the banks or any portion of the shore of the Dockyard Ports where the same may be liable to be washed into the waters of the Dockyard Ports by rain, tide, or otherwise; or into or upon the shores of any rivers or streams discharging into the Dockyard Ports where the same may be liable to be washed into the said rivers or streams by rain, flood, or otherwise.

7.—The steam siren shall not be used within the limits of the Dockyard Port of Devonport except to prevent collision or in case of fog.

8.—No firearm nor airgun shall be discharged from any vessel, or from the shore, over the water within the limits of the Dockyard Port of Devonport navigable for ships, from its southern limit to an imaginary line drawn from Neil to Warleigh Points in the River Tamar and to abreast of Antony Ferry in the River St. Germans; or in the shallow waters of St. Johns, Sango or Millbrook Lakes outside an imaginary line joining Trevol and Palmer Points, or in Weston Mill Lake outside the Cornwall railway viaduct, or within two hundred yards of any ship or vessel elsewhere in the Dockyard Ports, excepting always such discharge of firearms as may be necessary by His Majesty's naval and military forces and the Metropolitan police employed within the limits of the Dockyard Ports, for drill or practice, and for the protection of His Majesty's vessels and the naval and military magazines and establishments.

9.—No ship's gun on board any merchant or other private vessel shall be kept loaded, nor shall any such gun be discharged except as a signal of distress in the Dockyard Ports.

10.—Whenever it may be necessary for mining or gunnery operations or experiments, dredging operations, or other naval or military purposes, to reserve any area for such operations or purposes, the area will be marked by buoys coloured green and white, or by posts coloured red, and after twenty-one days' warning notice has been issued by the Admiralty, and published in the *London Gazette*, no vessel shall anchor within or pass through the area so marked, unless compelled to do so by stress of weather or to avoid accident; nor when such area is uncovered or nearly uncovered at low water shall any person pass through it or remain in it, unless by permission of and under such arrangements as may be from time to time made by the officer in charge of such operations.

#### ANCHORAGE: GENERAL.

11.—All merchant or other private vessels shall be subject to the direction of the King's harbour master.

12.—No merchant or other private vessel shall make fast to, or lie at, any of the buoys marking the channels or shoals in the Dockyard Ports.

13.—No merchant or other private vessel shall, without license in writing from the naval Commander-in-Chief, Admiral Superintendent, or King's harbour master, be moored or fastened to any of the forts, Government moorings, buoys, piles, or vessels in the Dockyard Ports.

14.—No vessel shall anchor on the line of any pipe or electric cable laid down in the Dockyard Ports, when such line is indicated by posts, or other discernible marks erected on shore, or when it lies within an area shown on the Admiralty Charts as a space in which anchorage is prohibited on account of the presence of pipes or telegraph or other electric cables, and a warning has been conveyed to mariners by notice issued by the Admiralty.

15.—All vessels subject to or being in quarantine, shall anchor in such place as the King's harbour master may direct.

#### *Dockyard Port of Plymouth—Plymouth Sound.*

16.—The outer anchorage in Plymouth Sound within and near the breakwater shall be for the exclusive use of His Majesty's vessels of war.

17.—Anchorage in Plymouth Sound, within a space to be called the Merchant Vessels' Anchorage, is reserved specially for merchant and other private vessels, and is bounded by the following straight lines—namely:

To the southward by a line drawn from Ram's Cliff Point towards the west, indicated by two white masonry beacons on Ram's Cliff Point.

To the northward by a line drawn from Mount Edgcumbe House, through the canteen on Drake's Island, to the eastern shore of Plymouth Sound.

To the westward by a line drawn from the east end of Windsor Terrace, in the town of Plymouth, to the Smeaton's Tower on the Hoe, and continuing through the whitewashed diamond seamark on the rocks to the before-mentioned line drawn from Ram's Cliff Point, which anchorage is delineated on the chart annexed to this Order.

18.—Merchant or other private vessels may anchor only either in the Merchant Vessels' Anchorage, or in such positions out of the fairway, and other than those enumerated in Clause 19 of this Schedule, as may from time to time be permitted by the King's harbour master. Vessels must avoid anchoring on or near the leading mark for the Smeaton Pass.

19.—No merchant or other private vessel shall be anchored, moored, or placed in either the eastern or western entrances to the Sound, or in any part of the fairway on the west side of the Merchant Vessels' Anchorage, or in the Smeaton Pass, or in the Asia Pass eastward of a straight line drawn from the Melampus Buoy to a position one cable south (true) of the Asia Buoy, or in any part of the fairway from the Asia and Smeaton Passes to the line marking the entrance of the Dockyard Port of Devonport, or northward of Drake's Island within fifty fathoms of the centre of any moorings for the use of His Majesty's vessels, or in Barn Pool.

19.—All vessels subject to, or being in quarantine, shall anchor in such place as the King's harbour master may direct.

#### *Cattewater.*

20.—An open channel of not less than fifty fathoms in width, on the north side of the harbour, shall be kept clear for the navigation of vessels from the entrance of Cattewater up towards the Bear's Head and Turnchapel Point, and as far as His Majesty's breakwater establishment at Oreston, and no merchant or other private vessel shall anchor in or obstruct this channel.

NOTE.—In addition to the Regulations and Rules contained in this Order special Regulations made by the Cattewater Commissioners for merchant and other private vessels are in force in the area under their jurisdiction.

*Dockyard Port of Devonport.*

21.—No merchant or other private vessel shall be anchored or moored in the fairway between the Government moorings in the Dockyard Port of Devonport so as to swing within one hundred fathoms from the centre of any of those moorings, or in such a position as to be liable to foul any of His Majesty's vessels at those moorings or elsewhere, or in front or abreast of any of His Majesty's dockyards or arsenals or of His Majesty's gunwharf, unless consigned thereto and unless permission is granted by the King's harbour master, or unless forced thereto by unavoidable accident.

22.—No merchant or other private vessel shall be made fast to or be moored to or secured by any of the moorings, anchors, or chains belonging to His Majesty to which access can be had when the tide is out, or be anchored or moored so as to swing within one hundred fathoms of any buoys or piles belonging to His Majesty or in such a manner as to prevent access to His Majesty's docks, wharves, arsenals, gunwharf, or victualling yard.

23.—No merchant or other private vessel shall be anchored or moored in any place within the Dockyard Port of Devonport, except on the eastern side of Stonehouse Pool, to the eastward of a straight line drawn between the end of the west pier of the Royal William Victualling Yard basin and the south extreme of the Stonehouse Pool wharves, and a channel for boats and barges shall be kept clear from the Dockyard Port of Devonport to the Admiral's Hard, and up Stonehouse Lake to the Royal Naval and Military Hospitals above Stonehouse Bridge.

24.—A navigable channel for small steam vessels, barges, and boats shall be kept clear from the fairway of the Dockyard Port of Devonport to the quays at South Down in Millbrook Lake, and also in Millbrook Lake to the village of Millbrook when the tide shall permit.

25.—No merchant or other private vessel shall be anchored, moored, or placed nearer any of the wharves of the Royal William Victualling Yard than sixty fathoms, or within the line of mooring buoys as laid down at the date of this Order or at any time thereafter, or nearer than fifty fathoms to any Government moorings off the said Victualling Yard.

26.—Nothing, however, in the foregoing provisions shall be deemed to exclude such vessels as require admission to the wharves, docks, and other establishments at Mutton Cove, North Corner, New Passage,

and elsewhere, for loading and unloading cargoes, and all such vessels shall continue to enjoy their accustomed privileges in this respect as fully as if this Order had not been made, provided that such vessels do not impede nor interfere with the navigation of His Majesty's vessels.

#### PREVENTION OF FIRE.

27.—No vessel when passing the powder magazine at Bull Point or any of the powder ships (painted red), shall pass inside the red buoys off Bull Point, or between the powder ships and the red buoys placed to guard them.

28.—No merchant or other private vessel shall be breamed in any part of the Dockyard Port of Devonport, except on the shore of Stonehouse Pool or at Rogers' boatbuilding yard at Cremill.

29.—Within the distance of two hundred yards from any of His Majesty's vessels, or of any hired vessel in His Majesty's service, or of any of His Majesty's docks, dockyards, arsenals, powder magazines, or wharves—

- (a) No pitch, tar, resin, turpentine, grease, tallow, oil, nor other combustible matter, shall be boiled or heated on board any merchant or other private vessel.
- (b) No fire shall be kept on board any merchant or other private vessel in the Dockyard Port of Devonport, except in steam vessels' furnaces, between eleven o'clock in the evening and five o'clock in the morning from the 1st October to the 31st March inclusive, or between eleven o'clock in the evening and four o'clock in the morning between the 1st April and the 30th September inclusive.

#### PENALTIES.

30.—The master of every merchant or other private vessel to which this Order relates shall observe and cause to be observed the said Regulations in this Schedule as far as they relate to his vessel, and if any master or other person acts in any respect in contravention of any of the said Regulations, or fails to observe or to cause the same to be observed, he shall for every such offence be liable to a penalty not exceeding the sum of 10*l*.

NOTE.—The King's harbour master or any officer acting directly under his authority, will, when afloat and in the execution of the duties pertaining to his office as such, bear in the bows of the vessel a Union flag with a white border, and, in the centre of the flag, the letters K.H.M. surmounted by a crown

## SECOND SCHEDULE.

## RULES: GENERAL.

*Observance of Regulations for Preventing Collisions at Sea.*

1.—All seagoing vessels,<sup>1</sup> when within the limits of the Dockyard Ports, shall carry such lights as are prescribed by the Regulations for Preventing Collisions at Sea made from time to time under the Merchant Shipping Act; and all vessels of every description shall also observe the steering and sailing Rules set forth in such Regulations, except in so far as they are affected by the Rules hereinafter contained.

*Lights for Small Steam Vessels.*

2.—Small steam vessels of a length over all of, or exceeding, 40 feet shall, between sunset and sunrise, when within the limits of the Dockyard Ports, carry the lights prescribed for seagoing steamships in the said Regulations, and in such a manner that—

- (a) The green and red side lights shall be carried at such a height as to show over any objects in the vessel, and shall not be less than 2 feet apart horizontally.
- (b) The white light shall be carried amidships and at least 2 feet above the side lights.

3.—Steam small vessels of a length over all of less than 40 feet, when under way between sunset and sunrise within the limits of the Dockyard Ports, shall carry the lights mentioned in Rule 2 of this Schedule, or—

- (a) A combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried amidships and at such a height as to show over any object in the vessel.
- (b) A white light similar to that required in Rule 2. Such light shall be carried, if possible, at least 2 feet above the combined lantern.

4.—The lights mentioned in Rules 2 and 3 are to be of such a character that, on a dark night with a clear atmosphere, the coloured side lights shall be visible at least 1 mile, and the white lights at least 2 miles.

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<sup>1</sup> No lights are prescribed for vessels which do not go to sea (see *Salt Union v. Wood*, [1893] 1 Q. B. 370), and do not come within the classification of Rules 2, 3, 6, and 7.

*Vessels exempted from carrying Anchor Lights.*

5.—Coal and other hulks moored head and stern in the Dockyard Port of Devonport, ships without shipkeepers lying to the northward of the steam ferry at Torpoint, coal and oil lighters moored out of the fairway to the northward and southward of the steam ferry at Torpoint, and off Kinterbury Pier, and Dockyard lumps and lighters moored off the Dockyard wall between Mutton Cove and the south end of No. 1 Jetty, need not carry anchor lights.

*Lights for Boats at Anchor.*

6.—Small fishing boats, and all other boats of every description at anchor in any part of Plymouth Sound at night, shall exhibit a white light visible all round at a distance of at least 1 mile.

*Lights for Boats under Way.*

7.—Small fishing boats and all other boats of every description, under way in any part of the Dockyard Ports at night, shall have ready at hand a white light, and shall exhibit the same on approaching or being approached by any vessel or boat under way.

8.—[Identical with Berehaven, Lights and Signals for Dredgers, *ante*, p. 112.]

*Vessels to keep clear of His Majesty's Vessels.*

9.<sup>1</sup>—When one of His Majesty's vessels or other vessel in charge of His Majesty's officers intends to pass between the Dockyard Port of Devonport and Plymouth Sound, she shall hoist the red ensign over "M" flag (International Code—Alphabetical) by day, or a red light by night, at the foremast head, and all other of His Majesty's vessels present in the port shall hoist the Pilot Jack by day, or show position lights (two white lights vertical, 8 feet apart hoisted at the peak, or if no gaff, hoisted abreast of the maintop in the middle line of the ship or on the ensign staff) by night, as a general warning. The Pilot Jack shall also be hoisted by day, or position lights by night, on the flag staff at Mount Wise for the same purpose and all other vessels under way in the Dockyard Port of Devonport, or in the narrow waters of Plymouth Sound, shall keep out of the way of the said vessel flying the red ensign over "M" flag, or showing the red light at the foremast head; provided always that the said vessel shall be navigated with due care and at a moderate speed.

<sup>1</sup> Printed as amended by Order in Council, 4th September, 1918.

10.—When any of His Majesty's vessels are about to enter or leave any of the docks, basins, jetties, etc., at His Majesty's Dockyard at Devonport, the Pilot Jack will be hoisted at the yardarm of the flagstaff at the north or south yard, according to the yard at which the movement may be taking place, and while this flag is hoisted, all merchant and other private steam vessels and all small craft propelled by steam or other mechanical power, when navigating along the eastern shore in the Dockyard Port of Devonport, shall keep out of the way of the vessel which is being moved and also of the tugs which may be in attendance on her.

11.—Merchant and other private steam vessels, when navigating along the western shore in the Dockyard Port of Devonport between Petre and Carew Points, shall keep outside or to the eastward of the Admiralty moorings in that locality. All such vessels shall also keep outside or to the northward of the ships of the Submarine Establishment moored off the Cremill Obelisk.

12.—Merchant and other private steam vessels navigating along the eastern shore in the Dockyard Port of Devonport shall keep outside, or to the southward and westward of, the moorings for lighters and lumps between Mutton Cove and the south end of No. 1 Jetty.

*Sailing and Small Craft to keep clear of Steamers.*

13.—When any seagoing steamship, steam vessel towing, steam dredger, or steam hopper, within the limits of the Dockyard Ports, shall by reason of the crowded nature of the channel or anchorage or from other cause, find it unsafe or impracticable to keep out of the way of a sailing vessel, or of a boat under oars or sail or steam or other mechanical power, she shall signify the same to the sailing vessel or boat by four short blasts of the steam whistle, blown in rapid succession, when the sailing vessel or boat shall keep out of the way of the other vessel; provided always that the latter shall be navigated with due care and at a moderate speed.

*Sound Signals for Vessels in sight of One Another.*

14.—Whenever steam vessels within the limits of the Dockyard Ports are in risk of collision, they shall, in addition to the signals required by Article 28 of the Regulations for Preventing Collisions at Sea, indicate their own action as follows:

If steaming ahead, by one long blast on the whistle or siren.

If stopped, by two long blasts.

*Ferries.*

15.—(a) Any ferry vessel plying in the Dockyard Port of Devonport or across the Tamar River, however propelled, shall, between sunrise and sunset when there is risk of collision, keep out of the way of His Majesty's vessels by stopping or going astern, as necessary.

(b) Every such ferry vessel, propelled by means of chains, or in any other way confined to a fixed track, shall, instead of the lights directed to be carried by the Regulations for Preventing Collisions at Sea, carry four lights, one at each corner, showing white ahead and astern in the direction of the ferry track, and red on the beam or athwart the ferry track, each light to be visible for at least 2 miles.

*Steam Vessels crossing the Dockyard Port of Devonport.*

16.—Steam vessels crossing from one side to the other in the Dockyard Port of Devonport shall keep out of the way of vessels proceeding up or down the port.

*Locomotive Torpedo Practice.*

17.—Whenever practice with locomotive torpedoes takes place, a red flag will be hoisted at the firing point to warn vessels and boats not to cross the range. While the practice is proceeding, no craft shall anchor for fishing or other purpose, nor shall any cruising or pleasure sailing take place in the area considered dangerous, details of which are to be published from time to time in notices issued by the Admiralty and published in the *London Gazette*.

*Prohibition of Trawling and Net Fishing in Certain Areas.*

18.—No trawling or fishing by nets, whether drift nets or set nets, shall be at any time carried on in the main fairways to, or in the centre portion of, Plymouth Sound, the prohibited area of which shall be limited as follows:

On the western side by a straight line drawn from Eastern King Point to the position marked by the Melampus Buoy; thence to the position marked by the Queen's Grounds Buoy; and thence to the position marked by the Draystone Buoy.

On the eastern side by a straight line drawn from Fisher's Nose to the outermost extremity of Mount Batten Breakwater; thence to the position marked by the Northern Hospital Hulk in Jennycliffe Bay; thence to the position marked by the Duke Rock Buoy; thence to the extremity of Bovisand Pier; and thence to the Shagstone.

Net fishing shall, however, be permitted around the breakwater inside the area bounded as follows:

South of the breakwater, by a straight line passing from the western extremity of the breakwater, successively through the positions marked by the following buoys—namely, the Knap Buoy, West Tinker Buoy, East Tinker Buoy, and the two western buoys of the Eastern Channel, to the eastern extremity of the breakwater.

North of the breakwater, by a straight line passing from the eastern extremity of the breakwater, to a position one hundred and fifty yards north (true) of the breakwater fort; and thence to the western extremity of the breakwater.

#### *Marking of Wrecks.*

19.—Should a vessel sink or become a wreck in any part of the Dockyard Ports, so that an obstruction in a navigable fairway is caused which in the opinion of the King's harbour master it is necessary to mark, such vessel or wreck will be indicated by the following marks or lights, exhibited from the wreck itself or from a wreck-marking craft:

By Day: Three balls on a yard twenty feet above the sea, two placed vertically at one end and one at the other, the single ball being on the side nearer the wreck.

By Night: Three white fixed lights similarly arranged but not the ordinary riding light.

If the obstruction is not considered by the King's harbour master of sufficient importance to be marked both by day and night, a green buoy only will be used with the word "wreck" on it in white letters.

#### PENALTIES.

NOTE.—The master of every merchant or other private vessel to which the Rules in this Schedule relate must observe and cause to be observed the provisions of these Rules as far as they relate to his vessel, and any such master by his wilful default infringing or causing any infringement of any of the provisions of these Rules is guilty of a misdemeanour.

### Cattewater Harbour.

*Bye-laws made by the Cattewater Commissioners under the powers conferred on them by the Cattewater Harbour Order, 1915, and confirmed by the Board of Trade, 31st March, 1917.*

The bye-laws shall come into operation one month after their confirmation by the Board of Trade.

The word "harbour" shall mean the Cattewater Harbour.

3.—No person shall obstruct in any way the harbour master and collector of rates from proceeding on or searching any vessel within the harbour.

4.—No master or pilot shall lay or moor a vessel in the entrance to or within the harbour without permission of the harbour master.

5.—No vessel shall be anchored in the fairway and approaches to the wharves and moorings.

NOTE.—A chart showing such prohibited area can be seen in the harbour master's office.

6.—The master of a vessel anchoring in the harbour shall moor her with two anchors, and shall lower all sails and rig in any sliding bowsprits.

7.—The master of a vessel anchoring or mooring within the harbour shall place and maintain watch buoys on her anchors.

8.—All vessels must be properly watched and moorings and cables tended whilst lying within the harbour.

9.—No vessel of more than one hundred feet in length shall be anchored within the harbour. A vessel of more than one hundred feet in length shall be moored fore and aft to a wharf, buoy, or other mooring.

10.—No trawl or fishing net of any description shall be used with the limits of the harbour.

*Bye-laws made by the Cattewater Commissioners with respect to the conveyance, loading and unloading of explosives at Cattewater Harbour, sanctioned by the Board of Trade, 26th July, 1912.*

1.—These bye-laws shall apply to all parts of the Harbour of Plymouth within the jurisdiction of the Cattewater Commissioners, the limits of whose jurisdiction are set forth in the Schedule hereto. Such bye-laws shall come into operation on the 1st day of August, 1912,

as from which date all previously existing bye-laws under the Explosives Act, 1875, are hereby revoked.

2.—The expressions contained in these bye-laws shall have the meanings respectively assigned to them in the Explosives Act, 1875, and in this bye-law.

5.—The master of every vessel with any explosive on board exceeding in weight 100 pounds, on nearing the harbour, and during the time that such vessel remains in the harbour with any explosive on board, shall display by day a square red flag not less than 3 feet square and by night a red light on the masthead (or, if the said vessel has no mast, on a staff).

7.—The master of every vessel carrying, or about to carry, explosive shall anchor or moor such vessel only at such place as the harbour master shall from time to time direct, and shall not remove his vessel therefrom, except for the purpose of leaving the harbour, without the written order or permission of the harbour master.

22.—All steamers passing vessels which bear the signal required by Bye-law 5 shall keep at the safest distance practicable.

*Schedule referred to in the foregoing bye-laws :*

The limits of the harbour of Cattewater shall be the area included within the lines drawn as follows—that is to say, an imaginary straight line drawn from a point on the seashore fifty-three yards or thereabouts immediately to the west of the south-western corner of the westernmost house of the coastguard station at Mount Batten, to the westernmost extremity of the rock on which the Cobbler Buoy<sup>1</sup> is now placed, thence another imaginary straight line drawn to the Fisher's Nose in the borough of Plymouth, thence an imaginary line drawn along the line of high-water mark of the shore of Cattewater to the point of high-water mark on the south side of the western pier of Sutton Pool, thence a straight line drawn from the last-mentioned point touching the south side of such west pier and proceeding eastwards till it meets the eastern pier of Sutton Pool, and then a line drawn along high-water mark of the shore of Cattewater to Laira Bridge, then along the southern side of the said bridge, then along the line of high-water mark of the shore of the Cattewater, including Pomphlett Lake up to but not beyond Pomphlett Mill at the head of the said lake,

<sup>1</sup> The former position of the Cobbler Buoy may be taken as roughly represented by the western end of Batten Breakwater.

and including Hooe Lake up to but not beyond Radford Mill Dam at the head of the said lake, and then passing on along high-water mark to the point on the seashore first mentioned, which harbour will be situate in or abut upon all or some of the parishes or places of St. Andrew and Charles in the borough of Plymouth, and the parish of Plymstock, and the liberties of the water of the Tamar in the county of Devon.

*Bye-laws relating to vessels carrying petroleum as cargo, confirmed by the Board of Trade, 2nd April, 1914.*

3.—The master of every petroleum ship shall, on nearing the harbour and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square and by night a red light on the masthead (or, if the said ship has no mast, on a staff).

5.—The master of every petroleum ship shall anchor or moor his ship only at such place as the harbour master shall from time to time direct, and shall not remove his ship therefrom, except for the purpose of leaving the harbour, without the order or written permission of the harbour master. No petroleum ship shall be anchored or moored at any place other than that approved by the harbour master, whether for the purpose of landing or shipping petroleum or otherwise.

6.—A petroleum ship must not enter the harbour until the master of the ship has given a certificate to the harbour master that all fires and lights have been extinguished, and that the bye-laws relating to dangerous petroleum are, and will be, strictly observed whilst the ship remains within the harbour, and has received from the harbour master a permit for the ship to enter.

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## **POOLE HARBOUR (DORSET).**

*Bye-laws made by the Poole Harbour Commissioners under the Pier and Harbour Confirmation (No. 3) Act, 1891, and the Harbours, Docks, and Piers Clauses Act, 1847.*

1.—Every master or other person having the charge or command of any vessel coming into or lying in the said harbour, or alongside, or at the quays, public landing places, or private wharves, shall station, place, and moor such vessel at such place only as the harbour master for the time being shall appoint and direct; and shall remove, unmoor, and alter the station of such vessel as the harbour master shall at

any time require, and shall in all things conform himself to the orders and directions of the said harbour master.

2.—All vessels entering or leaving the harbour shall be carefully navigated; and steam vessels shall proceed at a rate not exceeding half-speed, and shall also slack their speed further when approaching other vessels; and steam vessels, when navigating within the Little Channel aforesaid (*sic*), shall not proceed at a higher speed than four miles per hour.

3.—No tug or steamboat shall tow into or out of the Little Channel more than one vessel at a time without the permission of the harbour master.

5.—All vessels while lying in the Little Channel aforesaid or at the quays shall have their bowsprit rigged in or topped up, unless fixed, their yards braced fore and aft, one anchor housed, and one stock awash,<sup>1</sup> and their jibbooms rigged in as close as possible.

11.—All vessels navigating any part of the harbour, and requiring to anchor or moor for or during a tide, shall anchor or moor so as not to obstruct the fairway.

## PORTLAND.

*Regulations made by Order in Council, 20th March, 1914, under the Dockyard Ports Regulation Act, 1865.*

### PRELIMINARY.

1.—This Order shall take effect from one calendar month from the date hereof.

2.—Order in Council, 10th February, 1903, repealed.

3.—In this Order and in the Schedules hereto, unless the context shall otherwise require:

The term "vessel" shall mean and include ship, boat, lighter, and craft of every kind, however propelled.

The term "steam vessel" shall include any vessel propelled by machinery.

The term "master" shall mean the person having command or charge of the vessel for the time being.

The term "King's harbour master" shall mean the person for the time being appointed to be the King's harbour master of the Dockyard Port of Portland under the Dockyard Ports Regulation Act, 1865.

<sup>1</sup> For meaning of stock awash, see note 1, p. 438.

The term "Dockyard Port" shall mean the Dockyard Port of Portland, as defined in paragraph 4 hereof.

The term "harbour" shall mean Portland Harbour, as defined in paragraph 4 hereof.

#### DESCRIPTION OF LIMITS.

##### *Dockyard Port of Portland.*

4.—For the purposes of the said Act and of this Order, the limits of the Dockyard Port of Portland shall be as follows:

On the north, a line drawn east (true) from the Nothe Point, Weymouth.

On the east, a line drawn south (true) from a position 3,400 yards east (true) from Nothe Point.

On the south, a line drawn east (true) from the north point of Church Cove.

On the west, the line of high-water mark of spring tides from the Nothe Point to the north point of Church Cove, except at the entrance to the East Fleet, where the western boundary of the port shall be the western side of Portland Bridge.

##### *Limits of Portland Harbour.*

Portland Harbour shall comprise that portion of the Dockyard Port aforesaid which is enclosed by the breakwater.

5.—The limits mentioned herein are delineated on the chart annexed to this Order.

#### PENALTIES.

6.—Any infringement of the Regulations contained in the First Schedule hereto shall render the person infringing liable to the penalty prescribed in Clause 25 of this Schedule.

### FIRST SCHEDULE.

#### REGULATIONS: GENERAL.

1.—[Identical with Plymouth, No. 1, *ante*, p. 333.]

2.—[Identical with Plymouth No. 2, *ante*, p. 333, except for "Ports" read "Port."]

3.—If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables, or moorings of buoys, the master or other person having the charge or command of such vessels shall not proceed to unhook the same,

but shall forthwith give notice thereof to the King's harbour master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

4.—[Identical with Plymouth, No. 12, *ante*, p. 335, except for "Ports" read "Port."]

5.—No merchant or other private vessel shall, without licence in writing from the King's harbour master, be moored or fastened to any of the forts, or to any Government moorings, buoys, piles, or vessels in the Dockyard Port, nor shall such vessel anchor in the fairway channel so as to obstruct the entrances or passages into the harbour or any of them.

6.—[Identical with Plymouth, No. 15, *ante*, p. 335.]

7.—No fishing from boats shall be carried on within one hundred feet of His Majesty's naval depôt and establishment, or of any Government storehouses, tanks, arsenals, powder magazines, wharves, or other Government buildings or property.

8.—No trawling or fishing by nets shall take place within one hundred feet of His Majesty's naval depôt and establishment, or of any Government storehouses, tanks, arsenals, powder magazines, wharves, or other Government buildings or property, in the channels between the breakwaters in the man-of-war anchorage or in the area set apart for the torpedo range, or in any part of the Dockyard Port where it would obstruct vessels passing in or out of the channels between the breakwaters.

9.—[Identical with Plymouth, No. 6, *ante*, p. 334, except for "Ports" read "Port."]

10.—The removal of sand, shingle, or any other material whatsoever from any foreshore adjoining Admiralty property within the limits of the Dockyard Port, and anywhere between Sandsfoot Castle and the Ferry Bridge is prohibited.

11.—No firearm nor air-gun shall be discharged from any vessel or from the shore within the limits of the Dockyard Port excepting always such discharge of firearms as may be necessary by His Majesty's naval and military forces and the Metropolitan police employed within the limits of the said port, for drill or practice, and for the protection of His Majesty's vessels and the naval and military magazines and establishments.

12.—[Identical with Plymouth, No. 9, *ante*, p. 334, but omitting the words "in the Dockyard Ports."]

14.—[Identical with Plymouth, No. 10, *ante*, p. 335, but adding after “any” the word “further,” and after “area” the words “than that mentioned in Clause 18.”]

15.—Persons may at any time be prohibited by order of the King’s harbour master from landing on the breakwaters.

*Anchorage.*

16.—[Identical with Plymouth, No. 11, *ante*, p. 335.]

17.—All the anchorage within the breakwaters to the eastward of the line drawn in a north (true) direction through two triangular white marks erected on the hillside east of the houses at Castleton, Portland, shall be reserved for the exclusive use of His Majesty’s ships, and no merchant or other private vessel shall anchor therein except with the permission of the King’s harbour master.

18.—The area within the breakwaters lying westward of the above-mentioned line drawn through the white marks, and northward of a line drawn S. 80° E. (true) from the end of the Torpedo Pier at the north side of the entrance to the Fleet is reserved for a torpedo range, and no vessel shall anchor therein, except with the permission of the King’s harbour master. The torpedo range is further extended right across the harbour to the south shore. The line of the range is drawn S. 2° W. (true) from the Torpedo Pier at Bincleaves to a beacon situated 580 feet westward of Portland Castle.

19.—Merchant or other private vessels may, subject to the direction of the King’s harbour master, anchor westward of the above-mentioned line drawn through the white marks and southward of the above-mentioned line drawn S. 80° E. (true) from the end of the Torpedo Pier.

*Castleton Wharves.*

20.—All vessels using the Crown Wharves at Castleton, Portland (hereinafter called “the wharves”) shall be subject to the direction of the King’s harbour master.

21.—Anchors shall not be let go in the fairway to the wharves.

22.—Masters of vessels bound for the wharves (should the state of the tide not permit of their getting there) shall take up a berth at anchor in such a position as will allow a clear passage for vessels going to or leaving the wharves, and before attempting to come alongside to discharge shall ascertain from the King’s harbour master that there is sufficient water to enable them to get to their berths.

In the case of a sailing vessel arriving at the same time as a steam vessel, the steam vessel is to be berthed before the sailing vessel; and

should a sailing vessel be already in occupation of a berth alongside Wharf No. 5, she is in the first place to shift so as to permit the steam vessel to get in and work her foremost hold either in loading or discharging, and if the sailing vessel has no prospect of completing discharge within six hours, she is to further shift<sup>1</sup> and permit the steam vessel to get right alongside, taking up a berth outside the steam vessel, or, if necessary, go to anchor. Should a steam vessel be unloading at Wharf No. 5 and another steam vessel arrive to load at Wharf No. 4, the unloading steam vessel is to move to such an extent as may be necessary by either hauling her stern off, or by moving outside the loading steam vessel so as to allow the loading steam vessel to lay alongside Wharf No. 4.

23.—Every sea-going sailing vessel using or intending to use the wharves shall be kept at all times so ballasted as to be in a condition to be safely removed.

24.—No merchant or other private vessel shall make use of the west side of the wharves including the pleasure steamer landing and the Admiralty landing, or make fast any ropes or chains thereto, or moor thereto, except with the consent of the lessees of such wharf in the case of the pleasure steamer landing, or of the King's harbour master in the case of the Admiralty landing, and then only for the purpose of embarking or disembarking passengers and their luggage.

#### PENALTIES.

25.—[Same as Plymouth, No. 30, *ante*, p. 338.]

### SECOND SCHEDULE.

#### RULES: GENERAL.

##### *Observance of Regulations for Preventing Collisions at Sea.*

1.—All sea-going vessels, when within the limits of the Dockyard Port of Portland, shall carry such lights as are prescribed by the Regulations for Preventing Collisions at Sea made from time to time under the Merchant Shipping Act; and all vessels of every description shall also observe the steering and sailing Rules set forth in such Regulations, except in so far as they are affected by the Regulations hereinafter contained.

##### *Stern Anchor Light.*

2.—Every vessel of 150 feet or upwards in length whilst at a swinging berth shall carry such lights as are prescribed by Article 11 of the Regulations for Preventing Collisions at Sea.

<sup>1</sup> *Sic.*

*Lights for Small Steam Craft.*

3.—Steam launches and other small craft propelled by steam or other mechanical power, of a length over all of, or exceeding, 35 feet shall, between sunset and sunrise when within the limits of the Dockyard Port of Portland, carry the lights prescribed for sea-going steamships in the above-mentioned Regulations; or shall, when under way, in lieu of the coloured side lights, carry a single lantern amidships, with a green glass on the one side and a red glass on the other side; such lantern to be not less than 2 feet above the hull, and so constructed and placed that the green light shall show from right ahead to two points abaft the starboard beam, and the red light from right ahead to two points abaft the port beam, without being obscured by objects in the vessel. The bright light is to be in the middle line of the craft, and not less than two feet above the coloured light or lights, and may, when there is no foremast, be carried on a pole, or otherwise at the forepart of the vessel; and at a height above the hull not less than the breadth of the vessel. These lights are to be of such a character that on a dark night, with a clear atmosphere, the coloured lights shall be visible at least one mile and the bright light at least two miles.

4.—Steam launches and all other boats propelled by steam or other mechanical power, of a length over all of less than 35 feet, when under way between sunset and sunrise, within the limits of the Dockyard Port of Portland, shall not be obliged to carry the white light, but shall carry the coloured side lights prescribed in the Regulations for Preventing Collisions at Sea, or in lieu thereof the single lantern amidships with parti-coloured glass, as set forth in the previous clause.

*Dredgers.*

5.—[Identical with Berehaven, Lights and Signals for Dredgers, *ante*, p. 112.]

*Lights for Small Boats.*

6.—Small fishing boats and all other boats of every description at anchor in any part of the Dockyard Port at night, shall exhibit a white light, visible all round at a distance of at least one mile.

7.—Small fishing boats, and all other boats, sailing or rowing, in any part of the Dockyard Port at night, shall have ready at hand a white light, and shall exhibit the same on approaching or being approached by any vessel or boat under way.

*Vessels entering the Harbour to have Priority.*

8.—When any vessel or vessels are about to enter from seaward any of the channels between the breakwaters, no vessel proceeding outward by the same channel shall enter the said channel until the before-mentioned vessel or vessels shall have passed in.

*Vessels to keep clear of His Majesty's Vessels entering or leaving the Harbour.*

9.<sup>1</sup>—When one of His Majesty's vessels or other vessel being either in charge of His Majesty's officers or over 9,000 tons gross register tonnage intends to pass in or out of the harbour, she shall hoist the red ensign over "M" flag (International Code—Alphabetical) by day or a red light by night at the foremast head, and all other of His Majesty's vessels present in the port shall hoist the Pilot Jack by day or show position lights (two white lights vertical, 8 feet apart, hoisted at the peak, or, if no gaff, hoisted abreast the maintop in the middle line of the ship *or on the ensign staff*) by night, as a general warning, and all other vessels under way within the limits of the Dockyard Port shall keep out of the way of the said vessel flying the red ensign over "M" flag, or showing the red light at the foremast head; provided always that the said vessel shall be navigated with due care and at a moderate speed.

*Regulations for Vessels crossing the Torpedo Range.*

10.—Whenever practice with locomotive torpedoes takes place a red flag will be hoisted at the firing point and on the 2,000 yards range target to warn vessels that practice is taking place within the areas referred to in Clause 18 of the First Schedule. Vessels having occasion to cross the range are to be guided by the positions of the red flag on the 2,000 yards range target. If hoisted right up this flag indicates that a torpedo is about to be fired, and vessels are not to cross the range; if seen to be low on the flagstaff it shows that the range is clear, and can be crossed at any position south of the 2,000 yards range target.

*Regulations as to Marking Wrecks.*

11.—Should a vessel sink or become a wreck in any part of the Dockyard Port of Portland, so that an obstruction in a navigable

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<sup>1</sup> This Regulation was made by Order in Council, 4th September, 1918.

fairway is caused, which in the opinion of the King's harbour master it is necessary to mark, such wreck will be indicated by the following marks or lights exhibited from the wreck itself or from a wreck-marking craft:

By Day: Three balls on a yard 20 feet above the sea, two placed vertically at one end and one at the other, the single ball being on the side nearest the wreck.

By Night: Three white fixed lights similarly arranged, but not the ordinary riding light.

If the obstruction is not considered by the King's harbour master of sufficient importance to be marked both by day and night, a green buoy only will be used with the word "wreck" on it in white letters.

#### PENALTIES.

[Identical with Plymouth, *ante*, p. 343.]

## PORTSMOUTH.

*Regulations made by Order in Council, dated 16th December, 1912, by virtue of the Dockyard Ports Regulation Act, 1865.*

#### PRELIMINARY.

3.—In this Order and in the Schedules hereto:

The term "vessel" shall mean and include ship, boat, lighter, and craft of every kind however propelled.

The term "steam vessel" shall include any vessel propelled by machinery.

The term "master" shall mean the person having command or charge of the vessel for the time being.

The term "King's harbour master" shall mean the person for the time being appointed to be King's harbour master of the Dockyard Port of Portsmouth under the Dockyard Ports Regulation Act, 1865.

The term "Dockyard Port" shall mean the Dockyard Port of Portsmouth, as defined in paragraph 4 hereof.

The term "harbour" shall mean Portsmouth Harbour, as defined in paragraph 4 hereof.

## DESCRIPTION OF LIMITS.

*Dockyard Port of Portsmouth.*

4.—The limits of the Dockyard Port of Portsmouth shall be as follows:

On the east, a straight line drawn from the Coast Guard Station at  $1\frac{1}{4}$  nautical miles to the westward of Eastoke Point in a direction S.  $7\frac{1}{2}^{\circ}$  W. (true) for a distance of  $8\frac{7}{10}$  nautical miles.

On the south, a straight line running in a direction east (true) from the hill 148 feet high situated in the south part of Sandown Bay, about half a mile north of Shanklin Pier, until the Coast Guard Station  $1\frac{1}{4}$  miles west of Eastoke Point bears N.  $7\frac{1}{2}^{\circ}$  E. (true).

On the south-west, the high-water mark of the eastern and northern shores of the Isle of Wight, from the aforesaid hill 148 feet high in Sandown Bay to Old Castle Point, with all bays, creeks, lakes, pools, and rivers as far as the tide flows between these points.

On the west, a straight line drawn from Old Castle Point to Hill Head Point.

On the north, the line of high-water mark between Hill Head and the Coast Guard Station near Eastoke Point, including Portsmouth and Langston Harbours, with all bays, creeks, lakes, pools, and rivers, as far as the tide flows between those limits, including all that are connected with the said harbours. (Langston Harbour for this purpose is considered to terminate at Hayling Bridge.)

*Limits of Portsmouth Harbour.*

The seaward boundary of Portsmouth Harbour shall be as follows—viz.: Straight lines passing from the centre of Fort Monkton successively through the Spit Fort and the outer Spit Buoy, to the Horse Fort, and thence to Southsea Castle; and the said harbour shall comprise all portions of the Dockyard Port aforesaid which are on the inner or landward side of the said boundary.

## DELINEATION OF LIMITS.

5.—On the chart accompanying this Order are drawn all the limits of the Dockyard Port of Portsmouth and of Portsmouth Harbour.

## PENALTIES.

6.—Any infringement of the Regulations contained in the First Schedule hereto shall render the person infringing liable to the penalty prescribed in Clause 31 of the said Schedule.

## FIRST SCHEDULE.

## REGULATIONS: GENERAL.

1.—Moorings for His Majesty's vessels, mark buoys, and other aids to navigation, and such other buoys as may be required for any purpose in connection with naval or military operations, may be placed by the King's harbour master in such positions as he may from time to time consider the requirements of His Majesty's Service demands.

2.—No person shall lay moorings for private vessels, hulks, rafts, pontoons, bathing stages, houseboats, timber, or any floating structures in the Dockyard Port without the permission in writing of the King's harbour master, and all such moorings shall be in such positions as the King's harbour master shall deem fit, and shall be forthwith removed on the requisition of the King's harbour master to that effect.

3.—If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables, or moorings of buoys, the master of such vessel shall not proceed to unhook the same, but shall forthwith give notice thereof to the Admiral Superintendent or to the King's harbour master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

4.—No merchant or other private vessel of above five tons, compelled or allowed to anchor in or near any of the navigable channels of the Dockyard Port, shall be left at any time without a shipkeeper.

5.—No fishing from boats shall be carried on within one hundred feet of His Majesty's Dockyards or other Government establishments.

No trawling or fishing by nets, whether drift nets or set nets, shall be at any time carried on in the main fairway of Portsmouth Harbour inside the Outer Spit Buoy.

6.—No ballast, stones, sand, earth, clay, refuse, ashes, rubbish, dust, filth of any description, nor refuse from any quarry, mine, or pit, nor any other matters solid or liquid whatsoever shall be unladen,

cast, or allowed to fall into the waters of the Dockyard Port, except in such places as may be appointed by the King's harbour master, or upon the banks or any portion of the shore of the Dockyard Port where the same may be liable to be washed into the waters of the Dockyard Port by rain, tide, or otherwise; or into or upon the shores of any rivers or streams discharging into the Dockyard Port where the same may be liable to be washed into the said rivers or streams by rain, flood, or otherwise.

7.—The steam siren shall not be used within the limits of the harbour, except to prevent collision or in case of fog.

8.—No firearm nor air-gun shall be discharged from any vessel or from the shore, over the water of the Harbour of Portsmouth, including Forton Lake and Haslar Creek as far as Haslar Bridge between the following limits—namely, on the south, a line from Blockhouse Point to the Round Tower; and on the north, a line from Frater Point to Stamshaw Point; or within two hundred yards of any vessel in the remainder of the Dockyard Port, excepting always such discharge of firearms as may be necessary by His Majesty's naval and military forces and the Metropolitan police employed within the limits of the said port, for drill or practice, and for the protection of His Majesty's vessels and the naval and military magazines and establishments.

9.—No ship's gun on board any merchant or other private vessel lying in the harbour shall be kept loaded, nor shall any such gun be discharged except as a signal of distress.

10.<sup>1</sup>—Whenever it may be necessary for mining or gunnery operations or experiments, dredging operations, or other naval or military purposes, to reserve any area for such operations or purposes, the area will be marked by buoys coloured green and white, or by posts coloured red, and after twenty-one days' warning notice has been issued by the Admiralty, and published in the *London Gazette*, prohibiting within the area so marked, either trawling, or anchoring and kedging, or trawling, anchoring, and kedging, or trawling, anchoring, kedging, and passing through the said area, no vessel shall act in contravention of the said warning notice, unless compelled to do so by stress of weather or to avoid accident; nor when such area is uncovered or nearly uncovered at low water shall any person pass through or remain in it, unless by permission of and under such arrangements as may be from time to time made by the officer in charge of such operations.

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<sup>1</sup> Made by Order in Council, 21st December, 1920.

11.—Merchant and other private vessels having jibbooms or running bowsprits shall run them in on entering the harbour within Blockhouse Point, and keep them in until the day of their leaving the harbour.

ANCHORAGE: GENERAL.

12.—All merchant or other private vessels shall be subject to the direction of the King's harbour master.

13.—No merchant or other private vessel shall lie, or be moored, so as to impede the free approach to any pier in the Dockyard Port used for purposes of regular passenger traffic, and when buoys are placed by the King's harbour master to mark an approach to such pier, no vessel shall lie within the space so marked.

14.—No merchant or other private vessel shall make fast to, or lie at, any of the buoys marking the channels or shoals in the Dockyard Port.

15.—No merchant or other private vessel shall, without licence in writing from the Port Admiral, Admiral Superintendent, or King's harbour master, be moored or fastened to any of the forts, Government moorings, buoys, piles, or vessels in the Dockyard Port.

16.—No vessel shall anchor on the line of any electric cable laid down in the Dockyard Port, when such line is indicated by white-washed posts, or other discernible marks erected on shore, and a warning has been conveyed to mariners by notice issued by the Admiralty and published in the *London Gazette*.

*Spithead.*

17.—No merchant or other private vessel shall be anchored or moored at Spithead within two cables of any of His Majesty's vessels or foreign men-of-war lying there, and every merchant or other private vessel shall, on being required to do so, anchor in or remove to such place as the King's harbour master or the senior naval officer at Spithead may direct.

18.—No merchant or other private vessel shall be moored, anchored, or grounded within one cable of the Spit Fort, the Horse Fort, the Norman's Fort, or the St. Helen's Fort.

*Portsmouth Harbour.*

19.—Masters of vessels in the service of His Majesty's Government or having Government cargoes on board, are, immediately on arrival, to report themselves to the King's harbour master, and take the berth assigned to them by him.

20.—All merchant and other private vessels using the harbour inside Blockhouse Point shall, unless special permission is obtained from the King's harbour master to do otherwise, anchor, moor or lie on the shore only at the following places within the harbour—namely:

- (a) On the Gosport shore, on that part of it which lies between a straight line drawn true east from the Hard at Gosport and another such line drawn true east from the north corner of the wharf at Stony Steps, and extending into the harbour to within 50 fathoms from the centre of any of His Majesty's moorings, but not so as to obstruct the main passage way of the harbour.
- (b) On the Portsmouth shore, within the area indicated by the following marks:

On the west: Lighthouse on Spit Fort in line with the western house at Point. On the north: Tower of Town Hall touching the south wall of the Gun Wharf, Camber; and vessels shall not lie so as to obstruct the Channel into the Gun Wharf, Camber, nor approach the piles in front of the Gun Wharf nearer than 40 feet.

21.—Merchant and other private vessels may also (subject to Clauses 12, 13, and 14 of the Second Schedule of this Order) proceed to, and lie alongside, Flathouse Wharf in the vicinity of the Gasworks in Fountain Lake on the Portsmouth shore.

22.—Small yachts and other small vessels may lie off Southsea beach, but out of the fairway into the harbour, in such areas as the King's harbour master may from time to time permit.

23.—No merchant or other private vessel shall lie or be moored, anchored, grounded, deposited, or run on shore in the fairway of the channel of the harbour, or in the passages leading into that fairway, between the Outer Spit Buoy and Blockhouse Point on the west side, and between the Horse Fort and the Round Tower on the east side.

24.—Small vessels may discharge by permission of the King's harbour master between the Common Hard and that part of the Timber Pound called the Logs.

25.—Pilot and fishing boats which frequent the harbour shall occupy the space above the Pontoon in Haslar Creek, or that part of the Gosport shore which lies between Blockhouse Point and the Gosport Pier; provided they do not interfere with any of His Majesty's vessels, moorings, or buoys, and that they leave a clear passage for any vessel into or out of the Creek at Haslar.

26.—Yachts having the privilege of laying up in Haslar Creek shall so moor as to leave the channel clear, and the anchors by which they are moored shall be buried.

27.—No vessel laid by or neglected as unfit for sea service shall lie within any part of the harbour, except on the shore between the point lying due east (true) of Whale Island and Mile End cemetery wall.

#### PREVENTION OF FIRE.

28.—No merchant or other private vessel shall be breamed in any part of the harbour, except on the beach at Gosport or Blockhouse, at a distance of at least two hundred yards from any of His Majesty's vessels or moorings.

29.—Within the distance of two hundred yards from any of His Majesty's vessels, or of any hired vessel in His Majesty's service, or of any of His Majesty's docks, dockyards, arsenals, powder magazines, or wharves—

- (a) No pitch, tar, resin, turpentine, grease, tallow, oil, nor other combustible matter, shall be boiled or heated on board of any merchant or other private vessel in the harbour.
- (b) No fire shall be kept on board any merchant or other private vessel in the harbour, except in steam vessels' furnaces, between eleven o'clock in the evening and five o'clock in the morning from the 1st of October to the 31st of March inclusive, or between eleven o'clock in the evening and four o'clock in the morning between the 1st of April and the 30th of September inclusive.

30.—No merchant or other private vessel laden wholly or in part with petroleum shall pass within the limits of the harbour, until certificates to the effect hereinafter mentioned have been lodged with the King's harbour master and his permission has been obtained.

*First.*—A test certificate from the port of shipment signed by a person skilled in the testing of petroleum and counter-signed, if the port of shipment be a foreign port, by the British Consul, and if the port of shipment be a British port by the collector or other proper officer of Customs, to the effect that the oil does not give off inflammable vapour below the temperature of 73 degrees of Fahrenheit's thermometer.

*Second.*—A certificate from the importers or brokers of the petroleum to the same effect.

Any ship laden as above shall anchor near the edge of the Spit Sand with the Spit Fort bearing north-east by east, until permission to pass within the limits of the harbour is obtained.

#### PENALTIES.

31.—The master of every merchant or other private vessel to which this Order relates shall observe and cause to be observed the said Regulations in this Schedule so far as they relate to his vessel, and if any master or other person acts in any respect in contravention of any of the said Regulations, or fails to observe or to cause the same to be observed, he shall for every such offence be liable to a penalty not exceeding the sum of 10*l.*

### SECOND SCHEDULE.

#### RULES: GENERAL.

##### *Observance of Regulations for Preventing Collisions at Sea.*

1.—All sea-going vessels,<sup>1</sup> when within the limits of the Dockyard Port, shall carry such lights as are prescribed by the Regulations for Preventing Collisions at Sea made from time to time under the Merchant Shipping Act; and all vessels of every description shall also observe the steering and sailing Rules set forth in such Regulations, except in so far as they are affected by the Rules hereinafter contained.

##### *Stern Anchor Light.*

2.—Every vessel of 150 feet or upwards in length, whilst at swinging berths, shall carry such lights as are prescribed by Article 11 of the Regulations for Preventing Collisions at Sea.

##### *Lights for Small Steam Vessels.*

3.—Small steam vessels of a length over all of or exceeding 40 feet shall, between sunset and sunrise, when within the limits of the Dockyard Port, carry the lights prescribed for sea-going steamships in the said Regulations, and in such a manner that—

- (a) The green and red side lights shall be carried at such a height as to show over any objects in the vessel, and shall not be less than 2 feet apart horizontally.
- (b) The white light shall be carried amidships and at least 2 feet above the side lights.

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<sup>1</sup> See note to Plymouth, Rule 1, *ante*, p. 339.

4.—Small steam vessels of a length over all of less than 40 feet, when under way between sunset and sunrise within the limits of the Dockyard Port, shall carry the lights mentioned in Rule 3 of this Schedule, or—

- (a) A combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried amidships and at such a height as to show over any object in the vessel.
- (b) A white light similar to that required in Rule 3. Such light shall be carried, if possible, at least 2 feet above the combined lantern.

5.—The lights mentioned in Rules 3 and 4 are to be of such a character that, on a dark night with a clear atmosphere, the coloured side lights shall be visible at least 1 mile, and the white lights at least 2 miles.

*Vessels to keep clear of any Fleet or Squadron assembled at Spithead.*

6.—When any fleet or squadron is assembled at Spithead, no vessel shall pass through the line of such fleet or squadron, except in such directions and in such manner as shall be announced at the time by notice issued by the Admiralty and published in the *London Gazette*. Should the master of any vessel act contrary to such notice, the King's harbour master may cause such vessel to be removed from the area occupied by such fleet or squadron.

*Vessels not to approach Vessels carrying Royal or other Standard at Masthead.*

7.—No vessel shall unnecessarily approach within 2 cables of any vessel carrying the Royal or any other Standard at the masthead, when under way in the waters of the Dockyard Port outside the limits of the harbour.

*Sound Signals for Vessels in Sight of One Another.*

8.—Whenever steam vessels within the limits of the Dockyard Port are in risk of collision, they shall, in addition to any signals required by Article 28 of the Regulations for Preventing Collisions at Sea, indicate their own action as follows:

If steaming ahead, by one long blast on the whistle or siren.

If stopped, by two long blasts.

*Regulations for Vessels going alongside Certain Piers.*

9.—Steam vessels approaching or leaving the Clarence Esplanade, Ryde or other piers are to confine themselves to the lanes of approach marked by buoys laid by the King's harbour master, in which lanes anchorage is prohibited for the purpose of mutual safety.

*Speed of Vessels navigating the Port.*

10.—(a) No merchant or other private vessel, when navigating inside of Blockhouse Fort, shall proceed at a greater speed than 5 knots, and when within half a mile of the shore in any part of the Dockyard Port outside Blockhouse Fort the speed shall not exceed 7 knots.

(b) No merchant or other private vessel shall exceed the speed of 12 knots in any part of the Dockyard Port when within half a mile of any of His Majesty's vessels, whether those vessels are under way or at anchor.

*Marking of Wrecks.*

11.—Should a vessel sink or become a wreck in any part of the Dockyard Port, so that an obstruction in a navigable fairway is caused which, in the opinion of the King's harbour master, it is necessary to mark, such vessel or wreck will be indicated by the following marks or lights exhibited from the wreck itself, or from a wreck-marking craft :

By Day: Three balls on a yard twenty feet above the sea, two placed vertically at one end and one at the other, the single ball being on the side nearer the wreck.

By Night: Three white fixed lights similarly arranged, but not the ordinary riding light.

If the obstruction is not considered by the King's harbour master of sufficient importance to be marked both by day and night, a green buoy only will be used with the word "wreck" on it in white letters.

## PORTSMOUTH HARBOUR.

*Regulations for Vessels of and above 700 Tons.*

12.—Vessels of and above 700 tons net register, with the exception of regular trading vessels having fixed days for arriving and sailing, shall enter or leave the harbour under the directions of the King's harbour master.

13.—The directions referred to in the preceding Rule shall be applied for weekly, on a form rendered for that purpose, by the agent or the shipowner, showing vessels due for arrival and departure during the ensuing week. The times stated shall be as precise as is reasonably

practicable, and any excessive or unexpected departure therefrom, due to stress of weather, strikes, or other unforeseen causes, shall be communicated by telephone to the King's harbour master during office hours—viz., on every weekday except Saturday from 8 a.m. to 5 p.m., and on Saturday from 8 a.m. to 1 p.m.

14.—Sailing vessels of and above 700 tons net register not previously notified under Rule 13 above shall, on arrival at Spithead, apply to the King's harbour master at the Dockyard, by signal through Horse Fort and Dockyard Tower, for the said directions.

#### *Ferries.*

15.—Any ferry vessel plying across the harbour, however propelled, shall, between sunrise and sunset when there is risk of collision, keep out of the way of all sea-going vessels and of tugs towing trains of barges, by stopping or going astern as necessary.

16.—Every such ferry vessel propelled by means of chains or in any other way confined to a fixed track, shall, instead of the lights directed to be carried by the Regulations for Preventing Collisions at Sea, carry four lights, one at each corner, showing white ahead and astern in the direction of the ferry track, and red on the beam or athwart the ferry track, each light to be visible for at least 2 miles.

#### *Vessels to keep clear of His Majesty's Vessels.*

17.<sup>1</sup>—When one of His Majesty's vessels or other vessel, being either in charge of His Majesty's officers, or over 2,500 tons gross register, intends to pass in or out of the harbour, she shall hoist the red ensign over "M" flag (International Code—Alphabetical) by day or a red light by night at the foremast head, and all other of His Majesty's vessels present in the port shall hoist the Pilot Jack by day, or show position lights (two white lights vertical, 8 feet apart, hoisted at the peak, or if no gaff, hoisted abreast of the maintop in the middle line of the ship *or on the ensign staff*) by night, as a general warning. The Pilot Jack shall be hoisted by day or position lights by night at the Semaphore Tower in the Dockyard, and position lights shall also be shown at the Horse Fort by night, for the same purpose, and all other vessels under way in the harbour shall keep out of the way of the said vessel flying the red ensign over "M" flag by day, or showing the red light by night, at the foremast head; provided always that the said vessel shall be navigated with due care and at a moderate speed.

<sup>1</sup> Made by Order in Council, 4th September, 1918.

18.—When any of His Majesty's vessels are about to enter or leave any of the docks, basins, jetties, etc., at His Majesty's Dockyard at Portsmouth, the Pilot Jack will be hoisted at the Harbour Sheers, and while this flag is hoisted, all merchant and other private steam vessels shall keep out of the way of the vessel which is being moved, and also of the tugs which may be in attendance on her.

*Sailing and Small Craft to keep clear of Steamers.*

19.—When any sea-going steamship, steam vessel towing, steam dredger, or steam hopper, within the limits of the harbour, shall, by reason of the crowded nature of the channel or anchorage, or from other cause, find it unsafe or impracticable to keep out of the way of a sailing vessel, or of a boat under oars or sail or steam, or other mechanical power, she shall signify the same to the sailing vessel or boat by four short blasts of the steam whistle, blown in rapid succession, when the sailing vessel or boat shall keep out of the way of the other vessel; provided always that the latter shall be navigated with due care and at a moderate speed.

*Harbour Channel—when to be kept clear.*

20.—[Repealed by Order in Council, 9th February, 1914.]

*Lights and Signals for Dredgers.*

21.<sup>1</sup>—[Identical with Berehaven, Lights and Signals for Dredgers, *ante*, p. 112.]

PENALTIES.

NOTE.—The master of every merchant or other private vessel to which the Rules in this Schedule relate must observe and cause to be observed the provisions of these Rules as far as they relate to his vessel, and any such master by his wilful default infringing or causing any infringement of any of the provisions of these Rules is guilty of a misdemeanour.

**PORT OF PRESTON (RIVER RIBBLE).**

*Bye-laws made by the Mayor, Aldermen, and Burgesses of the Borough of Preston, by virtue of the Ribble Navigation and Preston Dock Act, 1883, the Ribble Navigation, etc., Act, 1888, the Ribble Navigation Act, 1889, the Ribble Navigation Act, 1890, the Ribble Navigation Act, 1892,*

<sup>1</sup> Made by Order in Council, 9th February, 1914.

*and the Harbours, Docks, and Piers Clauses Act, 1847, on 28th December, 1893, and sanctioned by the Board of Trade, 30th December, 1893.*

“The Ribble Navigation Acts” means and includes the Ribble Navigation Act, 1853, the Ribble Navigation and Preston Dock Act, 1883, the Ribble Navigation, etc., Act, 1888, the Ribble Navigation Act, 1889, the Ribble Navigation Act, 1890, and the Ribble Navigation Act, 1892, and the Ribble Acts for the time being in force.

“The harbour” means the Port and Harbour of Preston, constituted by the Ribble Navigation and Preston Dock Act, 1883, as amended by the Ribble Navigation, etc., Act, 1888—that is to say, so much of the River Ribble and its diversion as lies between the North Union Railway Bridge over the River Ribble between the townships of Preston and Penwortham, in the county of Lancaster, and the sea, together with the dock, quays, locks, tidal basin, and works.

“The dock” means and includes the Albert Edward Dock, and pier head, entrance, and approaches thereto, the tidal basin, locks, quays, and timber pond, and the works appertaining thereto respectively, and every or any of them or any part thereof respectively constructed under the authority of the Ribble Navigation Acts, and the dock lands contiguous to the Albert Edward Dock.

“The new quay” means the quay at the east end of the diversion of the River Ribble.

8.—Every vessel navigating the harbour shall be manned by an experienced captain or sailing master, and a sufficient number of able-bodied and experienced men; and shall from sunrise to sunset have one properly qualified person, and from sunset to sunrise, and whenever there is a fog, two properly qualified persons, stationed at the bow as a look-out, and to give notice in due time of any obstruction or danger, and in addition to the penalty provided for breach of these bye-laws, such captain or sailing master will be held liable for all damage from or occasioned to passing vessels or otherwise occurring in consequence of such default.

9.—All vessels entering or within the harbour or dock are under the control of the harbour master, whose directions and orders as to all matters within his jurisdiction are to be implicitly obeyed.

15.—The master or other person having the charge of any vessel about to enter the dock shall not approach the pier head, entrance, or gates of the dock with that vessel by day, unless the semaphore arms on the signal post at the pier head of the dock are lowered, nor by night unless a double white light showing down-stream shall be exhibited on the same signal post, and shall only enter the dock by day

whilst the semaphore arms are lowered, or by night whilst the double white light remains exhibited; and no vessel shall enter the dock without having the master or pilot on board of her, and then only in the order of the arrival of that vessel.

16.—No vessel shall pass out of the dock by day so long as the semaphore arms on the signal post at the pier head of the dock are lowered, nor by night unless a double white light, showing upstream, is exhibited on the signal post.

17.—No vessel shall enter or depart from the dock in the absence of the harbour master or one of his assistants; and vessels entering or departing from the dock must always be in readiness to pass out or in while the gates are open, which will only be from *an hour and a quarter before* until *half an hour after* high water. Vessels entering or departing must also be in readiness to pass out or in at the proper state of the tide, of which it shall be the duty of masters to inform themselves by inquiries from the harbour master; but vessels drawing not more than six feet of water, intending to go out, shall be prepared to do so as soon as there is sufficient water.

18.—Vessels about to enter the dock shall, immediately on coming abreast the pier head, have a substantial stern hawser with requisite tackling in readiness for hauling-to and mooring, and shall have their sails lowered or furled at such point in the harbour as the harbour master shall direct, and in case of no such direction being given, before coming within two cables' length of the dock entrance, shall be further dismantled if and when directed by the harbour master; and during the dark, all vessels entering or leaving the harbour or dock shall show a light at their masthead, and also their side lights.

19.—All vessels on entering, and while lying in the dock, shall have their anchors stowed. Square-rigged vessels shall have their spritsail yards or whiskers got in fore and aft, their jibbooms rigged in, and their lower yards topped; and sloops shall have their bowsprits rigged in or topped up, unless fixed; and no vessel of any description shall carry sail in the dock.

20.—The harbour master may refuse the admission or exit of any vessel to or from the dock in stormy weather, or whenever he shall deem it unsafe for navigation.

24.—If the master of any vessel in the dock which is ready to proceed to sea, does not proceed to sea, when, in the judgment of the harbour master, such vessel might safely do so, the harbour master may cause such vessel to lose her turn, and to be removed to such position in the dock as he may direct.

25.—Vessels must not remain or be left in the tidal basin, lock, dock entrance, or channel, without the permission of the harbour master.

26.—Vessels entering the dock shall not be berthed without the permission of the harbour master.

27.—Every vessel moored or at anchor in the harbour shall, when and as required by the harbour master, have its sails furled or stowed, and they shall not be loosened without permission of the harbour master, standing and flying jibboom and mizzenboom rigged close in, and all booms and boom irons taken off the yards. Bumpkins and boats' davits shall be swung in or unshipped. The topsail and lower yards shall be peaked or braced sharp up, and the vessel otherwise dismantled as may be directed by the harbour master. The anchors of every vessel when at moorings in the harbour shall be taken in clear of the gunwale, or hung perpendicularly from the hawse pipe, in such position as shall be least likely to cause or tend to cause damage or injury to such vessel or to any other vessel. If any vessel part from its anchorage or moorings, the fact shall be reported to the harbour master as soon as practicable.

28.—No vessel lying at anchor in the harbour shall have the anchor in such a position as to interfere with the fairway of the navigation.

62.—No bell shall be rung on board any vessel in the dock without the authority of the harbour master, except in the case of an alarm of fire, and on board steam vessels to notify the time of their departure.

78.—No steam vessel, except for the purpose of towing, shall be moved by her own paddles or screw within the dock, unless with the permission and according to the directions of the harbour master, and then only at the sole risk of such vessel, and so as neither to interrupt the loading or unloading of any vessel, or to cause any damage thereto, or to the dock, and the master of any steam vessel entering or being in the dock, for the purpose of towing, shall cause the same to take its turn as appointed by the harbour master, and shall not without his permission tow more than one vessel at once, into, or out of the dock, nor shall the engine or engines of any steam vessel be set in motion whilst she remains attached to any quay.

79.—Every steam vessel having any vessel or vessels in tow, shall attend thereupon until such vessel or vessels is, or are, properly moored or secured.

80.—Vessels shall not be moved across the dock whilst the dock gates are open (without the permission, and in conformity with the directions of the harbour master), and shall not be navigated or worked under sail in the dock.

114.—All steam vessels shall ease their engines, and they, as well as all other vessels, shall keep well clear when passing the divers, diving bells, dredgers, hopper barges, screw keels, or weigh keels, sand pumps, or other craft or appliances belonging to or employed by the Corporation; and when the divers, or diving bells, dredgers, hopper barges, screw keels, or weigh keels, sand pumps, craft, or appliances are at work, the engines of such steam vessels shall be made to go dead slow: such slowing to commence at a point at least 300 yards before reaching such divers, diving bells, dredgers, hopper barges, screw keels or weigh keels, sand pumps or other craft, or appliances, and continue for 50 yards after passing the same, and while the said divers, diving bells, dredgers, hopper barges, screw keels, weigh keels, sand pumps, and other craft and appliances are at work, a red flag shall be hoisted at least six feet above the highest part of every such craft so employed.

115.—When sunken vessels or other obstructions are being lifted or removed, or when moorings are being drawn or laid, by or under the directions of the Corporation's officers, all steam vessels shall go dead slow when within 300 yards of the operation so being performed, and so continue for 50 yards after passing the same, and such vessels, as well as all other vessels, shall keep well clear when passing, so as not to produce risk or hindrance.

116.—In the event of its being found necessary to stop the navigation of the river at any point, the harbour master shall place a boat showing a red flag 100 yards below such point, and another boat with flag 100 yards above such point, and during the time such flags are exhibited, no vessel shall pass the flags either up or down.

117.—When the dredgers are in such a situation that any of the working chains are taut, so as to be dangerous to passing vessels, the master of the dredger shall in the day time hoist a red flag, and at night time a red light, on the opposite side of the dredger to where the danger is, as a guide to passing vessels to proceed on the side of the dredger on which the flag or light is; and all passing vessels shall proceed accordingly. Such red light to be placed at the same height as the white light, which in the Merchant Shipping Acts is directed to be the ordinary riding or anchor light, or as near thereto as circumstances will admit. These red signals to be hoisted on the forward framing or front of engine house, and about three or four feet clear of the side of the dredger; in addition to the usual anchor light to be hoisted amidships. This instruction to the master of the dredger is not intended in any way to relieve any person or persons in charge of

vessels navigating the river, from being responsible for the proper and careful navigation of the vessel or vessels under his or their charge.

118.—Vessels shall not moor at the moorings provided for the Corporation's dredgers, sand pumps, hopper barges, steam tugs and other craft; and such moorings may be known by their being painted red.

120.—The owner of any vessel or craft, or other obstacle, sunk in the fairway of the channel, shall send immediate notice thereof to the resident engineer of the Corporation at his office, and also to the harbour master at his office or other appointed place, and shall moor a vessel or buoy with the top sides painted green, and shall distinguish it by day, by three balls placed on a yard 20 feet above the sea—two balls (vertically) on the side on which navigating vessels may safely pass—and by night, by three fixed white lights similarly arranged and with the same meaning. These marking vessels, when so employed and fitted, will not show the ordinary riding light.

121.—No drift, or trawling or other net shall be cast or placed in any part of the harbour, so as to be, or be likely to become, an obstruction or danger to the navigation of vessels.

122.—No person having charge or command of any steam vessel shall, during tide time, proceed at a greater speed than dead slow over that part of the harbour, between one quarter of a mile below the dock entrance, and one quarter of a mile above the dock entrance, and no steam vessel shall at any time in that part of the harbour between the dock entrance and two statute miles below the dock entrance be navigated at a greater maximum speed than six statute miles an hour over the ground, and below that point, and to the end of the trained channel, for the time being, at a greater maximum speed than eight statute miles per hour over the ground.

123.—Whenever there is a fog, no steam vessel shall be navigated at any part of the harbour at a higher rate of speed than three statute miles per hour.

124.—No vessel overtaking any other vessel shall pass such vessel at any of the turnings of the channel, or at the dock entrance, or anywhere in the diversion of the river.

125.—Every steam vessel (other than a steam vessel employed in towing), meeting, or overtaking any sailing vessel or steam tug with sailing vessels in tow, shall ease its engines before arriving within one hundred yards of, and until it shall have passed, the sailing vessel or steam tug and sailing vessels in tow. Every steam tug and sailing

vessels in tow, when meeting another vessel, shall, in proper time, put their helms to port, and when overtaken shall keep sufficiently to the port side of the channel to allow the vessel overtaking them to pass.

126.—All vessels towing in from sea with a long length of tow-line, must shorten the same on getting inside the channel, and before reaching the Lytham Pier. The tow-line when so shortened must not exceed twenty-five fathoms in length.

127.—No vessel shall be allowed to drift in any part of the harbour.

128.—Vessels proceeding to the dock, and arriving off the entrance before the signal for admission is hoisted, must keep on either side of the navigable channel, and out of the fairway of the channel or traffic, until the signal is hoisted for their reception; and no person having charge or command of any steam vessel or other vessel, bound to the dock, shall approach or pass the dock entrance, or move within a distance of two hundred yards, without first ringing a proper and sufficient bell, or blowing a proper warning whistle.

129.—No steam tug or other steam vessel shall tow two or more vessels alongside each other, nor shall tow more than one raft of timber when such rafts exceed 150 feet in length or 30 feet in breadth. A steam vessel shall not tow at one time more than six keels, wherries, lighters, barges, or other boats. This does not apply to Corporation craft.

130.—Every master or other person in charge of any steam vessel carrying passengers shall, while navigating the same, remain, continue, and be on the paddle boxes or on the bridge of such steam vessel.

*Bye-laws relating to vessels carrying explosives, sanctioned by the Board of Trade, 28th September, 1894.*

5.—No ship having on board any explosives, except ship's ammunition, shall navigate any part of the harbour except with a duly licensed pilot of the port on board. Provided that this bye-law shall not apply to ships under the burthen of 100 tons conveying explosive to or from any coastwise port.

16.—Every boat having on board any explosive shall, both by day and night, whether at anchor or under way, fly a red flag not less than two feet square at her masthead.

17.—Every ship having on board any explosive, except ship's ammunition, shall both by day and night, whether at anchor or under way, fly a red flag, not less than four feet square, at her foremast head.

18.—Every ship or boat having on board any explosive, except ship's ammunition, shall be navigated in such place within the jurisdiction of the harbour authority as the harbour master from time to time shall direct.

60.—No ship or boat laden wholly or in part with any explosive of any of the before-named classes, shall be anchored or moored within the harbour, except for such time as shall be absolutely necessary to enable any such explosive to be loaded into or unloaded from such ship or boat.

62.—Any ship or boat laden wholly or in part with any explosive of any of the before-named classes, entering the harbour by reason of stress of weather, inevitable accident, or other emergency, shall not proceed up the River Ribble east of Lytham Pier.

## PORT TALBOT.

*Bye-laws made by the Directors of the Port Talbot Railway and Docks Company, by virtue of the Port Talbot Railway and Docks Acts, 1894 and 1899, and confirmed by the Board of Trade, 9th January, 1913.*

The expression "the docks" shall mean the docks, locks, entrance channel, float, harbour, and all other places for the time being within the limits of the dock master's authority, as defined by the Port Talbot Railway and Dock Company's Act, 1894, and by any Act amending the same.

The expression "the dock" shall mean and include the docks, locks, and float, and the entrance channels thereto respectively.

The expression "dock master" includes the manager, harbour master, and pier master, and the deputies and assistants of dock master and pier master respectively.

The expression "vessel" includes ship, boat, lighter, raft, and craft of every kind, whether navigated by steam, sail, or otherwise.

The expression "master of a vessel" includes, in case of the absence of the master, the person for the time being in charge of the vessel.

3.—The master of every vessel and the owner thereof shall severally be responsible for the due performance and observance as regards such vessel of such of the following bye-laws as shall apply to such vessel.

4.—Every person, including those mentioned in the last preceding clause, who shall make default or breach in the performance or observance of, or offend against, or contravene any of the following bye-laws, shall, for every such default, breach, or offence, forfeit and pay to

the Company a sum not exceeding 5*l.*, and shall further be liable to a daily penalty not exceeding 2*l.* for every day such offence shall continue after conviction therefor.

#### ADMISSION TO AND DEPARTURE FROM THE DOCKS.

5.—No vessel shall pass in or out of the dock without the master being on board.

6.—All vessels entering or within the docks shall be under the control of the dock master, whose directions and orders as to all matters within his jurisdiction shall be implicitly obeyed.

7.—Pilot boats, tug boats, and other craft shall not be allowed to lie or remain in the course of the traffic to the dock, and no vessel of any description shall moor or make fast in the entrance channel without the permission of the dock master first had and obtained.

8.—Vessels bound into the dock shall, after entering between the breakwaters, keep to the south side of the channel and take up a position at least a cable's length astern of the preceding vessel, which distance must be maintained. And all vessels bound from the dock to the sea must keep to the north side of the channel and remain a similar distance astern of the preceding vessel, so that vessels entering and leaving shall pass "port side to port side."

9.—Vessels in tow in the entrance channel shall on no account have too long a tow-line; the extreme length shall not exceed 20 fathoms.

10.—Masters of vessels approaching the lock from the sea, particularly during strong winds, shall bring up the same in proper time, at least two hundred yards from the lock gates.

11.—No vessel shall enter the dock under sail. Steam tugs having vessels in tow shall or may tow them through the half-tide gates, and all vessels shall have good and sufficient warps for heaving in, and also check ropes ready before entering the harbour.

14.—Every vessel inside the breakwaters shall have its sails furled, jib and flying jibbooms rigged close in, with anchor stock awash<sup>1</sup> and clear for letting go, and all booms and boom irons taken off the yards, and all bumpkins and davits unshipped, and yard-arm sheets unshackled.

15.—If the master of a vessel in the dock, which is ready to proceed to sea, refuses to proceed to sea, when in the judgment of the dock master such vessel might safely do so, the dock master may cause such vessel to lose her turn and to be removed to such position in the dock as he may direct.

<sup>1</sup> See note 1, *post*, p. 438.

16.—No master, pilot, or other person having charge of any vessel requiring to enter or leave the dock shall attempt to pass through the gates except with the permission of the dock master.

17.—No vessel shall approach the entrance between the breakwaters by day or night for the purpose of entering the channel or the dock without the permission of the dock master unless the signals that she is at liberty to do so are exhibited.

#### AS TO VESSELS WITHIN THE DOCK.

18.—Vessels entering the dock shall not be berthed without the permission of the dock master.

19.—The master or other person having the charge of any vessel whilst in the dock shall only moor, or place and keep moored, that vessel where directed by the dock master, and shall move and place and remove that vessel from time to time under or from any crane, shoot, or drop, in accordance with the directions of the dock master or other authorised agent of the company, and shall, whilst his vessel is lying in the dock, either himself remain constantly on board, or before leaving shall appoint a proper and competent person to take charge and remain constantly on board in his absence, and shall also keep on board of her a number of men sufficient to move or to look after and protect or take charge of her, and an ample supply of substantial hawsers, tow-lines, and other like articles for mooring the same.

20.—The master of any vessel lying in either dock, wishing to move from one dock to the other, must first obtain the consent of the dock master before proceeding to move.

21.—No vessel shall remain in the dock for a longer period than six days, unless for the purpose of being discharged or for receiving a cargo in its turn, without the Company, by their agent, signifying in writing to the master or owner of that vessel their consent thereto, and every vessel remaining in the dock beyond the first six days, or, as the case may be, beyond the time named in such written consent, shall be considered as having committed, and shall thereby commit, a separate offence and breach of this bye-law for each and every day during or upon which she shall so remain in the dock, and shall render the owner and other person in charge of that vessel responsible for each and every such offence and each accordingly.

22.—Vessels shall not be navigated by steam within the dock, save with the permission and in conformity with the direction of the dock master, and then only at the sole risk of such vessel.

23.—Every vessel in the dock shall be securely and efficiently moored to the proper mooring posts, rings, and buoys assigned for the purpose, and no person shall make fast any rope, chain, or tackle to any building, shed, post, lamp-post, pile, coal staith, crane, rail, chain, or to any other work or place within the dock; and in case of any gale or strong wind or stormy weather, the master of a vessel in the dock shall effectually secure that vessel by additional ropes or chains to the mooring posts or rings on shore, and in the manner directed by the dock master, in case any order or direction respecting the same is given by him.

26.—Every sea-going vessel shall be kept at all times so loaded or ballasted or in such a condition as to be capable of being safely moved.

## QUEENSTOWN.

See also **CORK**, ante, p. 187.

*The following Regulations were made by Order in Council, the 10th day of August, 1903, by virtue of the Dockyard Ports Regulation Act, 1865.*

5.—No merchant or other private vessel shall, without the permission of the senior naval officer or King's harbour master, be moored, anchored, or placed within the space (to be called the Man-of-War Outer Anchorage) bounded as follows, namely:

On the north, by an imaginary straight line drawn from the Scots Church through the Pile Lighthouse on the Spit Bank.

On the south, by an imaginary straight line formed by the south-west extreme of Haulbowline Island and the north extreme of Spike Island touching each other.

On the east and west, by the contour line of three fathoms depth at low-water spring tides.

Nor, with the exception of vessels placed alongside the quays, within the space (to be called the Man-of-War Inner Anchorage) bounded as follows—namely:

On the east, by a straight line drawn from the eastern extremity of the Admiralty Pier to the eastern extremity of Spike Island.

On the west, by a line drawn N. 6° W. (true) from the inner end of the Black Prince's Pier.

On the north, by the contour line of three fathoms depth at low-water spring tides to the east extreme of the Naval Pier, thence by the low-water line to the western landing steps on Middleton Quay, thence by the contour line of three fathoms depth at low-water spring tides to a point where Black Point bears N. 62° E. (true), and thence in a direct line towards the north extreme of Ballybricken Point.

On the south, by the low-water line of Haulbowline Spit Bank, by the high-water line of Haulbowline Island, and west of that island by a straight line from the north-west extreme to the inner end of the Black Prince's Pier, which anchorages respectively are delineated and further described on the chart annexed to this Order; and these anchorages together shall be deemed to constitute, for the purposes of the said Act and of this Order, the Dockyard Port of Queenstown (in this Order called the Port).

6.—Moorings for His Majesty's ships, mark buoys, and other aids to navigation, and such other buoys as may be required for any purpose in connection with naval or military operations, shall be placed by the King's harbour master as from time to time the requirements of His Majesty's service may demand.

7.—No merchant or other private vessel, shall, without licence in writing from the senior naval officer, or King's harbour master, be moored, or fastened, to any of His Majesty's moorings, buoys, piles, or vessels in the port, unless forced thereto by unavoidable accident.

8.—The fairway through the Man-of-War Outer Anchorage shall, when no men-of-war are anchored in it, be considered to include the water for a space of 200 feet on each side of the line of the leading lights under Fort Camden as shown in the chart, and shall be kept clear.

9.—A fairway will be kept through the Inner Man-of-War Anchorage, in such a direction with regard to His Majesty's moorings and ships as circumstances may from time to time require.

10.—If at any time any merchant or other private vessel hooks any of His Majesty's moorings, the master of such vessel shall not proceed to unhook the same, but shall forthwith give notice to the King's harbour master, or to the chief officer of the nearest of His Majesty's Dockyards, in order that aid may be given for clearing the moorings without damage.

11.—[Identical with *Pembroke*, Regulation 14, First Schedule, *ante*, p. 328.]

**RAMSGATE HARBOUR.**

*The following bye-laws were made by the Board of Trade in pursuance of the Harbours and Passing Tolls, etc., Act, 1861, and the Harbours, Docks, and Piers Clauses Act, 1847, and allowed by the Recorder of Sandwich, 7th August, 1903.*

2.—(i.) Any vessel entering or leaving the harbour or remaining in the outer harbour, between sunset and sunrise, shall exhibit the lights prescribed in the Regulations for Preventing Collisions at Sea.

(ii.) An arm will be exhibited from the flagstaff at the East Pier Watchhouse, and at the same time the bell will be rung several times in quick succession by day, and at night the bell rung several times in quick succession only, to denote that a vessel or vessels are about to enter the harbour, and any outgoing vessel or vessels shall be navigated well away from the entrance, and shall not proceed out of the harbour until the entrance is clear.

(iii.) When two black balls are hoisted at the head of the flagstaff at the East Pier Watchhouse by day, and a red lamp by night, it must be understood that the entrance is not clear, and vessels shall not enter or approach the harbour during such time.

(iv.) Not more than one steamer shall be at the landing stage at the same time for the purpose of landing and embarking passengers, except with the permission of the harbour master.

(v.) The flag of the Company or other owner will be hoisted at the East Pier flagstaff for the steamer of that Company or owner to enter the harbour and come alongside.

(vi.) Any other steamer intending to enter must remain outside, allowing sufficient sea room for the steamer already at the landing stage to leave the harbour in safety. Each steamer will be signalled to enter in the order it arrives off the harbour.

(vii.) The owner or person in charge of any vessel which is navigated in contravention of this bye-law shall for each offence be liable to a penalty not exceeding 5*l.*

3.—(i.) Every vessel shall be moored or berthed in such part of the harbour, and shall from time to time be removed from place to place, to such situation or situations within the harbour as the harbour master may direct. And the owner or person having the charge or command of any vessel who refuses or neglects to obey the directions of the harbour master, with regard to the mooring, berthing, or subsequent removal of the vessel within the harbour, shall, for every offence, be liable to a penalty not exceeding 5*l.*

10.—The harbour master shall direct the order of all vessels entering or leaving the outer or inner harbour; and the owner or person having the charge of any vessel, who causes or permits the same to enter or leave the outer or inner harbour contrary to the directions given by the harbour master, or who, by neglecting such directions, in any way obstructs any other vessels from entering or leaving the said harbours, shall, for every offence, be liable to a penalty not exceeding 5*l*.

11.—(a) A vessel shall not enter or leave the inner harbour with sails set. Before entering or leaving the inner harbour fishing vessels must rig in their booms and have their trawl beams stowed in such a manner that no damage be caused to the harbour property or to other vessels.

(b) Fenders must be carefully used in passing through the entrances to prevent damage to gates, quays, or other harbour property. Fishing vessels must be clear of the entrances before being permitted to be towed to sea.

(c) Vessels about to enter or leave the inner harbour must remain at the buoys, or at a distance of at least 200 feet from the entrances which must be kept clear, and no vessels shall be allowed to approach until ordered to do so by the harbour master, who will direct such vessels to pass in or out in turn. The master or person in charge of any vessel navigated in contravention of this bye-law shall be liable to a penalty not exceeding 5*l*.

*Bye-laws relating to vessels carrying explosive, made and sanctioned by the Board of Trade, 18th April, 1904.*

5.—The master of every vessel with any explosive on board, exceeding in weight 100 pounds, on nearing the harbour, and during the time that such vessel remains in the harbour with any explosive on board, shall display by day a square red flag not less than 3 feet square, and by night a red light, on the masthead (or, if the said vessel has no mast, on a staff).

6.—The master of every vessel with explosive on board on entering the harbour shall, without delay, inform the harbour master of the nature and quantity of every explosive on board such vessel, and of the time when, and place where, it is proposed to land the explosive.

7.—The master of every vessel carrying, or about to carry, explosive shall anchor or moor such vessel only at such place as the harbour master shall from time to time direct, and shall not remove his vessel therefrom, except for the purpose of leaving the harbour, without the written order or permission of the harbour master.

*Bye-laws relating to ships carrying petroleum as cargo, made and confirmed by the Board of Trade, 18th April, 1904.*

3.—The master of every petroleum ship shall, on nearing the harbour, and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square, and by night a red light, on the masthead (or, if the said ship has no mast, on a staff).

5.—The master of every petroleum ship shall anchor or moor his ship only at such place as the harbour master shall from time to time direct, and shall not remove his ship therefrom, except for the purpose of leaving the harbour, without the written order or permission of the harbour master. No petroleum ship shall be anchored or moored at any place other than that approved by the harbour master, whether for the purpose of landing or shipping petroleum or otherwise.

## ROSYTH.

*The following Regulations were made by Order in Council, 14th February, 1921, under the Dockyard Ports Regulation Act, 1865.*

### PRELIMINARY.

1.—This Order shall take effect from one calendar month from the date hereof.

2.—Repeals Orders in Council of 4th March, 1911, and 9th February, 1914.

3.—In this Order and in the Schedules hereto, unless the context shall otherwise require—

The term “ vessel ” shall mean and include ship, boat, lighter, and craft of every kind however propelled.

The term “ steamer ” shall include any vessel propelled by machinery.

The term “ master ” shall mean the person having command or charge of the vessel for the time being.

The term “ King’s harbour master ” shall mean the person for the time being appointed to be King’s harbour master of the Dockyard Port of Rosyth under the Dockyard Ports Regulation Act, 1865.

The term “ Dockyard Port ” shall mean the Dockyard Port of Rosyth as defined in paragraph 4 hereof.

## DESCRIPTION OF LIMITS.

*Dockyard Port of Rosyth.*

4.—For the purposes of the said Act and of this Order, the limits of the Dockyard Port of Rosyth shall be as follows:

All the waters, bays, creeks, and rivers, so far as the tide flows, excepting the Harbours of Charlestown and South Queensferry, lying between the lines drawn as follows:

On the east of a line drawn south (true) through the south point of Carron Harbour (which is situated about 1,200 yards westward from Burntisland) in the county of Fife to the south shore of the Forth.

On the west of a line drawn north (true) through Carriden House (which is situated about 3,000 yards eastward from Borrowstowness in the county of Linlithgow) to the north shore of the Forth.

## DELINEATION OF LIMITS.

5.—The limits mentioned herein are delineated on the chart annexed to this Order.

## PENALTIES.

6.—Any infringement of the Regulations contained in the First Schedule hereto shall render the person infringing liable to the penalty prescribed in Clause 14 of the said Schedule.

## FIRST SCHEDULE.

## REGULATIONS.

1.—All merchant or other private vessels shall be subject to the directions of the King's harbour master.

2.—No merchant or other private vessel shall lie, or be moored, so as to impede the free approach to His Majesty's Dockyard at Rosyth.

3.—No merchant or other private vessel shall, without licence in writing from the King's harbour master, be moored or fastened to any of the forts, or to any Government moorings, buoys, breakwaters, boom defences, dolphins, jetties, piles, or vessels in the Dockyard Port.

4.—Moorings for His Majesty's ships, mark buoys, and other aids to navigation, and such other buoys as may be required for any purpose in connection with naval operations, may be placed by the King's harbour master in such positions as he may from time to time consider that the requirements of His Majesty's service demand.

5.—No merchant or other private vessel shall be anchored or moored within seventy-five fathoms from the centre of any Government moorings, nor in such a position as to be liable to foul any of His Majesty's ships at those moorings.

6.—No person shall lay moorings for private vessels in the Dockyard Port, without the permission in writing, of the King's harbour master, and all such moorings shall be in such positions as the King's harbour master shall deem fit, and shall be forthwith removed on the requisition of the King's harbour master to that effect.

7.—If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables, or moorings of buoys, the master, or other person having the charge or command of such vessel, shall not proceed to unhook the same, but shall forthwith give notice thereof to the King's harbour master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

8.—No merchant or other private vessel shall make fast to, or lie at, any of the buoys marking the channels or shoals in the Dockyard Port.

9.—Merchant and other private vessels moored, anchored, or placed within the Dockyard Port shall, when directed to do so by the King's harbour master, remove to such position as he shall direct. If from having no crew on board or from any other cause the vessel does not remove as directed, the King's harbour master may remove the said vessel, and recover the expense incurred in so doing from her owner.

10.—No merchant or other private vessel shall be breamed in the port within two hundred yards from any of His Majesty's docks, dockyards, arsenals, wharves, or powder magazines.

11.—No merchant or other private vessel shall anchor on the lines of any electric cable laid down in the Dockyard Port when such line is indicated by whitewashed posts or other discernible marks erected on shore, and a warning has been conveyed to mariners by notice issued by the Admiralty and published in the *Edinburgh Gazette*.

12.—No boats are to approach within 100 feet of His Majesty's Dockyard or other Government establishments, unless proceeding to

or from the same on duty, or with permission from the King's harbour master.

13.—Whenever it may be necessary for mining or gunnery operations or experiments, dredging operations, or other naval purposes to reserve any area for such operations or purposes, the area will be marked by buoys coloured green and white, or by posts coloured red, and after twenty-one days' warning notice has been issued by the Admiralty, and published in the *Edinburgh Gazette*, prohibiting within the area so marked, either trawling, or anchoring and kedging, or trawling, anchoring and kedging, or trawling, anchoring, kedging, and passing through the said area, no vessel shall act in contravention of the said warning notice, unless compelled to do so by stress of weather, or to avoid accident; nor when such area is uncovered or nearly uncovered at low water, shall any person pass through it, or remain in it, unless by permission of, and under such arrangements as may be from time to time made by, the officer in charge of such operations.

#### PENALTIES.

14.—[Identical with Portsmouth, No. 31, *ante*, p. 361.]

### SECOND SCHEDULE.

#### RULES.

##### *Vessels to keep clear of His Majesty's Vessels.*

1.—When one of His Majesty's vessels, or other vessel in charge of His Majesty's officers intends to pass into, through, or out of the Dockyard Port of Rosyth, she shall hoist the red ensign over "M" flag (International Code—Alphabetical) by day, or a red light by night, at the foremast head, and all other of His Majesty's vessels present in the port shall hoist the Pilot Jack by day, or show position lights (two white lights vertical, 8 feet apart, hoisted at the peak, or, if no gaff, hoisted abreast the maintop in the middle line of the ship, or on the ensign staff) by night, as a general warning. The Pilot Jack shall also be hoisted by day, or position lights shown by night, at the signal stations at Inchkeith and at His Majesty's Dockyard at Rosyth, and at Port Edgar for the same purpose, and all other vessels under way in the Dockyard Port of Rosyth shall keep out of the way of the said vessel flying the red ensign over "M" flag, or showing a red light at the foremast head, provided always that the said vessel shall be navigated with due care and at a moderate speed.

*Passage through the Forth Bridge.*

2.—No vessel may pass another vessel under the Forth Bridge. Outgoing steamers shall have priority of passage through the bridge over incoming steamers, and incoming steamers shall not approach the bridge within a distance of half a mile until it shall have been ascertained that no vessel is coming out.

*Lights and Signals for Dredgers.*

3.—[Identical with Berehaven, *ante*, p. 112.]

*Sailing and Small Craft to keep clear of Steamers.*

4.—When any sea-going steamship, steam vessel towing, steam dredger, or steam hopper, within the limits of the Dockyard Port shall, by reason of the crowded nature of the channel or anchorage, or from other cause, find it unsafe or impracticable to keep out of the way of a sailing vessel, or of a boat under oars or sail, or steam, or other mechanical power, she shall signify the same to the sailing vessel or boat by four short blasts of the steam whistle blown in rapid succession, when the sailing vessel or boat shall keep out of the way of the other vessel, provided always that the latter shall be navigated with due care and at a moderate speed.

## PENALTIES.

NOTE.—The master of every vessel to which these Rules relate must observe, and cause to be observed, the provisions thereof so far as they relate to his vessel, and any such master by his wilful default infringing, or causing any infringement, of any of the provisions of these Rules is guilty of an offence.

**RUNCORN AND WESTON CANAL.**

See **MERSEY AND IRWELL NAVIGATION**, *ante*, p. 299.

**RYDE.**

See also **PORTSMOUTH**.

*Regulations made by Order in Council, 7th September, 1916, under the Solent Navigation Act, 1881 (44 & 45 Vict. c. ccxix.).*

It shall not be lawful for any vessel to lie or be moored within the spaces defined as follows:

By lines joining the following points on the north:

No. 1 Buoy, in a position with Trinity Church spire bearing  $190^{\circ}$  (true), distant 1,975 yards or thereabout.

No. 2 Buoy, in a position with Trinity Church spire bearing  $178^{\circ}$  (true), distant 1,975 yards or thereabout.

No. 3 Buoy, in a position with Trinity Church spire bearing  $166^{\circ}$  (true), distant 1,500 yards or thereabout.

No. 4 Buoy, in a position with Trinity Church spire bearing  $154^{\circ}$  (true), distant 1,960 yards or thereabout.

On the south:

No. 5 Buoy, in a position with Trinity Church spire bearing  $194^{\circ}$  (true), distant 1,865 yards or thereabout.

Eastern extremity of Ryde Pierhead.

Western extremity of Ryde Pierhead.

No. 6. Buoy, with Trinity Church spire bearing  $156^{\circ}$  (true), distant 1,480 yards or thereabout.

No. 7 Buoy, with Trinity Church spire bearing  $150^{\circ}$  (true), distant 1,900 yards or thereabout.

## SCAPA FLOW.

*The following Regulations were made by order in Council the 27th day of May, 1921, under the Dockyard Ports Regulation Act. 1865.*

### PRELIMINARY.

1.—This Order (which term shall include the Schedules hereto) shall take effect from one calendar month from the date hereof.

2.—The terms used in this Order shall have the same meaning as in the Dockyard Ports Regulation Act.

### DESCRIPTION OF LIMITS.

#### *Dockyard Port of Scapa Flow.*

3.—For the purposes of the said Act and of this Order, the term “Dockyard Port of Scapa Flow” shall mean all the waters, bays, creeks, lakes, and pools, so far as the tide flows, lying between the following limits:

On the west at Hoy Sound, a line running west (true) from Black Craig on the mainland (Hoy Sound) until it meets the meridian drawn north (true) from the Kame of Hoy.

On the east, a line drawn east (true), from Grim Ness Point (South Ronaldshay), immediately east (true) of the 108 foot summit of the hill at Grim Ness, until it meets the meridian drawn south (true) from Rose Ness Lighthouse (mainland).

On the south, a line drawn at Brims Ness (Hoy), east (true), until it meets the west shore of South Ronaldshay Island near Hoston Head.

#### DELINEATION OF LIMITS.

4.—On the chart accompanying this Order are marked all the limits referred to therein.

#### PENALTIES.

5.—Any infringement of the Regulations contained in the First Schedule appended hereto, shall render the person infringing liable to the penalty prescribed in Clause 13 of the said Schedule.

#### LOCAL AUTHORITIES.

6.—Nothing in this Order shall affect the authority of the Stromness Harbour Commissioners or of the Orkney Harbour Commissioners, under the respective Acts of Parliament relative thereto, but the Regulations and Rules contained in this Order shall be observed in the areas under the management of the above-mentioned authorities so far as they relate to those areas.

#### FIRST SCHEDULE.

*Regulations for the protection of the Dockyard Port of Scapa Flow, and of His Majesty's property therein, and for anchoring, berthing, mooring, and breaming in that port.*

1.—All merchant or other private vessels shall be subject to the direction of the King's harbour master.

2.—No merchant or other private vessel shall, without licence in writing from the King's harbour master, be moored or fastened to any of the forts, or to any Government moorings, buoys, breakwaters, jetties, piles, or vessels in the Dockyard Port.

3.—[Identical with Rosyth, No. 4, *ante*, p. 381.]

4.—[Identical with Rosyth, No. 5, *ante*, p. 381.]

5.—[Identical with Rosyth, No. 6, *ante*, p. 381.]

6.—[Identical with Rosyth, No. 7, *ante*, p. 381.]

7.—No vessel shall anchor on the line of any electric cable laid down in the Dockyard Port, when such line is indicated by white-washed posts, or other discernible marks erected on shore, and a warning has been conveyed to mariners by notice issued by the Admiralty and published in the *Edinburgh Gazette*.

8.—No boats are to approach within 100 feet of any Government establishment, afloat or ashore, unless proceeding to or from the same on duty or with permission from the King's harbour master, and no fishing from boats shall be carried on within the same distance from any Government establishment.

9.—[Identical with Rosyth, No. 8, *ante*, p. 381.]

10.—Merchant and other private vessels moored, anchored, or placed within the Dockyard Port shall, when directed to do so by the King's harbour master, remove to such position as he shall direct. If from having no crew on board or from any other cause the vessel does not remove as directed, the King's harbour master may remove the said vessel and recover the expense incurred in so doing from her owner.

11.—No merchant or other private vessel shall be breamed in any part of the harbour without the written permission of the King's harbour master.

12.—[Identical with Rosyth, No. 13, *ante*, p. 382.]

13.—[Identical with Rosyth, No. 14, *ante*, p. 382.]

## SECOND SCHEDULE.

### SIGNALS FOR DREDGERS.

[Identical with Berehaven, Lights and Signals for Dredgers, *ante*, p. 112.]

### PENALTIES.

NOTE.—The master of every merchant or other private vessel to which the Rule in this Schedule relates, must observe and cause to be observed the provisions of this Rule, as far as they relate to his vessel, and any such master by his wilful default infringing or causing any infringement of any of the provisions of this Rule is guilty of a misdemeanour.

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## SCHELDT.

*Regulations relating to the navigation of the Belgian portion of the River Scheldt below "Melkhuis," the upper end of the quays of Antwerp, made by Leopold II., King of the Belgians, 27th July, 1892.*<sup>1</sup>

## CHAPTER I.

## GENERAL RULES.

*Article 1.*—From the 1st day of September, 1892, inclusive, sea-going vessels and vessels intended for inland navigation are subject, when on the River Scheldt below the beacons<sup>2</sup> placed on the right bank, called locally the "Melkhuis,"<sup>3</sup> to the following Regulations for Prevention of Collisions.

For the purposes of the application of these Regulations it shall be deemed:

Every vessel intended to navigate the sea shall be considered a sea-going vessel, and every vessel not intended to navigate the sea shall be considered a vessel of inland navigation.

Every vessel, also a steam vessel, when under sail, and not under steam, shall be considered a sailing vessel, and every vessel under steam, whether under sail or not, shall be considered to be a steam vessel.

The period between sunrise and sunset, to be deemed to be daylight.

The period between sunset and sunrise, to be deemed to be night.

*Article 2.*—The contents of the directions of these Regulations do not prevent the maintenance of special Rules fixed by the competent authority, in respect of the navigation of a roadstead, or of some other stretch of water.

*Article 3.*—The Rules fixed by these presents do not absolve either the vessel nor its owner, master, or crew, from the consequences resulting from any neglect in the carrying of lights, in the making of signals, the keeping of a good look-out, or from the neglect of such measures of precaution as are required by good seamanship, or in

<sup>1</sup> The Editors are indebted to M. L. Meidell-Dahle for the translation of these Regulations.

<sup>2</sup> They consist of two direction poles provided with a board bearing the inscription, in white letters on a blue ground, "Melkhuis."

<sup>3</sup> Up to the Dutch frontier—modified by Royal Decree of the 10th day of October, 1905 (see *post*, p. 396).

consequence of the special circumstances in which the sea-going vessel, or the vessel for inland navigation may find themselves, ought to be observed.

*Article 4.*—In the application of these Rules, the captains of sea-going vessels and the masters of vessels for inland navigation must pay due regard to the requirements of good seamanship, and pay special care to circumstances requiring deviation from the Rules contained therein.

## CHAPTER II.

*Directions in regard to the carrying of lights and the making of signals.*

### SEA-GOING SHIPS.

*Article 5.*—The sea-going vessels make signals and carry the lights prescribed for the navigation at sea.

Nevertheless, in respect of the navigation to which this Regulation is applicable, small sea-going vessels and uncovered vessels, which are unable to carry the green and the red side lights on each side of the vessel, will be deemed to be vessels for inland navigation, consequently they must observe, in respect of the lights and signals, the Rules relating to vessels for inland navigation.

### VESSELS FOR INLAND NAVIGATION.

*Article 6.*—The vessels for inland navigation shall carry at night, whatever the condition of the weather may be, the lights prescribed in the following Articles. The carrying of other lights is prohibited to them.

*Article 7.*—(1) Every steam vessel under way must carry:

- (a) On or before the foremast at a height above the hull of not less than the width of the vessel, but in no case lower than 3 metres, a lantern, which shows a uniform and unbroken clear white light, either showing all around, or at least over an arc of the horizon of 20 points of the compass, and in the latter case placed in such a position that it shows a light over at least 10 points on either side of the vessel—to wit, from right ahead to 2 points abaft the beam on either side.

During a dark night with a clear atmosphere the light must be visible at a distance of not less than 2 nautical miles (3,704 metres).

- (b) On the starboard side, a lantern which shows a uniform and unbroken green light over an arc of the horizon of 10 points of the compass—namely, from right ahead to two points abaft the beam.
- (c) On the port side, a lantern which shows a uniform and unbroken red light over an arc of the horizon of 10 points of the compass—namely, from right ahead to 2 points abaft the beam.

The lights mentioned, sub. (b) and (c), must be visible during a dark night, with a clear atmosphere, at a distance of not less than 1 nautical mile (1,852 metres). They must be placed in such a manner that the port, or red light, cannot be seen from the starboard side, or the starboard, or green light, cannot be seen from the port side.

On small steam vessels these lights may be carried in one lantern at the bow, provided the foregoing requirements as to visibility are complied with.

(2) Every steam vessel must carry during the course of any towing service, apart from the lights described hereinabove, a second white masthead light.

This light must agree in every respect with the masthead light described, sub. (a), and must be suspended at a distance of not less than 0·50 metre, and not more than 1 metre perpendicularly above the first-mentioned light.

*Article 8.*—All vessels which are under sail, adrift, or are being towed, rowed, or pushed with a pole, must carry a clear white light on the main head. The light of vessels which are under sail, or are being towed, must during a dark night be well visible at not less than 1 nautical mile (1,852 metres).

Vessels with lowered mast must carry the light at a height of not less than 3 metres above the hull. On vessels without a mast, the light must be attached in such a position that it is duly visible from all sides.

Sailing vessels shall carry, instead of the masthead light above stipulated, the side lights mentioned in Article 7.

*Article 9.*—Fishing vessels, which are lying yoked to the nets, must carry a clear white light at the bow.

*Article 10.*—Rafts, irrespective whether they are lying still or under way, must carry two clear white lights hoisted next to one another at the forward part and the stern part, on the side of the fairway, with not more than 4 and not less than 2 metres space between them, and not lower than 4 metres above the raft.

*Article 11.*<sup>1</sup>—Vessels lying at anchor or moored in any fairway may not carry lights which are prescribed for vessels under way. Such vessels shall carry in such a position where it can best be seen, although not lower than 3 metres and not higher than 6 metres above the hull, a clear white light, which is visible all round the horizon.

During a dark night, with a clear atmosphere, this light should be visible at not less than 1 nautical mile (1,852 metres).

This article is not applicable to vessels in respect of which navigation is held up in consequence of ice or other causes:

- (1) In fairways wherein the traffic is obstructed by ice, or through some other causes.
- (2) To a vessel lying at a properly lighted, loading, or discharging berth.

*Article 12.*—Dredger vessels, working vessels, and the like, must indicate all their anchors which are leading out into or near the fairway by a red tun buoy, provided at night with a clear white light.

This obligation, as far as side anchors are concerned, applies to all vessels which have such anchors leading out into or near the fairway.

In the event of it not being possible to indicate the anchors or side anchors at night by a light, the vessel shall carry the lights prescribed in the last paragraph of Article 13 in cases of vessels marking wrecks.

*Article 13.*<sup>2</sup>—A vessel which is aground in the fairway, or in consequence of any other cause is unable to manœuvre, shall, during the day, carry the flag in a waft, and shall not carry at night the lights which are prescribed in respect of vessels that are under way, but must carry instead, thereof, the light stipulated in Article 11, and perpendicularly above this with an interval of not less than 0·50 metre

<sup>1</sup> Paragraph 1 of this Article has been amplified as follows by Royal Decree of the 5th day of February, 1900 :

“Vessels employed by the toll service, lying still, however, should carry a red light instead of a white light.”

<sup>2</sup> This Article has been amplified as follows by Royal Decree of the 26th day of June, 1898 :

“If the administration deems it necessary the stranded vessel or any other dangerous obstruction shall be indicated by a flat, green-painted buoy, on which at night is placed a bright white light with a bright green light above it.

“Nevertheless, in the event of these signals constituting in themselves a danger to navigation, the administration shall be competent to prescribe such measures as may be necessary, and may confine itself to make known by means of a notice to navigators the existence of the wrecks or obstructions in question.”

and not more than 1 metre, a red light which complies with the requirements prescribed in respect of the white light.

A similar Rule obtains in respect of wrecks; if the lights cannot be hoisted on the wreck itself they are shown by a wreck-marking vessel.

If the vessel is placed alongside of the wreck or of any other dangerous spot, then she shall carry, apart from the lights hereinabove set forth, a red light at the side where the fairway is obstructed. During the day these lights shall be replaced by black balls.

*Article 14.*—On all vessels, whether they are under way or stopped, which are approached by another vessel in a direction in which their light or lights cannot easily, or cannot at all, be seen, temporarily a clear white light must be shown in such a position that the same may be observed on the approaching vessel in good time.

*Article 15.*—If, owing to fog, blizzard, or other causes, good visibility is impeded, both by day and by night, the following signals shall be made:

- (a) A steam vessel under way shall give on the steam whistle long blasts at intervals of not more than two minutes.
- (b) Every other vessel which is under way shall make short blasts on the foghorn with short intervals.
- (c) Vessels lying at anchor shall cause the bell to be rung at least every minute, and likewise when sound signals indicate the approach of other vessels, or when a similar sound be heard.

Where in this and in the following Articles mention is made of a long blast, thereby is meant a sound signal of a duration of at least five seconds. By short blasts are meant sound signals of a duration of not longer than two seconds.

*Article 16.*—Steam vessels which approach each other in sight of one another with risk of collision, should indicate their manœuvres by the following signals:

One short blast to indicate: "I am directing my course to starboard."

Two short blasts to indicate: "I am directing my course to port."

Three short blasts to indicate: "I am working my engines full speed astern."

If a vessel is unable to manœuvre, she is entitled to make this known by four short blasts; which signal in that case indicates both to steamship and to sailing ships: "You must give way; I am unable to manœuvre."

*Article 17.*—For the purpose of signalling between the master of a tug and the master of a vessel being towed, both shall use a red flag with a white square in the centre.

*Article 18.*—As signals to be made by the said flag are fixed:

The flag at top on the tug indicates that the engine will be worked at full speed, and on the vessel being towed a request, or approval, that the engines will be worked at full speed.

The flag at half-mast on the tug indicates that the engine will work only at half-speed, and on the vessels being towed a request, or approval, that the engines will be worked at half-speed.

The flag lowered altogether on the tug indicates that the engines will stop at once, and on the vessels being towed a request, or approval, for the immediate stopping of the engines.

### CHAPTER III.

*Regulations as to the navigation and the manœuvring applicable to all vessels (seagoing vessels, and vessels for inland navigation).<sup>1</sup>*

*Article 19.*—Every steamship approaching another vessel must, if there is risk of collision, ease her speed, or if necessary stop, and cause the engines to be worked astern.

*Article 20.*—If a good view is obstructed in consequence of fog, blizzard, or other causes, seagoing vessels and vessels for inland navigation shall ease their speed to such an extent as the circumstances require.

*Article 21.*—Steam vessels shall cause the engines to be stopped before boats are allowed alongside for purpose of embarkation or disembarkation.

Boats which convey passengers shall not approach steamships otherwise than if the engines are stopped.

Steamships shall only resume their speed when boats are at a safe distance away.

*Article 22.*—Vessels which are under sail, or steam, or which are being towed or rowed, must, if they approach each other from opposite directions, or almost opposite courses, thereby running a risk of

<sup>1</sup> See also *post*, p. 396, for Rules for vessels of great length and draft.

collision, both vessels shall keep to the starboard side for the purpose of avoiding such collision, and pass each other port side to port side.

*Article 23.*—When two sailing vessels approach one another on crossing courses, so as to involve risk of collision, they shall observe the following Rules:

- (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.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the vessel which has the wind on the starboard side.
- (d) When both are running free with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of every other sailing vessel.

*Article 24.*—When two steam vessels approach one another on such courses that keeping to these courses would involve risk of collision, the vessel which has the other on her starboard side must give way.

When a steam vessel and a sailing vessel approach one another on such courses that this involves risk of collision, the steam vessel shall give way to the sailing vessel.

*Article 25.*—At places where the fairway constitutes strong curves, all steam vessels must keep to that side of the fairway which lies on their starboard hand, and sailing vessels, if the direction of the wind permits it, to the middle of the fairway, or the starboard shore.

*Article 26.*—When steam vessels are keeping to the starboard side of the fairway, all other vessels, excepting the steam vessels referred to in the first paragraph of Article 27, shall avoid getting between steam vessels and the shore to which same are keeping.

Steam vessels which are unable to keep to the starboard bank must give way for tacking vessels.

*Article 27.*—A steam vessel which comes up with or overtakes another steam or sailing vessel, must keep the vessel which is being passed on the port side.

If a sailing vessel comes up with, or overtakes another vessel, then the former must pass to windward.

The vessel overtaken is bound to leave room for the overtaking vessel,<sup>1</sup> and if carrying sails to reduce the sails according to circumstances.

A vessel which comes up with another vessel and desires to pass her, shall at a distance of at least 200 metres make his intention known to her by hailing, shouting, or by a prolonged blast on the steam whistle. If necessary, this signal shall be repeated.<sup>2</sup>

*Article 28.*—If circumstances compel any vessel to deviate to port, she shall, in this respect, not be bound by the Rules of Articles 22, 25, and 27, first paragraph, and shall make her intention known in good time during the day by showing a blue flag in a properly visible place, at night by two short blasts repeated time after time. Moreover, in the cases of deviation from the Articles 22 and 25, the speed must be reduced considerably.

*Article 29.*—When two vessels meet in a narrow channel, or in a bend, and the passage of which is so narrow that the passing through of the two vessels at the same time would give rise of danger, the vessel going upstream must wait until the vessel going downstream has passed through the narrow channel or bend.

*Article 30.*—Vessels are bound to make way for vessels which drift with the current. In the case of there not being sufficient room, the vessel drifting with the current shall make room by the assistance of anchors or oars.

*Article 31.*—It is prohibited to allow a vessel to drift athwart the stream in narrow channels.

*Article 32.*—Rafts may not navigate otherwise than if towed by steam.

*Article 33.*—When one of two vessels shall make way in accordance with the foregoing Rules, the other shall keep her course.

## CHAPTER IV.

### SPECIAL RULES.

*Article 34.*—For the conveyance of gunpowder and other dangerous materials special Rules are applicable.<sup>3</sup>

<sup>1</sup> She must not push her so far over that she runs aground (*Independence v. G.E.R. Co.*, [1920] 5 Ll. L. R. 37).

<sup>2</sup> Cf. *The Bayramento* (1920), 5 Ll. L. R. 272.

<sup>3</sup> The lights to be carried by vessels which are engaged in this class of conveyance are fixed as follows by the Royal Decrees of the 29th day of October, 1894 (Article 177), and of the 25th day of October, 1897:

“On board of the vessels for inland navigation there shall neither be light, nor fire.

*Article 35.*—Steam vessels shall reduce their speed, and if necessary stop, if by doing so no immediate danger for them is involved, as long as they are in the vicinity of—

- (1) Boats, landing stages, or vessels, for which the wash would supply a danger.
- (2) Dredging vessels.
- (3) Lighters engaged in raising wrecks, or in any other work.
- (4) Vessels laden with gunpowder, or all other explosive materials.
- (5) Works in the course of execution, either at the bed of the river or on the bank.

*Article 36.*—In deviation of the Rules of these Regulations,<sup>1</sup> vessels moored to the quays of Antwerp shall carry an anchor light.

Lighters lying alongside vessels moored to the said quays shall also show anchor lights; if two lighters are lying abreast alongside the vessel, the light is shown on the outside lighter.

*Article 37.*—It is prohibited to anchor in narrow fairways or in bends, in the guiding lines of the lights, and in the proximity of landing stages for passengers.

It is prohibited to vessels of small draft, as also to rafts, to anchor in the fairway.

*Article 38.*—Violations of the provisions of these Regulations shall be punished in accordance with the law of the 6th day of March, 1818 (*State Gazette*, No. 12).

*Article 39.*—All previous provisions in respect of the navigation of the River Scheldt below the “Melkhuis”<sup>2</sup> are withdrawn as from the 1st day of September, 1892.

“Nevertheless, on the navigable waters generally the vessels either under way or stopped shall carry, apart from the ordinary lights prescribed, from sunset to sunrise and in a permanent manner during fog, three lights fixed to the mast and placed perpendicularly the one above the other, at a distance of at least one metre from each other, the uppermost and lowermost ones to be white and the centre one red. These lights must be visible right round the horizon at a distance of at least one nautical mile.

“The various lights mentioned above shall be placed within closed lanterns without mineral oil. They are lighted and extinguished at a distance from the vessel.

“*Article 188.*—Every vessel must carry, apart from the clearly visible white notification board prescribed by Article 170 (indicating the correct nature of the cargo in big black letters of at least 30 centimetres wide), a red flag which is used in navigation to indicate all dangerous substances. This flag must be flying at least three metres above the deck.”

<sup>1</sup> See Article 11 (2), *ante*, p. 390.

<sup>2</sup> To the Dutch Frontier.

*On 10th October, 1905, by Royal Decree, the application of the above Rules was extended as follows :*

From the 1st day of November, 1905, inclusive, the provisions of our aforesaid Decree of the 24th day of July, 1892, shall be applicable to the portion of the River Scheldt, which extends downstream to a point situated at 1 kilometre above the Antwerp Quays.

*Modification of the Regulations relating to the navigation of the Belgian portion of the River Scheldt below the upper end of the quays of Antwerp, made by Royal Decree, 28th May, 1909.*

*Article 1.*—In accordance with modification of the Regulations relating to the navigation, the lights, and signals fixed by virtue of our Decree of the 24th of July, 1892, vessels that are navigated, which in consequence of their great length or their great draft cannot easily give way to other vessels, may, provided they have a licensed pilot on board and according to his judgment, carry on the Belgian portion of the River Scheldt, below the upper end of the roadstead of Antwerp, the special signals which are indicated hereinafter in Article 3.

*Article 2.*—The length and the draft to which reference is made in the previous Article will be fixed, according to the condition of the navigable channels, by the pilot service, and will be brought to the knowledge of the navigators.

*Article 3.*—The signals provided for in Article 1 are :

- (a) During the day, at the foremast head, a black ball of at least 0·65 m. diameter, and at least 1 m. in height.
- (b) During the night one red light, which is visible all round the horizon, and for a distance of at least 2 nautical miles.

The red light must, in the event of the vessel carrying only one masthead light, be carried at least 4 metres above the said light, and at least 4 metres above the uppermost masthead light, in the event of the vessel carrying two masthead lights.

In the event of use being made of either of the above-mentioned signals, the same must be shown :

On the vessels ascending the river, as soon as they reach the Belgian portion of the river.

On the vessels descending the river, as soon as they leave the quays or pass out of the docks.

The signal shall be removed as soon as the vessel comes to anchor, and shall be put up again at the moment the vessel gets under way.

*Article 4.*—Every vessel which is under way, and which does not carry either of the signals mentioned in the previous Article, must give way to a vessel carrying such a signal.

*Article 5.*—A vessel which has in tow a ship carrying one of the signals described in Article 3, or which assists such a vessel, must also carry this signal, but the red light must be placed at least 1 metre above the uppermost masthead light.

*Article 6.*—If two vessels carrying one of the signals fixed by virtue of Article 3 approach each other, they must both conduct themselves according to the Regulations relating to the giving way and the manœuvres prescribed by virtue of the Royal Decree of the 24th of July, 1892, in respect of the navigation of the portion of the River Scheldt situate below the upper end of the roadstead of Antwerp.

*Article 7.*—By virtue of this Decree, the Decree of the 25th of January, 1909, in accordance with which special signals are introduced in respect of vessels of great length, or of great draft navigating in the Belgian portion of the River Scheldt is cancelled.

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## SHOREHAM (SUSSEX).

*Bye-laws made by the Shoreham Harbour Trustees under the New Shoreham Harbour Act, 1876, and the Harbours, Docks, and Piers Clauses Act, 1847, and allowed, 1st February, 1877.*

1.—The master of any vessel entering the harbour or dock shall properly moor the said vessel under the direction of the harbour master or his assistant, and shall take care, whilst the vessel is so moored, that there are at all times a proper buoy and buoy rope to every anchor ordered to be laid out for moorings, and that all booms and boom irons are taken off the yards, and that the jib and mizzen booms are rigged in, and the yards topped up.

2.—The master of any vessel entering or moored within the harbour or dock shall not on any account allow the anchors of such vessel to hang a'cock-bill, but shall have the anchors taken in clear of the gunwale, or hanging to the hawse pipe by the cable chain.

9.—All steam vessels shall ease their engines, and they, as well as all other vessels, keep well clear when passing the dredgers, or other craft, or machinery engaged upon works belonging to the Trustees; and when the dredgers, or other craft, or machinery are at work the engines of such steam vessels shall be made to go dead slow; such easing shall commence at a point at least one hundred yards before reaching such dredgers, or other craft, or machinery, and continue for fifty yards after passing the same, and while the said dredgers, or other craft, or machinery are at work, a white flag shall be hoisted at least six feet above the highest part of every vessel or machine so employed.

10.—When the dredgers are in such a situation that any of the working chains are taut so as to be dangerous to passing vessels, the master of the dredger shall in the daytime hoist a red flag, and at night-time a red light on the side of the dredger where the danger is, as a warning to passing vessels to proceed on such opposite side accordingly. These red signals to be hoisted on the main framing, and not less than five feet clear of the side of the dredger, and to be taken down whenever the danger has ceased.

11.—Every steam vessel having any vessel in tow shall attend upon the said vessel until the same is properly moored or secured.

13.—No steamboat shall navigate the harbour or dock at a greater speed than four miles an hour, and the master of any steamboat entering or being in the harbour or dock for the purposes of towing shall cause the same to take its turn as appointed by the harbour master, and shall not, without his permission, tow more than one vessel at once into or out of the harbour or dock, nor without the permission of the harbour master shall any vessel be allowed to approach within two hundred yards of the lock when any other vessel is being locked.

*Bye-law as to Vessels carrying Explosives made 15th May, 1887.*

10.—The master of every ship or boat conveying, loading, or unloading explosive shall, during the time such ship or boat remains in the harbour, hoist and keep hoisted, from sunrise to sunset, a red flag from the masthead, and from sunset to sunrise shall exhibit a red light from the masthead.

**SOUTHAMPTON.**

*The following bye-laws were made by the Southampton Harbour Board in pursuance of the Southampton Harbour Acts, 1863 to 1900, and the Acts incorporated therewith, on the 18th September, 1894, the 29th November, 1898, and the 22nd September, 1921.*

**I. PRELIMINARY.**

“The harbour” means the Port of Southampton, as defined by the fifth section of the Southampton Harbour Act, 1887.

“The port” shall mean all within or to the northward of an imaginary straight line drawn from Stansore Point on the western side of the entrance to Southampton Water to Hillhead on the eastern side, and including the whole of the Southampton Water and the River Hamble up to Bursledon Bridge, the River Itchen up to Woodmill, the River Test up to the Causeway at Redbridge, and the Eling River up to Eling Causeway, and also such docks, basins, quays, and works as have by any Act of Parliament been declared to be within or to form part of the Port of Southampton.

“River Hamble” means from the junction of that river with the Southampton Water at Hamble Point Buoy up to Bursledon Bridge.

“River Itchen” means within a line drawn from Weston Shelf Buoy to the southernmost part of the dock extension up to Woodmill.

“River Test” means that part of the harbour from the before-mentioned southernmost part of the dock extension to the Causeway at Redbridge; and the “Eling River” from its junction with the Test to Eling Causeway.

“Vessel” means any ship, lighter, keel, barge, boat, raft, or craft, or any other kind of vessel whatsoever, whether navigated by steam or otherwise.

1.—The master of every vessel and the owner thereof shall severally be responsible for the due performance and observance as regards such vessel of such of the following bye-laws as shall apply to such vessel, and when any vessel shall be under the direction of any pilot, such pilot shall also be responsible for such performance and observance, but without relieving the master and owner of their responsibility.

2.—Every person, including those mentioned in the last preceding clause, who shall make default or breach in the performance or observance of, or offend against, or contravene any of the following bye-laws, shall for every such default, breach, or offence, forfeit and

pay to the Board a sum not exceeding 5*l.*; but where by statute any other penalty is imposed for such or the like default, breach, or offence, such other penalty shall be substituted for the said 5*l.*, and it is expressly declared that the imposition and payment of any penalty shall not affect the liability of any person or vessel to answer in damages for any injury to any property or person arising from such default, breach, or offence, as aforesaid.

## 2. AS TO NAVIGATION AND MOORINGS.

3.—Every master or other person having the charge or command of any vessel coming into or lying in the said harbour, or alongside, or at the quays, pier, public landing places, or hards there, shall station, place, and moor such vessel at such place only as the harbour master for the time being, of the said port of Southampton, shall appoint and direct; and shall remove, unmoor, and alter the station of such vessel as the harbour master shall at any time require, and shall in all things conform himself to the orders and directions of the said harbour master.

4.—Every person having the charge or command of any vessel coming to or laying alongside any quay or quays within the harbour, shall before and during all the time such vessel shall lay or be moored, or be stationed at or near any of the said quays, have the anchors of the said vessel stowed, the jibboom in, the lower yards topped or braced sharp up, and all other projections stowed within the rail of the said vessel.

8.—Every vessel navigating the harbour from sunset to sunrise shall carry the regulation lights as provided by the Merchant Shipping Act.

1.<sup>1</sup>—All vessels anchoring in the River Test off the town shall keep within the boundary line on the west or Gymp side, as shown on the annexed plan, and no vessel shall anchor in the fairway in any other part of the harbour, including the Test, Itchen, and Hamble Rivers, or act in such a manner as to obstruct navigation, except under special circumstances with the sanction of the harbour master.

2.<sup>1</sup>—Upon every vessel moored or at anchor within the harbour seaward of a line drawn between Hythe Pier and the southern extremity of the dock head (but exclusive of Hamble River inside Hamble Spit Buoy), there shall from sunset to sunrise be exhibited, where it can best be seen, a bright white light in a globular lantern of eight inches in diameter. Every vessel in the same area when at anchor shall,

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<sup>1</sup> Made the 22nd September, 1921.

between sunrise and sunset, carry in the forward part of the vessel a black ball, not less than two feet in diameter, and at or near the stern of the vessel another such ball. The forward ball shall be carried at such a height as to be clear of the superstructure or other erections other than the funnel of the vessel, but in no case less than 20 feet above the hull, and the stern or after ball shall not be less than 15 feet lower than the forward ball. Provided that in the case of a vessel of less than 500 tons gross register one such black ball only may be carried at a height above the gunwale of not less than 9 feet.

3.<sup>1</sup>—Sailing vessels must not make use of the deep-water channel in such a way as to cause obstruction to the large steam vessels using the port.

4.<sup>1</sup>—When any mechanically propelled vessel is turning round, or for any reason is not under command and cannot get out of the way of an approaching vessel, or when it is unsafe or impracticable for such first-mentioned vessel to keep out of the way of any other vessel, she shall signify the same by four blasts of the steam or other authorised whistle in rapid succession, each to be of about one second's duration.

5.<sup>1</sup>—Subject to the provisions of Bye-laws Nos. 3 and 4 hereof, every vessel crossing the harbour, including the Test, Itchen, and Hamble Rivers, and every vessel turning shall be navigated so as not to cause obstruction, injury, or damage to any other vessel.

6.<sup>1</sup>—A vessel shall not be allowed to drift in any part of the fairway or dredged channel.

11.—The speed of any steamer in the harbour passing any works in progress or any dredger or other craft employed in the execution of works, authorised by the Board, shall be slackened so as to prevent such works, dredgers, or craft being damaged or interrupted.

12.—The mooring buoys of the Board in the River Itchen shall not be used by sailing vessels exceeding one thousand tons net register; nor those in the River Test, off Marchwood, by any vessels exceeding five hundred tons net register.

18.—When a vessel is to be launched from any yard or place within the harbour, the builder or other person in charge of the vessel shall give the harbour master at least forty-eight hours' notice in writing of the day and hour at which the launch is to take place. The builder shall place a boat showing a red flag 100 yards below the course of the vessel, and another boat with red flag 100 yards above

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<sup>1</sup> Made the 22nd September, 1921.

the course of the vessel, to the satisfaction of the harbour master; and during the time such flags are exhibited, no vessel shall pass the flags, either up or down.

19.—(e) No vessel propelled by steam or mechanical power shall proceed in any direction at a greater speed than six knots per hour above or to the northward of an imaginary line drawn from Hythe Pier to the Weston Shelf Gas Buoy.

*Bye-law made by the Southampton Harbour Board in pursuance of the Petroleum Act, 1871 (34 & 35 Vict. c. 105).*

1.—Every ship carrying petroleum to which the said Act applies, shall on entering the Southampton Water, and so long as she has any petroleum on board, exhibit and keep hoisted a square red flag at the masthead, and such vessels shall not be allowed to pass above or to the northward of Cadland Beacon.

*Bye-law as to vessels carrying explosives sanctioned by the Board of Trade, 27th July, 1876.*

1.—Every ship carrying, loading, or unloading explosive as merchandise within the jurisdiction of this Board, or so long as she has any such explosive on board, shall exhibit and keep hoisted a square red flag at the mainmast head, and such vessels shall not be allowed above or to the northward of Cadlands (Fawley) Beacon, and shall be moored as the harbour master may direct. The master of any ship with explosive on board (other than explosive of the 1st Division of the 6th Ammunition Class) entering the jurisdiction of the Board shall immediately give notice to the harbour master.

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**SUEZ CANAL.** See post, p. 53.

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**SUIR, RIVER (IRELAND).**

See also **WATERFORD**, post, p. 514.

*By Orders in Council, dated 28th November, 1887, and 10th November, 1886, made in pursuance of the Merchant Shipping Act Amendment Act, 1862, the following lights and signals are to be carried by vessels (river craft) navigating within the following limits—viz. :*

All the space commonly called the River Suir, being within the flux and reflux of the tide, within the following limits—that is to say, from Granagh Castle to the old Bridge of Carrick, including the tributary streams known as Killoteran or Mount Congreve Pill, Kilmeaden or Phelan's Bridge Pill, Clodagh River or Portlaw Pill, Pouldrew Pill, Piltown Pill or River, Lingawn River, and Ballylirch Channels;<sup>1</sup> and all the space commonly called the River Suir, being within the flux and reflux of the tide, within the following limits—that is to say, from Granagh Castle to the Hook Lighthouse, including all the space between the junction of the Ross River with the said River Suir and the said Hook Lighthouse, and from Bilberry Rock to Swiny Head, in the county of Waterford, including Saint Katherine's, commonly called Saint John's Pill.<sup>2</sup>

1.—All barges, lighters, and other river craft in the River Suir within the limits above described (except such craft as may be moored or at anchor at or opposite to Carrick-on-Suir Quay) shall, between sunset and sunrise, whether at anchor or under way, exhibit in the bows or on the mast an all-round white light of sufficient power to be distinctly visible on a dark night, with a clear atmosphere, at a distance of at least one mile.

2.—The person in charge of every lighter, barge, or other river craft under way, and showing the white light, shall dip said light repeatedly on the approach of any vessel or steamer in sufficient time to prevent a collision.

3.—All steam tugs and steam barges, and all sea-going vessels (except such as may be moored or at anchor at or opposite to Carrick-

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<sup>1</sup> Order in Council, 28th November, 1887, *London Gazette*, 1887, p. 6707.

<sup>2</sup> Order in Council, 10th November, 1886, *London Gazette*, 1886, p. 5447.

on-Suir Quay) shall carry and exhibit, between sunset and sunrise, within the limits above described, the lights required by the Regulations for Preventing Collisions at Sea.

4.—(Imposes a penalty not exceeding 5*l.* for any breach of the above rules.)

## SUNDERLAND, PORT OF (RIVER WEAR).

*Bye-laws relating to vessels carrying petroleum as cargo, sanctioned by the Board of Trade, 15th September, 1919.*

4.—The master of every petroleum ship shall, on nearing the harbour and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square and by night a red light at the masthead (or, if the said ship has no mast, at the head of a staff erected on the ship and at least 15 feet high measured from the highest deck) in addition to any navigation or other light required by any law or rule.

### Sunderland Dock.

*Bye-laws made by the Directors of the Sunderland Dock Company, by virtue of the Sunderland Dock Act, 1855, allowed by the Justices at Quarter Sessions, 4th January, 1858.*

3.—That the pilot, master, mate, or other person having the charge or command of any vessel entering the dock, shall cause such vessel to drop in or be towed in by a steamboat; and such vessel shall in no case enter under sail, but shall have the jibboom and flying jibboom close in, and all boom irons and booms off the yards, the lower yards peaked, and topsail yards hoisted up, and all outriggers taken in, and the anchors stowed on deck, under a penalty of 5*l.*

4.—That the pilot, master, mate, or other person having the charge or command of any vessel entering the dock, shall take the same through the entrances of the half-tide basin in the order of its arrival within the buoys of the tidal harbour, and shall not attempt to place such vessel inside the buoys, if other vessels have previously brought up, but bring it to its berth in due succession on the outside, unless the dock master shall expressly direct that such vessel shall take an inside berth, under a penalty of 5*l.*

5.—That the pilot, master, mate, or other person having the charge or command of any vessel entering the dock, shall proceed with such vessel to such mooring place as the dock master may direct, and such vessel shall not leave such mooring place for any purpose whatever without having first obtained leave of the dock master, under a penalty of 5*l.*

6.—That the master of any vessel who suffers such vessel to enter the dock without having a pilot or being himself on board, shall be liable to a penalty of 5*l.*

7.—That the pilot, master, mate, or other person having the charge or command of any vessel whilst being towed in or out the dock, shall have a tow rope out of each bow of such vessel properly secured on board the steamboat, and always have a boat properly manned in attendance, under a penalty of 5*l.*

16.—The person in charge of any raft of timber or keel about to leave the dock, must have the same moored near to the dock gates, to be ready to leave as soon as the gates are opened, and such raft or keel must on no account be moved when ships are entering or leaving the dock, under a penalty of 5*l.*

17.—The master or other person having the command or charge of any steamboat entering the dock for the purpose of towing, shall cause the same to take its turn on entering as appointed by the dock master or his assistants, and shall on no account bring any steamboat into the dock with any refuse, dirt, or rubbish on or about the paddle-cases, under a penalty of 5*l.*

18.—No steamboat is allowed to navigate the dock at a greater speed than two miles an hour, under a penalty, on the master, mate, or other person having the command of such steamboat, of 5*l.* for every such offence.

20.—The master, mate, or other person having the command or charge of any steamboat towing any vessel from her moorings before the proper signals are hoisted, shall be liable to a penalty of 5*l.*

21.—No steamboat is allowed to tow into or out of the dock more than one vessel at once without the permission of the dock master, under a penalty, on the master, mate, or other person having the charge or command of such steamboat, of 5*l.* for every such offence.

22.—No boats are allowed to be moored at the stairs or any of the landing places at the dock; and any boats found so moored by the dock master or his assistants will be cast adrift outside of the dock gates.

**SWANSEA HARBOUR.**

*Bye-laws made by the Swansea Harbour Trustees, by virtue of the Harbours, Docks, and Piers Clauses Acts, 1847, and the Swansea Harbour Act, 1919.*

**PRELIMINARY.**

The expression "the harbour" shall mean and include the docks, locks, entrance channels, New Cut, harbour, and all other places for the time being within the limits of the harbour, as defined by the Swansea Harbour Act, 1901, and by any Act amending the same.<sup>1</sup>

**LIGHTS AND SIGNALS.***Harbour Lights.*

1.—The fixed red harbour light on the West Pier Head and the fixed green light on the East Pier Head will be exhibited from sunset to sunrise. The fixed white electric light on the Round Head on the western side of the entrance of the King's Dock will be similarly exhibited.

*New Cut.*

2.—All vessels intending to proceed through the New Cut Bridge must show in the starboard forerigging a flag by day and a white light by night. A green light is shown on the bridge when the passage is clear. When a red light is shown by night, or a red flag by day, the passage is foul, and all vessels must bring up to prevent damage.

*North Dock.*

3.—On the east side of the entrance a red signal at the staff head by day, and two horizontal green lights by night, will be shown when the gates of the half-tide basin are open for the admission of vessels, and a red signal half-mast by day, and two horizontal red lights by night, when vessels are leaving the basin or when the entrance is foul.

*South Dock.*

4.—All vessels intending to enter the South Dock Lock must show a flag by day and a white light by night in the port main rigging. A white disc with a black cross by day and a green light by night will be shown at the staff-head when the lock is clear, and a white disc with a black cross at half-mast by day and a red light by night will be shown when the lock is foul.

<sup>1</sup> See *post*, p. 411, for limits of Harbour.

*Prince of Wales Dock.*

5.—All vessels intending to enter the Prince of Wales Dock Lock must show on the forestay a flag by day and over the bow a white light by night. On the eastern side of the entrance a red diamond signal at the staff-head by day, and three green lights in a triangle by night, will be shown when the lock is clear, and a red diamond signal half-mast by day, and three red lights in a triangle by night, when vessels are leaving the lock or when the lock is foul. The outer lock gates will generally be open two hours and a half before and one and a half hours after high water.

*King's Dock.*

All vessels intending to enter the King's Dock Lock must show in the starboard main rigging a flag by day and a white light by night.

The following signals are exhibited on the western side of the entrance lock:

Two black balls placed one at the right and the other at the left end of the signal yard by day, and three green lights in a triangle by night, will indicate that both the lock and jetty are clear.

Three black balls placed one on the left and two on the right end of the signal yard by day, and two green lights and one red light in a triangle by night, will indicate that the lock is clear and the jetty is foul.

Three black balls placed two at the left and one at the right end of the signal yard by day, and two red lights and one green light in a triangle by night, will indicate that the lock is foul and the jetty is clear.

Four black balls placed two at the right and two at the left end of the signal yard by day, and three red lights in a triangle by night, will indicate that both the lock and jetty are foul.

A low red light will indicate that the first half only of the lock is available.

When no black balls are exhibited by day, or when two red lights placed vertically are shown by night, it will indicate that there is danger, and vessels must not make for the lock.

When no signals are exhibited, it will indicate that no further vessels will be passed through the lock on that tide.

*Communication Passage between the King's Dock and Prince of Wales' Dock.*

One black ball by day indicates that ships may enter the communication passage from Prince of Wales' Dock.

Two black balls by day indicate that ships may enter the communication passage from King's Dock.

One red light by night indicates that ships must not approach the communication passage.

One green light by night indicates that ships may enter the communication passage.

When no signal is exhibited the passage is closed to traffic.

*Inner End of King's Dock Lock.*

Arms lowered by day or a green light exhibited by night will indicate that the entrance lock is clear, and ships may approach.

Arms raised by day or a red light exhibited by night will indicate that the entrance lock is foul.

GENERAL.

6.—Every vessel shall observe and obey the Regulations for Preventing Collisions at Sea, made in pursuance of the Merchant Shipping Act, 1894, which may from time to time be in force.<sup>1</sup>

7.—Before entering the harbour every vessel shall have an anchor kept clear and ready for letting go, and whilst in dock so kept with stock awash.

8.—Steam tugs having vessels in tow may tow them through the basins and locks, and all vessels are required to have good and sufficient warps for heaving in, and also check ropes ready before entering the harbour.

9.—No vessel is to be moored or made fast, or laid aground in the fairway of the river or New Cut, or in the entrances of the basins or locks.

10.—Every vessel shall be securely and efficiently moored to the proper mooring posts, rings, and buoys provided for the purpose, and no person shall make fast any rope, chain, or tackle to any building,

<sup>1</sup> As to the application of Article 25 to the entrance channel formed by the East and West Piers at Swansea, see *The Prince Leopold de Belgique*, [1909] P. 103. When vessels are coming out of the docks the rule of good seamanship must be applied (see *ante*, p. 75).

post, pile, coal staith, crane, rail, chain, or other work; and during any gale, strong wind, or stormy weather the master shall effectually secure his vessel by additional ropes, chains, or tackle to the mooring posts, rings, and buoys, and in the manner directed by the harbour master in case any direction respecting the same be given by him.

11.—No ropes shall be made fast to a mooring buoy or placed across the harbour or any dock for the purpose of heaving a vessel from any quay or buoy unless a competent man be in constant attendance on board for the purpose of slacking down the rope for the safe passage of other vessels moving in the harbour or dock.

14.—The master or other person having the charge of any vessel shall moor or place his vessel where directed by the harbour master, and shall move, place, and remove his vessel from time to time under or from any crane, shoot, or drop in accordance with the directions of the harbour master, and shall either himself be on board, or before leaving shall have a proper and competent person to take charge and remain on board in his absence, and shall also keep on board sufficient men to move, look after, and protect the vessel, and sufficient hawsers, tow lines, and other like articles for securely mooring the same.

15.—A watch of at least one person shall be constantly kept upon deck of every vessel day and night.

23.—No vessel shall be navigated or moored or continue to be moored within 100 feet of the northern side of the Anglo-Persian Oil Company's wharf in the Queen's Dock, or when an oil tanker or other vessel is moored at the northern side of the said wharf within 100 feet of such oil tanker or vessel.

41.—No person shall deface or destroy any board or paper within the harbour having thereon any Bye-laws, Notices, Rules, Orders, or Tables of Tolls, or Rates.

*Bye-laws relating to vessels carrying petroleum, as cargo confirmed by the Board of Trade on 1st December, 1917.*

1.—These bye-laws shall apply to all parts of the Harbour of Swansea within the jurisdiction of the Swansea Harbour Trustees, the limits of whose jurisdiction are set forth in the Schedule hereto.

2.—“Petroleum ship” shall mean any ship having on board petroleum as cargo or any ship from which petroleum has been discharged and which has not been certified by the harbour master as being free from petroleum vapour (other than a petroleum barge, as hereinafter defined).

“Petroleum barge” shall mean any barge approved and licensed by the Harbour Authority for the conveyance of petroleum except when the same is empty and certified by the harbour master as being free from petroleum vapour.

3.—The master of every petroleum ship shall on nearing the harbour and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square, or the International Code signal flag “B,” and by night a red light on the masthead, or if the said ship has no mast, on a staff.

5.—The Harbour Authority shall from time to time set apart a portion or portions of the harbour for the landing of petroleum, and may (subject to any agreement or lease setting apart any particular portion of the harbour for the landing of petroleum entered into for any fixed period with any person or company) discontinue any such setting apart, and may from time to time, but subject as aforesaid, make special Rules as to the anchoring, mooring, or moving of petroleum ships in the harbour. Except as provided for in these bye-laws or in any agreement or lease as aforesaid, the master of every petroleum ship shall anchor or moor his ship only at such place as the harbour master shall direct, and subject as aforesaid shall not remove his ship therefrom except for the purpose of leaving the harbour without the written order or permission of the harbour master.

6.—The following General Rules in respect of the unloading of petroleum within the harbour shall be duly observed:

(n) All petroleum barges, while being navigated in and while lying in the harbour, shall show a red flag not less than eighteen inches square, and all tugs towing petroleum barges shall show a similar flag at the masthead. If it become necessary for a petroleum barge to show a red light at night the lamps used for this purpose shall be so designed, constructed, and maintained as to be incapable of igniting inflammable vapour, and shall be approved by the Harbour Authority.

7.—Two or more petroleum ships and/or petroleum barges shall not, except for purpose of transshipment, lie within 100 feet of one another unless, in the opinion of the harbour master, it is impracticable to maintain such distance. No other ship shall be allowed to lie within 100 feet of a petroleum ship or petroleum barge except with the special permission of the harbour master.

## THE SCHEDULE HEREINBEFORE REFERRED TO.

## LIMITS OF JURISDICTION OF THE SWANSEA HARBOUR TRUSTEES.

*The Swansea Harbour Act, 1854, Section 58, provides :*

“ 58.—The Trustees shall be the Conservators of the Harbour of Swansea and the River Tawe and all parts of Swansea Bay included within three imaginary straight lines, one drawn from the root of the Western Pier, and another from the root of the Eastern Pier, and both continued out seaward to dead low-water mark, and the third being of eight hundred yards in length and drawn from the seaward extremity of the first line to the seaward extremity of the second line; and as such Conservators shall have and may exercise the several powers for the improvement, protection, and regulation of the harbour and other the powers relating thereto conferred on them by this Act: Provided always that the Conservancy aforesaid shall not be held or construed to give any jurisdiction or power over Port Tennant as by this Act defined or over any part of the undertaking of the Swansea Dock Company or over any part of the Beaufort Dock.”

*The Swansea Harbour Act, 1901, Section 39, provides :*

“ 39.—The limits of the Harbour of Swansea are hereby extended, and shall include:

“ All that area within a line commencing at a point on the shore at high-water mark of ordinary spring tides eight hundred and eleven yards or thereabouts in a direction  $56\frac{1}{2}$  degrees or thereabouts east of south from the south-western corner of the Burrows Chemical Works, thence proceeding along an imaginary line in a direction  $22\frac{1}{2}$  degrees or thereabouts west of south for a distance of three thousand nine hundred and fifty-two yards or thereabouts, thence along an imaginary line in a direction 63 degrees or thereabouts west of south for a distance of one thousand nine hundred and twenty-five yards or thereabouts, thence along an imaginary line in a direction  $86\frac{1}{2}$  degrees or thereabouts west of north for a distance of five thousand eight hundred and fifty-two yards or thereabouts to a point on the shore at high-water mark of ordinary spring tides (the said several bearings being true and not magnetic bearings), and thence in a northerly, north-easterly and easterly direction along

high-water mark of ordinary spring tides to the said point eight hundred and eleven yards or thereabouts from the south-west corner of the said chemical works,

“ And the Trustees shall be the Harbour Authority for conservancy purposes of the harbour as so extended.”

*Bye-laws as to the loading or export of petroleum flashing under 73 degrees Fahrenheit, confirmed by the Minister of Transport on 23rd January, 1920.*

1.—These bye-laws shall apply to all parts of the Harbour of Swansea, and shall come into force on the first day of February, 1920, as from which date all previously existing bye-laws (if any) relating to the export of petroleum flashing under 73° Fahrenheit are hereby revoked.

2.—“ Petroleum ship ” and “ petroleum barge ” are defined as in Bye-law No. 2 above, p. 409.

3.—The master of every petroleum ship<sup>1</sup> shall, before commencing to load petroleum, and during the time that such ship remains in the harbour, display by day a red flag not less than 3 feet square, or the International Code signal flag “ B,” and by night a red light on the masthead, or if the ship has no mast, on a staff.

4.—[Identical with No. 5 above, p. 410.]

5.—The following General Rules in respect of the loading of petroleum shall be observed:

(n) All petroleum barges, while being loaded and while lying in or being navigated in the harbour, shall show a red flag not less than 18 inches square, and all tugs towing petroleum barges shall show a similar flag at the masthead. If it become necessary for a petroleum barge to show a red light at night the lamps used for this purpose shall be so designed, constructed, and maintained as to be incapable of igniting inflammable vapour, and shall be approved by the Harbour Authority.

6.—[Identical with No. 7 above, p. 410.]

9.—Any person who shall commit a breach of, or who shall offend against, any of the preceding bye-laws shall be liable to a penalty not exceeding 5*l.* for each and every such breach or offence.

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<sup>1</sup> See definition of “ petroleum ship.” Apparently this bye-law will not apply to ships which have no petroleum on board or have not discharged petroleum.

*Bye-laws relating to the discharge and loading of petroleum in bulk which does not flash under 73 degrees Fahrenheit, confirmed by the Minister of Transport on 23rd January, 1920.*

9.—The master of every vessel having petroleum on board shall, during the time that such vessel remains in the harbour, display by day a red flag not less than three feet square, or the International Code signal flag “B,” and by night a red light on the masthead (or if the said vessel has no mast, on a staff). Provided that a barge need not fly a flag larger than 18 inches square.

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## TEES.

In May, 1922, the bye-laws relating to the River Tees were under revision.

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## THAMES, LOWER.

*Bye-laws for the regulation of the River Thames within the limits of the Port of London, made by the Port of London Authority, 13th May, 1914, and confirmed by the Board of Trade, 30th June, 1914.*

The Port of London Authority, in exercise of the powers and authority vested in them by the Thames Conservancy Act, 1894, as amended by the Port of London Act, 1908, and of every other power them thereunto enabling, do make the following bye-laws—that is to say:

1.—All bye-laws made under the provisions of the Thames Conservancy Act, 1894, for the regulation of the navigation of the River Thames and for the management and improvement of the said river and of the lands appertaining thereto, and for the government, good order, and regulation of vessels in or upon the said river, and of persons navigating the same or using the towing paths, piers, landing places, or any of the locks thereof, so far as the same relate to the Thames as herein defined, except the Thames Motor Launch Bye-laws, 1906, for the time being in force, shall, after these present bye-laws have come into operation, be, and the same are hereby accordingly repealed.

2.—These bye-laws may be cited as the Port of London River Bye-laws, 1914, and shall come into operation on the 1st day of August, 1914.

## PRELIMINARY.

3.—These bye-laws shall be applicable to so much of the River Thames as is between an imaginary straight line drawn from high-water mark on the bank of the River Thames at the boundary line between the parishes of Teddington and Twickenham, in the county of Middlesex, to high-water mark on the Surrey bank of the river immediately opposite the first-mentioned point and an imaginary straight line drawn from the London Stone at the entrance to Yantlet Creek in the county of Kent to the City Stone opposite to Canvey Island in the county of Essex, including so much of the River Lee and Bow Creek respectively as are below the south boundary stones in the Lee Conservancy Act, 1868, mentioned, and all locks, cuts, and works within the said portions of rivers and creeks; but not to any dock, lock, canal, or cut existing at the passing of the Thames Conservancy Act, 1894, and constructed under the authority of Parliament and belonging to any body corporate established under such authority, or to any bridge over the River Thames belonging to or vested in any county council or municipal authority or to or in any railway company.

4.—In these bye-laws every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether also under sail or not, is to be considered a steam vessel.

5.—In these bye-laws the words and expressions hereinafter mentioned shall have the meanings hereby assigned to them respectively unless there be something in the subject or context repugnant to such construction—viz.:

The expression "Port Authority" means the Port of London Authority.

The expression "the Thames" or "the river" means and includes that part of the River Thames to which these bye-laws are made applicable by the provisions of Bye-law 3.

The word "vessel" includes any ship, lighter, keel, barge, launch, houseboat, pleasure or other boat, randan, wherry, skiff, dingey, shallop, punt, canoe, yacht, raft, float, float of timber, or craft whatever, whether navigated by steam or otherwise.

The word "lighter" means any dumb barge or other like craft for carrying goods, or any sailing barge with her masts and gear lowered on deck.

- The expression "steam vessel" includes any vessel propelled by machinery.
- The expression "steam launch" applies to a steam vessel not being used solely as a tug or for the carriage of goods, and not being certified by the Board of Trade as a passenger steamer to carry two hundred or more passengers.
- The expression "under steam" means under steam, electricity, or other mechanical power.
- The expression "steam whistle" includes any efficient whistle or siren sounded by steam or some substitute for steam and approved by the Port Authority.
- The expression "short blast" means a blast of about one second's duration.
- The expression "prolonged blast" means a blast of from four to six seconds' duration.
- The word "length" when used in relation to any vessel means the length appearing in her certificate of registry.
- The word "master," when used in relation to any vessel, means any person, whether the owner, master, or other person lawfully or wrongfully having or taking the command, charge, or management of the vessel for the time being.
- The words "harbour master" means and applies to each of the harbour masters, and to any person authorised in writing by the Port Authority to assist them or to perform the duties of a harbour master.
- The expression "permission of the Port Authority," "consent of the Port Authority," or "approval of the Port Authority," means permission, consent, or approval of the Port Authority in writing signed by the secretary.
- The expression "in writing" applied to any document includes documents wholly printed or wholly written, or partly printed and partly written.
- The expression "under way," when used in relation to a vessel means when she is not at anchor, or moored,<sup>1</sup> or made fast to the shore, or aground, and includes a vessel dropping up or down the river with her anchor on the ground.
- The word "visible," when applied to lights, means visible on a dark night with a clear atmosphere.

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<sup>1</sup> A barge fast by a headfast to another barge alongside a steamer is not moored within these Rules, but if she swings out into the channel she ought to show a light to warn approaching vessels. See *The St. Aubin* [1907], P. 60.

The expression "by day" means between sunrise and sunset, and the expression "by night" between sunset and sunrise.

The expression "due notice" means a notice in writing given by the Port Authority or by any person duly authorised by them to act on their behalf.

The word "certificate" means certificate in writing signed by the secretary.

The word "officer" means any officer of the Port Authority or any person employed by them to carry out the provisions of these bye-laws.

Words importing the masculine gender shall include females, and words in the singular shall include the plural, and words in the plural shall include the singular.

#### FOR PREVENTING COLLISIONS.

##### *Lights and other Visible Signals.*

6.—The master of every vessel shall comply with the following bye-laws as to visible signals in all weathers, as to lights by night, and as to other visible signals by day, and during such times no other lights or other visible signals which may be mistaken for the lights or other visible signals prescribed by these bye-laws shall be exhibited.

7.—A steam vessel other than a steam launch when under way shall exhibit:

- (a) On or in front of the foremast, or if a vessel without a foremast, then in the forepart of the vessel, at a height above the hull of not less than twenty feet, and if the breadth of the vessel exceeds twenty feet then at a height above the hull not less than such breadth, so, however, that the light need not be exhibited at a greater height above the hull than forty feet, a bright white light so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel—viz., from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least two miles. Provided that steam vessels which navigate both above and below London Bridge shall not be required to exhibit their lights at a greater height than twelve feet above the hull.

Such steam vessels when navigating above London Bridge may exhibit the bright white light at any convenient height above and in line with the stem.

- (b) [On the starboard side, a green light as specified in Article 2 (b), *ante*, p. 6.]
- (c) [On the port side, a red light as specified in Article 2 (c), *ante*, p. 6.]
- (d) [The said green and red side lights shall be fitted as directed in Article 2 (d), *ante*, p. 6.]
- (e) [A steam vessel when under way may exhibit an additional bright white light as directed in Article 2 (e), *ante*, p. 7.]
- (f) A steam vessel when towing another vessel, or when attached to another vessel for the purpose of towing or manœuvring the same, shall, in addition to her side lights, exhibit two bright white lights in a vertical line one above the other not less than four feet apart, and each of these lights shall be of the same construction and character, and shall be exhibited in the same position as the bright white light which other steam vessels are required to exhibit.

Such steam vessel may exhibit a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

- (g) Steam vessels plying as ferries, when crossing directly from one side of the river towards the other side, shall, by day, exhibit three black balls or shapes not less than two feet in diameter, which shall be placed vertically in the forward part of the vessel not less than three feet apart, and shall, by night, in addition to the side lights exhibit two lights in a vertical line one above the other not less than four or more than six feet apart, the upper light green and the lower one white, and each of these lights shall be of the same construction and character, and shall be exhibited in the same position as the bright white light which other steam vessels are required to exhibit by sub-clause (a), and also shall in addition by night exhibit from the stern two lights in a vertical line one above the other not less than four or more than six feet apart, the upper light green and the lower one white, and each of these lights shall be of the same construction and character, and shall be exhibited in the same position as the fixed white light described in the second paragraph of Bye-law 13.

8.—Every steam launch when under way shall exhibit:

- (a) On or before the foremast, or if there be no foremast on the funnel or on a staff at the bow, in either case at a height above the hull of not less than four feet, a bright white

light so fixed as to throw the light ten points on each side of the vessel—viz., from right ahead to two points abaft the beam on either side.

- (b) On the starboard side a green light so fixed as to throw the light from right ahead to two points abaft the beam.
- (c) On the port side a red light so fixed as to throw the light from right ahead to two points abaft the beam.
- (d) Each of such lights shall be of such a character as to be visible at a distance of at least one mile.

9.—The master of any vessel which is aground in the fairway<sup>1</sup> off any draw-dock above Richmond Lock, shall by night exhibit on such vessel where the same may best be seen, a globular lantern showing a clear, uniform, and unbroken white light all round the horizon, and of such a character as to be visible at a distance of at least one mile.

This bye-law shall not apply to keels, boats, randans, wherries, skiffs, dingeys, shallops, punts, and canoes.

10.—A sailing vessel under way, and any vessel<sup>2</sup> not under steam being towed, other than a lighter or a float or raft of timber, shall exhibit the same lights as are prescribed by Bye-law 7 for a steam vessel under way, with the exception of the bright white lights mentioned therein which they shall never exhibit.

11.—A lighter, float, or raft of timber, when under way and not in tow, shall, by night, have a white light in a lantern of a pattern approved by the Port Authority always ready, and the person in charge thereof shall exhibit the same on the approach of any vessel.<sup>3</sup>

This bye-law shall not apply to barges used for the conveyance of petroleum as defined in the Bye-laws for the Regulation and Carrying of Petroleum on the Thames.

- 12.—(a) The master of a steam vessel shall not, by night, commence to tow any lighter, float, or raft of timber, unless a white light, similar in construction and character to that mentioned in Bye-law 11, is exhibited on the stern or after part of such lighter, float, or raft of timber. Provided that if there be more than one such lighter, float, or raft of timber being towed in line the white light above referred to shall be exhibited on the stern, or after part, of the sternmost or last of such line.

<sup>1</sup> For meaning of "fairway," see *post*, p. 420.

<sup>2</sup> For definition of "vessel," see *ante*, p. 414.

<sup>3</sup> The white light must be so placed as to be visible to an approaching ship. See *The Atherton* (1921), 9 Ll. L. R. 52.

- (b) The master of a steam vessel shall not, by night, commence to tow any lighter lashed alongside such steam vessel unless a white light of the construction and character above mentioned is exhibited on the side of such lighter farthest from such steam vessel.
- (c) The person in charge of the lighter, float, or raft of timber upon which in compliance with the foregoing provisions a white light is exhibited shall by night, after the towage has commenced and during the towage, continue to exhibit such light.

13.—A vessel other than a lighter or a float or raft of timber which is being overtaken by another vessel shall exhibit from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be exhibited by this bye-law may be fixed and carried in a lantern and exhibited continuously, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass—viz., for six points from right aft on each side of the vessel so as to be visible at a distance of at least one mile. Such light shall be exhibited as nearly as practicable on the same level as the side lights.

14.—A vessel under one hundred and fifty feet in length when at anchor<sup>1</sup> or moored<sup>2</sup> shall, by night, exhibit forward where it can best be seen, but at a height not less than ten feet and not exceeding twenty feet above the hull, a white light (hereinafter called the riding light) in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile.

Provided that in the case of a lighter the riding light may be placed on the highest available part thereof.

A vessel of one hundred and fifty feet or upwards in length when at anchor or moored shall, by night, exhibit in the forward part of the vessel at a height of not less than twenty and not exceeding forty

<sup>1</sup> To be "at anchor" the vessel must be held by it and under the control of it. See *The Esk*, [1869] L. R. 2 A. & E. 350. The time for putting up the anchor lights is when the vessel is held by her anchor. See *The Wega*, [1895] P. 156.

<sup>2</sup> A dumb barge fast to another barge which is alongside a steamer is not within this Rule; but if the special circumstances of the traffic in the river require it, she should show a light to warn approaching vessels. See *The St. Aubin*, [1907] P. 60.

feet above the hull one such light, and at or near the stern of the vessel and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

Provided that—

- (a) Where masted vessels are lying made fast at the moorings in the tiers, only the outermost off shore of such vessels in each tier shall be required to exhibit the riding light.
- (b) Where masted vessels are lying made fast, fore and aft, at wharves, piers, jetties, or derricks, only the outermost off shore of such vessels as are in the fairway shall be required to exhibit the riding light or lights above prescribed.
- (c) Lighters lying at the usual barge moorings in the river above Gravesend, and lighters lying made fast at wharves, piers, or jetties, or alongside vessels thereat, shall not be required to exhibit the riding light.
- (d) Every steam vessel, sailing vessel, or lighter moored permanently head and stern in the river shall, in addition to or in lieu of the riding light, exhibit such light or lights as the Port Authority shall from time to time order or direct.

15.—A vessel of one hundred and fifty feet or upwards in length shall, by day, when at anchor in the river below Bow Creek, exhibit a black ball or shape of not less than two feet in diameter, such ball or shape to be fixed in the forward part of the vessel at a height of not less than twenty and not more than forty feet above the hull.

This bye-law shall not apply to vessels used as hulks and moored fore and aft.

16.—A vessel of one hundred feet or upwards in length, other than a lighter, aground in or near the fairway,<sup>1</sup> shall, by night, exhibit<sup>2</sup> in the forward part of such vessel three lights placed vertically, of which the centre one shall be red and the other two white (such lights to be visible all round the horizon at a distance of at least one mile), and, by day, shall exhibit two black balls or shapes not less than

<sup>1</sup> The fairway is not confined to that part of the channel marked by buoys. It includes all that part of the river inshore of the buoys which is navigable for vessels of moderate draught. For example, a barge anchored above and inside the West Blyth Buoy has been held to be in the fairway. See *The Blue Bell*, [1895] P. 242; *The Clutha Boat* 147, [1909] P. 36. It may not, however, include recognised anchorage places, such as the barge roads in the Thames. See *The Lake Farragut*, [1921] P. 305.

<sup>2</sup> Until the lights are exhibited she must make the signals prescribed in Bye-law 25.

two feet in diameter, which shall be placed vertically in the forward part of the vessel not less than six feet apart.

A vessel of one hundred and fifty feet or upwards in length shall, by night, in addition to the above-mentioned lights, exhibit the after-light required to be carried by a vessel at anchor.

The lights or balls or shapes mentioned in this bye-law shall be so placed that the lowermost in the forward part of the vessel shall be at a height of not less than twenty feet and not more than forty feet above the hull, and the after light not less than fifteen feet lower than the lowermost forward light.

This bye-law shall not apply to vessels above London Bridge or to vessels lying at tiers, wharves, piers, or jetties.

17.—All vessels when employed to mark the positions of wrecks or other obstructions shall exhibit where the same may best be seen, by day, a green flag, and, by night, two white lights placed horizontally not less than six or more than twelve feet apart.

18.—Every steam dredger moored in the river shall, in addition to the lights prescribed by Bye-law 14, exhibit three white lights from globular lanterns not less than eight inches in diameter, the said three lights to be placed in a triangular form with the apex uppermost at right angles to the keel, and to be of sufficient power to be visible at a distance of at least one mile, and to be placed not less than six feet apart on the highest part of the framework athwartships.

This bye-law shall not apply to dredgers lying at tiers, wharves, piers, or jetties.

19.—(a) Every steam dredger or other vessel engaged in under-water work may exhibit where the same may best be seen, by day, two green flags, and, by night, in addition to the lights prescribed by these bye-laws, two green lights placed vertically not less than four and not more than six feet apart.

(b) Every vessel when passing any craft exhibiting the signal prescribed by this and the previous bye-law, shall be kept well clear of such craft, and shall be navigated with care and caution, and at a speed and in such a manner as not to cause injury thereto, or to endanger the lives of those engaged in under-water work.

#### SOUND SIGNALS.

20.—The signals by whistle mentioned in the following bye-laws shall be made by steam whistle, and shall not be used on any occasion or for any purpose except those therein mentioned or those from

time to time authorised by the Port Authority, and no other signal by whistle shall be made by any vessel.<sup>1</sup>

21.—A steam vessel shall be provided with an efficient steam whistle so placed that the sound may not be intercepted by any obstruction, and with an efficient foghorn to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of twenty tons gross tonnage or upwards shall be provided with a similar foghorn and bell. A dredger shall be provided with an efficient gong.

22.—All signals prescribed by these bye-laws for vessels under way shall be given:

- (1) By steam vessels—on the steam whistle.
- (2) By sailing vessels and vessels which are being towed and are not under steam, other than lighters—on the foghorn.

23.—When a steam vessel under way is about to turn round she shall signify the same by four short blasts<sup>2</sup> of the steam whistle in rapid succession, followed after a short interval, if turning with her head to starboard, by one short blast, and if with her head to port by two short blasts, and whilst turning shall repeat such signal to any approaching vessel which latter vessel shall take action to avoid collision.

24.—When a steam vessel under way is for any reason not under command or is unable to manœuvre as required by these bye-laws, she shall signify the same to any approaching vessel by four short blasts on her steam whistle in rapid succession, and thereupon such approaching vessel shall take action to avoid collision.

25.—When a steam vessel under way takes the ground she shall immediately signify the same by five or more short blasts on her steam whistle in rapid succession, and shall repeat such signal at short intervals until she shall have exhibited the lights or signals prescribed by Bye-law 16.<sup>3</sup>

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<sup>1</sup> If good seamanship requires the whistle to be blown then it must be. See *The Kennet*, [1912] P. 114.

<sup>2</sup> The object of the four-blast signal is to give notice in good time that the manœuvre of turning is about to be carried out. See *The New Pelton*, [1891] P. 258. The steam vessel turning round must go on repeating this signal till all danger to approaching vessels is over. Thus if, when athwart the river, she drops her anchor she should give the signal until she has swung to her anchor. See *The Wega*, [1895], P. 156; also note to Rule 27.

<sup>3</sup> Though this Rule does not say that other vessels are, on hearing the five-blast signal, to get out of the way, good seamanship requires that they should do so.

26.—A steam vessel coming out of dock or leaving a wharf or tier shall signify the same by a prolonged blast of the steam whistle, except in the case of a vessel coming out of the St. Katharine Docks requiring the bascules of the Tower Bridge to be raised in order to get into position in the river, which shall signify the same by a prolonged blast of the steam whistle followed by three short blasts in rapid succession.

In the case of a vessel not under steam the tug in attendance shall make the foregoing signals.<sup>1</sup>

*For Vessels in Sight of One Another.*

27.<sup>2</sup>—When vessels are in sight of one another, a steam vessel under way in taking any course authorised or required by these bye-laws shall indicate that course by the following signals on her steam whistle—viz.:

One short blast to mean, “I am directing my course to starboard.”

Two short blasts to mean, “I am directing my course to port.”

Three short blasts to mean, “My engines are going astern.”<sup>3</sup>

*For Vessels in Fog.*

28.—In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this bye-law shall be used as follows—viz.:

(a) A steam vessel having way upon her shall sound at intervals of not more than two minutes a prolonged blast.

(b) A steam vessel under way, but stopped and having no way

<sup>1</sup> Sailing vessels hearing this signal must be prepared to act reasonably in these special circumstances, and not insist on keeping their course. See Bye-law 38 and judgment of Hill, J., in *The Ingomar*, [1920] 5 Ll. L. R. 182. Steam vessels coming out of dock must be guided in the manœuvres they take by Bye-laws 32, 33, 34, 39, 40, and 41.

<sup>2</sup> This Rule does not apply to a vessel turning. Such a vessel should give the signals given in Rule 23. If her engines are, while thus manœuvring, put astern, she is not to use the three-blast signal (*The Harberton*, [1913] P. 149) unless she comes astern for any material distance, then the signal should be given so that other vessels may have better notice of what is happening. This is especially important at night-time (*The Ancona*, [1915] P. 200).

<sup>3</sup> Note this signal is to be given when the engines are going astern, whereas under the Collision Regulations, Article 28, the signal is to be given when the engines are going *full* speed astern.

- upon her, shall sound at intervals of not more than two minutes two prolonged blasts with an interval of about one second between them.
- (c) A steam vessel dropping up or down the river with her anchor on the ground, shall sound at intervals of not more than two minutes two prolonged blasts with an interval of about one second between them.
- (d) A vessel when towing shall sound at intervals of not more than two minutes three blasts in succession—viz., one prolonged blast followed by two short blasts. A vessel towed may give this signal,<sup>1</sup> and she shall not give any other.
- (e) A steam vessel under way about to turn and whilst turning round, shall sound at intervals of not more than two minutes four short blasts in rapid succession, followed, if turning with her head to starboard, by one short blast, and if with her head to port, by two short blasts.
- (f) A steam vessel under way which for any reason is not under command or which is unable to manœuvre as required by these bye-laws, shall sound at intervals of not more than two minutes four short blasts in rapid succession.<sup>2</sup>
- (g) A sailing vessel under way shall sound at intervals of not more than one minute when on the starboard tack one blast; when on the port tack two blasts in succession; and when with the wind abaft the beam or becalmed three blasts in succession.
- (h) A vessel when in the fairway<sup>3</sup> and not under way, shall at intervals of not more than one minute ring the bell rapidly for about five seconds.
- (i) A dredger when in the fairway and not under way, shall at intervals of not more than one minute sound a gong rapidly for about five seconds.

Sailing vessels of less than twenty tons gross tonnage and lighters shall not be obliged to give the above-mentioned signals, but if they

<sup>1</sup> If she is a steam vessel she must make the signal on the foghorn if she is not under steam. See Bye-law 22 (2). The use of this signal is not compulsory.

<sup>2</sup> If a steam vessel under way runs aground she must give the signals given in Rule 25, and must exhibit the signals given in Rule 16.

<sup>3</sup> This does not apply to vessels in the recognised barge roads. See *The Lake Farragut*, [1921] P. 305; also *ante*, p. 420, note.

do not they shall make some other efficient sound signal at intervals of not more than one minute.<sup>1</sup>

This bye-law shall not apply to keels, boats, randans, wherries, skiffs, dingeys, shallops, punts, canoes, floats or rafts of timber.

29.—Every vessel shall, in fog, mist, falling snow, or heavy rain-storms, whether by day or night, 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.<sup>2</sup>

*Lights and Signals for Vessels requiring the Bascules of Tower Bridge to be Raised.*

30.—(a) The master of every vessel intending to pass up the river through the Tower Bridge and requiring the bascules to be raised shall, notwithstanding any previous bye-law or Regulation, and in addition to the ordinary lights to be exhibited by such vessel when under way, exhibit before arriving at Cherry Garden Pier, and shall continue to exhibit until such vessel shall have passed through the said bridge, the following signals:

(i.) By day, one black ball not less than two feet in diameter, placed in such a position on such vessel where it can best be seen at a height above the hull of not less than twenty feet.

(ii.) By night, two red lights in globular lanterns of not less than eight inches each in diameter, placed vertically six feet apart at a height of not less than twenty feet above the hull and in such a position where they can best be seen, and so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile on a dark night with a clear atmosphere.

(b) The master of every sailing vessel intending to pass down the river through the said bridge and requiring the bascules

<sup>1</sup> This alternative signal does not apply to these vessels when being towed because the signal for a vessel being towed is optional and not obligatory.

<sup>2</sup> See notes to Article 16, *ante*, pp. 46 *et seq.*

to be raised shall, notwithstanding any previous bye-law or Regulation, and in addition to the ordinary lights to be exhibited by such vessel, exhibit the signals prescribed by sub-clause (a) of this bye-law until the vessel has passed through the said bridge.

- (c) The master of every steam vessel intending to pass up the river through the said bridge and requiring the bascules to be raised shall, in foggy weather in addition to the signals prescribed by sub-clause (a) of this bye-law, give, when passing Cherry Garden Pier, a signal by one prolonged blast of the steam whistle of not less than five seconds' duration followed by three short blasts in rapid succession, and shall continue to give such signal at moderate intervals until the vessel is in sight of the said bridge.

This signal shall not be used in clear weather.

- (d) The master of every steam vessel intending to pass down the river through the said bridge and requiring the bascules to be raised shall, both in foggy and clear weather in addition to the signals prescribed by sub-clause (a) of this bye-law, give the sound signal mentioned in sub-clause (c) of this bye-law when such vessel is ready and in position to proceed through the said bridge.

#### STEERING AND SAILING.

31.—[Identical with Article 17, *ante*, p. 52.]

32.—When a steam vessel and a sailing vessel are proceeding in such direction as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.<sup>1</sup>

33.—Every steam vessel proceeding up or down the river shall, when it is safe and practicable, keep to that side of mid-channel which lies on the starboard side of such vessel, and when two steam vessels proceeding in opposite directions, the one up and the other down the river, are approaching each other so as to involve risk of collision, they

<sup>1</sup> Steam vessels must pay particular attention to sailing vessels beating to windward, as the latter, when they have stood as close to the shore as prudent, are entitled to go about without warning vessels of their intentions. A steam vessel should know from the position of the sailing vessel that she may go about at any moment. Steam vessels must also get out of the way of dumb barges and other craft driving with the tide. See *The Palatine* (1872), 1 Asp. M. C. 469; *The Owen Wallis* (1874) 2 Asp. M. C. 206.

shall pass port side to port side unless the special circumstances of the case make departure from this bye-law necessary.<sup>1</sup> (See Bye-law 41.)

34.—Every steam vessel crossing from one side of the river toward the other side shall do so at a proper time having regard to vessels navigating up and down the river, and shall be navigated so as not to cause obstruction, injury, or damage to any other vessel.<sup>2</sup>

35.—Steam vessels plying as ferries when crossing directly from one side of the river towards the other side shall keep out of the way of vessels navigating up and down the river.

36.—Every steam vessel navigating against the tide shall, on approaching points or sharp bends in the river, ease her speed, and if necessary stop and wait before rounding so as to allow any vessel navigating with the tide to round and pass clear of her.<sup>3</sup>

<sup>1</sup> If the two vessels are proceeding in such a way that if they keep to their respective courses they will come so near each other as to cause risk of collision, they must obey this Rule and manœuvre so as to pass each other port to port. See *The Odessa* (1182), 4 Asp. M. C. 493; *The Guildhall*, [1908] P. 29.

<sup>2</sup> A steam vessel which is turning in the river on the same side as that on which she is being navigated is not a crossing vessel within the meaning of this Rule, even though, when athwart, part of her, owing to her length, may be across the line of mid-channel. If for the purpose of turning she moves from one side of the river to the other, she comes within the Rule until she has got straight up or down the river on the side to which she intended to go. The crossing is not completed although she may have got her stem as near to the opposite shore as she can safely get it if she is still athwart the stream. If a vessel on getting under way has to work across the river in order to get on her course, she is within this Rule, and must get out of the way of vessels navigating up and down the river. See *The John Hollway*, [1900] P. 37; *The River Derwent* (1891), 7 Asp. M. C. 37; *The Schwan* (1889), 6 Asp. M. C. 409.

<sup>3</sup> Rounding begins when there is so much curving and rounding of the river that the vessel begins to turn round the land, then it begins to round, and when it has come so far that the curving of the river ceases and the vessel begins to go straight, it then ceases to round. The vessel which has to wait must not hamper the manœuvres of the other vessel, and must wait until she has passed clear of her. See *The Margaret* (1884), 5 Asp. M. C. 372; 9 A. C. 878; *The Libra* (1881), 6 P. D., p. 145; *The Ovingdean Grange*, [1902] P. 208. Vessels navigating with the tide should, on approaching a sharp bend in the river, give a warning to vessels on the other side of the bend upon which the duty would fall to stop or take steps to prevent a collision. See *The Kennet*, [1912] P. 114. The injunction in this Rule to stop was no doubt put in to meet the case of "*The Margaret*," *Cayzer v. Carron Co.* (1884), 9 A. C. 873.

37.—Notwithstanding anything contained in these bye-laws, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam—*i.e.*, in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side lights—shall be deemed to be an overtaking vessel, and no subsequent alteration of the bearing between the two vessels shall relieve the overtaking vessel of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward or abaft this direction, she shall if in doubt assume she is an overtaking vessel and keep out of the way.

38.—Where by these bye-laws one of two vessels is to keep out of the way the other shall, when it is safe and practicable, keep her course.<sup>1</sup>

39.—Every steam vessel which is directed by these bye-laws to keep out of the way of another vessel shall on approaching her, if necessary, slacken her speed, or stop, or reverse.<sup>2</sup>

40.—Every vessel which is directed by these bye-laws to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.<sup>3</sup>

41.—The master of every vessel in obeying these bye-laws shall have due regard to all dangers of navigation and collision, and to any special circumstances which may render a departure from them necessary in order to avoid immediate danger.

42.—The master of every vessel shall keep or cause to be kept a proper look-out,<sup>4</sup> and shall comply with all bye-laws as to lights

<sup>1</sup> As to the meaning of "keep her course," see *ante*, p. 65. In this Rule there is no direction to keep her speed as well as her course, and she is only required to keep her course when it is safe and practicable to do so. But in obeying this Rule, Rules 41 and 42 must not be forgotten.

<sup>2</sup> See notes to Article 23.

<sup>3</sup> See notes to Article 22.

<sup>4</sup> A vessel dropping up the river stern foremost should keep a look-out astern, and should, when a vessel is seen coming down, give such a signal as will enable the downcoming vessel to avoid her. See *The Juno* (1894), 7 Asp. M. C. 506. It is not negligent to leave a barge unattended if the circumstances are such that there are no reasonable grounds to anticipate danger. But when a barge is moored so that she will swing out right in the path of vessels going up and down the river, she ought, when

and signals, and shall observe all precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case.

43.—All vessels navigating Gravesend Reach shall be kept to the northward of the anchorage ground hereinafter defined.

This bye-law shall not apply to vessels navigating the said Reach which are proceeding to the anchorage ground for the purpose of obtaining Customs clearance therein, or to or from an anchorage or moorings therein, or to vessels going alongside or leaving the hulks permanently moored therein.

All vessels anchoring in the said Reach shall bring up in such anchorage ground, and all vessels so anchoring and remaining beyond a period of twenty-four hours shall be moored.

The anchorage ground is that portion of the said Reach which lies within the boundary lines hereinafter described.

The southern boundary line is that part of the south shore which lies between the northern and eastern boundary lines.

The northern boundary line is an imaginary line drawn from the Northfleet Lighthouse (S. 88° E. true) on with the northernmost of three high chimneys at the Cement Works at Northfleet extending eastward to the eastern boundary line.

The eastern boundary line is an imaginary line drawn from the Explosives Notice Board in Higham Bight (N. true) and extending northward until it meets the northern boundary line.

N.B.—At night the Northfleet Lighthouse shows a white occulting light to the northward of the northern boundary line, and a red occulting light to the southward of such line over the anchorage ground.<sup>1</sup>

44.—The navigable part of the channel of the river above Richmond Lock shall at all times be kept clear for the passage of vessels

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she swings, to have somebody to show a light or take any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case. See *The Western Belle* (1906), 10 Asp. M. C. 279; *The St. Aubin* (1906), 10 Asp. M. C. 298.

<sup>1</sup> A vessel intending to moor at one of the buoys or anchor in the anchorage ground, is not navigating Gravesend Reach within the meaning of this bye-law whilst seeking in the anchorage ground for a vacant buoy to moor to, or a suitable place to anchor. See *The City of Delhi* (1887) 6 Asp. M. C. 269. When a steamship and a sailing vessel are approaching the anchorage ground for the purpose of anchoring, it is the duty of the steamship to give way to the sailing vessel. See *The Pyrrhus* (1921), 8 Ll. L. Rep. 216.

navigated thereon, and no vessel shall be stopped in the navigable part of the said channel so as to impede or obstruct the free and clear passage of any other vessel, and no ryepeck or punt pole shall be left fixed in any part of the bed of the river.

45.—If any vessel or thing shall be stopped or aground or sunk or placed in any part of the river above Richmond Lock so as to impede or obstruct the free and clear navigation thereof, the owner or any person having the care of such vessel or thing shall, immediately on the request of any person impeded or obstructed thereby or of any officer of the Port Authority, remove such impediment or obstruction so as to clear the channel, and on the refusal or neglect of such owner or other person to remove such obstruction forthwith any officer of the Port Authority may remove or cause the same to be removed, and if necessary cause any such vessel to be unloaded, and the costs of such removal and unloading shall be paid by the owner of such vessel or thing.

46.—No float or floats or raft or rafts of timber, either singly or together, exceeding sixty feet in length (excepting timber in one length) and twenty feet in width, shall, save when in the act of entering or leaving any dock or canal, be under way or navigated in the river unless such float or floats or raft or rafts be towed by a steam vessel efficient for the purpose, in which case the same shall not exceed one hundred and fifty feet in length (excepting timber in one length) and thirty feet in width, nor in either case shall any following float or raft of timber go within a distance of three hundred yards of any other such float or raft.

47.—The master of every vessel which through accident or other cause has sunk in the river shall forthwith give to the harbour master notice thereof and of the position of such vessel.

48.—The master of every vessel which has slipped or parted from her anchor shall forthwith give notice thereof, and of the position of such anchor, to the harbour master.

This bye-law shall not apply to vessels belonging to the Port Authority employed in raising a wreck, or to any wreck in charge of the Port Authority.

49.—No anchor of a vessel at the tiers shall be allowed to lie or remain in the river outside of the line of the tiers.

50.—Every vessel when navigating or lying in the river shall carry her anchor in such a position as not to cause injury or damage to any other vessel.

51.—No steam vessel shall be worked, navigated, or placed on or anchored or moored in the river within three hundred and sixty feet of His Majesty's Dockyard or Arsenal at Woolwich, or of His Majesty's Victualling Yard at Deptford, except steam vessels belonging to or employed in the service of His Majesty, his heirs, or successors.<sup>1</sup>

52.—No steam vessel attached to any mooring buoy, mooring post, dolphin, jetty, or landing place shall work her engines so that injury or damage may be caused to such mooring buoy, mooring post, dolphin, jetty, or landing place, or any vessel or thing whatsoever.

53.—The master of every steam vessel navigating the river shall be on one of the paddle boxes or on the bridge of such steam vessel during the whole of the time it is under way,<sup>2</sup> and shall remove or cause to be removed any person other than the crew and pilot who shall be on the paddle boxes or bridge of such steam vessel.

55.—No lighter or sailing barge shall lie in or be navigated on the river below Battersea Bridge without having a freeboard of at least fifteen inches, such freeboard to be measured amidships, and coamings (if any) may be included in such measurement, but in no case must the top of the deck or gunwale be less than three inches above the water's edge when such craft is decked and hatched, or less than six inches above the water's edge when such craft is open.

Provided that this bye-law shall not apply to a lighter or sailing barge when being loaded or discharged.

56.—No vessel shall be moored to or remain at any pier or premises belonging to the Port Authority without the permission of the officer in charge of such pier or premises being first obtained, and every vessel so moored or remaining by permission shall move away when ordered by such officer so to do.

57.—All vessels under way in the river shall be navigated singly and separately except small boats fastened together or towed alongside or astern of other vessels, and except vessels towed by steam vessels.

<sup>1</sup> See Regulations as to Deptford, *ante*, p. 214.

<sup>2</sup> It is very advisable in rivers like the Thames for the master to be on the bridge even though the vessel is in charge of a pilot; but when he leaves a competent officer there, or when there are no special circumstances of difficulty or no special matters within his knowledge of which he ought to be ready to inform the pilot, his absence will not render his employers liable for anything that happens. See *The Umsinga*, [1911] P. 234; [1912] P. 120 C. A.

58.—Vessels towed by steam vessels navigating the river below Chelsea Bridge shall if more than two in number be placed two abreast (except vessels not exceeding fourteen feet nine inches in width, which may be placed three abreast), and not more than six of any such vessels shall be towed together at the same time, and no tow of vessels shall exceed in length the following limits—namely:

Above London Bridge	.. .. .	400 feet
Between London Bridge and the landing place at the end of Trinity Street, Charlton	.. .. .	320 feet
Below the said landing place	.. .. .	400 feet

to be calculated from the stern of the vessel towing to the stern of the aftermost vessel towed.

A steam vessel may tow another vessel lashed alongside of her, but shall not at any one time tow more than one vessel in such a manner.

The provisions of this bye-law as to the number and disposition of the vessels shall not apply when such vessels are being moved at the entrance of a dock within the radius of such dock or are being moved between adjoining tiers or barge roads on the same side of the river, or between a derrick and barge roads where the distance between such derrick and barge roads does not exceed one hundred yards.

59.—Vessels towed by steam vessels navigating the river above Chelsea Bridge may be placed in a single line, but shall not be placed more than two abreast (except vessels not exceeding fourteen feet nine inches in width, which may be placed three abreast), and not more than six of any such vessels shall be towed together at the same time, and the distance between any two of the vessels so towed shall not exceed fifty feet.

60.—The master of every steam vessel which is being used as a tug shall, when approaching the toll-collecting station at Kew, so navigate his vessel as to avoid overcrowding at the said station, and shall, if necessary, ease the speed of his vessel at a sufficient distance from the said station to allow for the collection of tolls from any other vessel, and shall, if necessary, stop and await his turn for payment of tolls, such turn to be determined according to the order of arrival of vessels.

61.—A lighter when under way on the river shall have at least one competent man constantly on board<sup>1</sup> for the navigation and

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<sup>1</sup> When the lighter is being towed the men must not go on to the tug, but must remain on board the lighter; for the very object of this Rule is that the men should be on the lighter handy to take any steps necessary

management thereof, and a lighter exceeding fifty tons, but of not more than one hundred and fifty tons burden, shall, when under way, have one man in addition<sup>1</sup> constantly on board, and a lighter exceeding one hundred and fifty tons burden shall, when under way, have two men in addition constantly on board to assist in the navigation and management of the same.

Provided that where a lighter is in tow of a steam vessel or is being moved between any vessels or places a distance not exceeding two hundred yards, one competent man on such lighter shall be sufficient.

The word "burden" in this bye-law shall have the same meaning as the expression "burden tonnage" defined by the Thames Watermen's and Lightermen's Act, 1893.<sup>2</sup>

62.—No vessel without the consent of the Port Authority shall be placed or be permitted to remain in such a position as to obstruct or interfere with the access to any dock entrance.

63.—No vessel shall be moored to or placed in front of the towing path so as to cause an obstruction to or interference with either the navigation of the river or the use of the towing path.

64.—When any vessel is stopped between the towing path and the navigable channel, the mast, or towing mast or the funnel (if any) shall be lowered so as to permit the towing lines of any other vessel to pass without obstruction, and when any vessel shall be moored at any wharf or elsewhere in the river the same shall be securely made fast at both ends thereof, and shall be laid as close to and along the side or front of such wharf or mooring place as conveniently may be.

65.—No vessel shall be towed upon the river from the bank otherwise than from a mast of sufficient height to protect the banks, gates, and works from injury by the towing line, except in places where the strength of the stream renders it necessary that the line should be brought down to the vessel and made fast.

66.—The master of every vessel shall obey and conform to the directions of the harbour master, and shall not obstruct the harbour

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in the navigation of the lighter—*i.e.*, to be ready to cast off when necessary to avoid a collision, and to attend to the light mentioned in Bye-law 12 (*a*). Cf. Hill, J., in *The Dalton* (1921), 8 Ll. L. R. 72.

<sup>1</sup> This additional man may be a qualified apprentice (*Gosling v. Newton* [1895], 1 Q. B. 793). If not, he must be a lighterman or waterman licensed by the Waterman's Company (*Gardner, Locket & Hinton, Ltd. v. Doe* [1906], 2 K. B. 171).

<sup>2</sup> For meaning of term "tons burden," see *post*, p. 439.

master or any other officer of the Port Authority in the execution of his duty.

67.—No houseboat or steam launch shall lie or loiter in any part of the river from time to time marked off by the Port Authority or defined by notice given by the Port Authority, or by notice boards set up by them as being a part of the river in which no houseboat or steam launch shall lie or loiter. Provided always that nothing in this bye-law shall prevent any houseboat or steam launch from remaining during any regatta, boat race, procession, or other special occasion at such place and for such length of time as may be sanctioned by the Port Authority or their harbour master.

74.—No vessel shall enter Richmond Lock unless there be sufficient water to float and carry such vessel through such lock and the channel or cut leading to or from the same, and no vessel shall stop in such lock longer than is necessary for the filling or emptying of the lock and passage through the same.

75.—No vessel shall enter Richmond Lock with sail up, nor hoist any sail during the time it continues in the lock.

76.—When any vessel used for carrying goods or merchandise or any steam tug or steam launch enters Richmond Lock, a rope or chain shall be immediately put out from the bow and stern of such vessel and made fast on shore in order to prevent the vessel from running foul of the gates or works or other vessels in the lock.

80.—A vessel being on the river on the occasion of any boat race, regatta, public procession, or launch of a vessel or on any other occasion when large crowds assemble thereon, shall not pass thereon so as to obstruct, impede, or interfere with the boat race, regatta, procession, or launch, or endanger the safety of persons assembling on the river or prevent the maintenance of order thereon, and the master of every such vessel shall observe the directions of the officer of the Port Authority engaged in superintending the execution of this bye-law.

82.—Any person acting in contravention of any of these bye-laws shall for every such act be liable to a penalty not exceeding 10*l.*, and in the case of a continuing offence to a further daily penalty not exceeding the like amount, which said penalties shall be recoverable, enforced and applied according to the provisions of the Thames Conservancy Acts, 1894 and 1905, as amended by the Port of London Act, 1908.

## NOTICE TO MARINERS.

Attention is called to the following provisions of Section 154 of the Thames Conservancy Act, 1894:

“Every vessel navigating the Thames shall be navigated with care and caution, and at a speed and in such a manner as not to endanger the lives of or cause injury to persons, or endanger the safety of or cause damage to other vessels or any moorings, or to the banks of the Thames or other property.

“Special care and caution shall be used in navigating vessels when passing vessels of all kinds, especially those of the smaller classes and such as are employed in dredging or removing sunken vessels or other obstructions.

“If the life of any person or the safety of any vessel, mooring bank, or other property is endangered, or injury or damage is caused to any person, vessel, mooring bank, or other property by a passing vessel, the onus shall lie upon the master of such passing vessel to show that she was navigated with care and caution, and at such a speed and in such manner as directed by this Section.

“The owner or person in charge of any vessel who in navigating such vessel contravenes or fails to observe the provisions of this Section shall for every such offence be liable to a penalty not exceeding 20*l.*”

**THAMES, UPPER.**

*The following bye-laws were made by the Conservators of the River Thames, by virtue of the Thames Conservancy Act, 1894, on 7th March, 1898, and confirmed by the Board of Trade, 27th April, 1898.*

2.—These bye-laws may be cited as “The Thames Bye-laws, 1898,” and shall come into operation the day<sup>1</sup> after the same are confirmed by the Board of Trade.

3.—These bye-laws shall be applicable to the Thames as defined by the Thames Conservancy Act, 1894, and to all places over which the Conservators have jurisdiction to make bye-laws under the provisions of the said Act, except where the same or any of them are expressly limited to any particular part or parts of the river or place.

<sup>1</sup> That was the 28th April, 1898.

4.—In these bye-laws the words and expressions hereinafter mentioned shall have the meanings hereby assigned to them respectively, unless there be something in the subject or context repugnant to such construction—viz.:

The expression “ the Thames ” or “ river ” means and includes so much of the Rivers Thames and Isis respectively as are between the town of Cricklade in the county of Wilts and an imaginary straight line drawn from *high-water mark on the bank of the River Thames, at the boundary line between the parishes of Teddington and Twickenham in the county of Middlesex, to high-water mark on the Surrey side of the river immediately opposite to the first-mentioned point,*<sup>1</sup> and so much of the River Kennet as is between the common landing place at Reading in the county of Berks and the River Thames, and all locks, cuts, and works within the said portions of rivers and creeks: provided that no dock, lock, canal, or cut existing at the passing of the Thames Conservancy Act, 1894, and constructed under the authority of Parliament, and belonging to any body corporate established under such authority, and no bridge over the River Thames or the River Kennet belonging to or vested in any county council or municipal authority, or to or in any railway company, shall be deemed to form part of the Thames.

The word “ person ” includes a corporation, whether aggregate or sole.

The word “ horse ” includes all draught animals.

The word “ vessel ” includes any ship, lighter, keel, barge launch, houseboat, pleasure or other boat, randan, wherry, skiff, dingey, shallop, punt, canoe, yacht, raft, float, float of timber, or craft whatever, whether navigated by steam or otherwise.

The word “ lighter ” means any dumb barge or other like craft for carrying goods or any sailing barge with her mast and gear lowered on deck.

The expression “ steam vessel ” includes any vessel propelled by machinery.

The expression “ steam launch ” includes any vessel propelled

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<sup>1</sup> This definition is printed so as to conform to the restricted jurisdiction of the Conservators by the Port of London Act, 1908, 8 Edw. VII., c. 68.

by steam, electricity, or other mechanical power not being used solely as a tug or for the carriage of goods, and not being certified by the Board of Trade as a passenger steamer to carry two hundred or more passengers.

The expression "pleasure boat" includes any ship, launch, houseboat, boat, randan, wherry, skiff, dingey, shallop, punt, canoe, or yacht, whether navigated by steam or otherwise, not being used solely as a tug or for the carriage of goods, and not being certified by the Board of Trade as a passenger steamer to carry two hundred or more passengers, whether private or for hire.

The expression "pleasure boat for hire" means any pleasure boat let for hire or used or intended to be used for any purpose of profit, except such pleasure boats as are let for hire for a period of not less than four weeks continuously to one and the same person.

The expression "private pleasure boat" means any pleasure boat other than a boat for hire, and includes such as are let for a period of not less than four weeks continuously to one and the same person.

The expression "steam whistle" includes any efficient sound signal approved by the Conservators.

The word "master" when used in relation to any vessel means any person, whether the owner, master, or other person lawfully or wrongfully having or taking the command, charge, or management of the vessel for the time being.

The expression "under way" applied to a vessel means when she is not at anchor or made fast to the shore or aground.

The word "visible" when applied to lights means visible on a dark night with a clear atmosphere.

7.—No float or floats, or raft or rafts of timber, either singly or together, exceeding 60 feet in length (excepting timber in one length) and 20 feet in width shall be permitted to go into or pass along any part of the river, nor shall any following float or raft of timber go within the distance of 300 yards of any other such float or raft.

9.—Any vessel slipping or parting from her anchor shall leave a buoy to mark the position of such anchor.

This bye-law shall not apply to vessels belonging to the Conservators employed in raising a wreck or to any wreck in charge of the Conservators.

11.—No vessel shall navigate or lie in the river with its anchor or anchors a'cock-bill, nor with its anchor or anchors hanging by the cable perpendicularly from the hawse unless the ring shall be awash, except during such time as may be necessary for fishing or catting such anchor or anchors or for getting such vessel under way or for bringing up.<sup>1</sup>

13.—The engine or engines of any steam vessel shall not be set in motion during the time such steam vessel is moored in the river except with the permission of the Conservators or their harbour master.

14.—The master of every steam vessel navigating the river shall be on one of the paddle boxes or on the bridge of such steam vessel, and shall keep or cause to be kept a proper look-out during the whole of the time it is under way, and shall remove or cause to be removed any person other than the crew<sup>2</sup> who shall be on the paddle boxes or bridge of such steam vessel.

Above Teddington Lock this bye-law shall apply only to steam vessels used for the carriage of passengers or for purposes of excursions which are not steered from the bows or bridge.

20.—No vessel shall be moored to or remain at any pier or premises belonging to the Conservators without the permission of the officer in charge of such pier or premises being first obtained, and shall move away when ordered by such officer so to do.

22.—All vessels navigating the river shall be navigated singly and separately, except small boats fastened together or towed alongside or astern of other vessels, and except vessels towed by steam.

24.<sup>3</sup>—Vessels towed by steam navigating the river between the Albert Bridge at Chelsea and Kingston Bridge may, if more than two in number, be placed two abreast (except vessels trading on any canal

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<sup>1</sup> A breach of this Rule does not render a vessel liable for damage unless the breach contributed to the collision. See *The Monte Rosa*, [1893] P. 23; *The Rose of England* (1888), 6 Asp. 304; *The Margaret* (1881), 6 P. D. 76. It is not an infringement of this Rule to carry the anchor with the shackle awash or with the ring under water. The Rule only requires it to be carried as low as ring awash, and does not prohibit it from being carried lower. See *The J. R. Hinde*, [1892] P. 231. It is negligent not to have it sufficiently low in the water to avoid danger to other vessels. See *The Six Sisters*, [1900] P. 302.

<sup>2</sup> As to the duty of the master to be on the bridge at all times when a pilot is on board, see *The Umsinga*, [1911] P. 234.

<sup>3</sup> This bye-law only applies above the landward limits of the Port of London. See *ante*, p. 414.

and not exceeding 14 feet 9 inches in width, which may be placed three abreast), or may be placed in a single line, but not more than six of any such vessels shall be towed together at the same time, and the distance between any two of the vessels so towed shall not exceed 50 feet.

25.—Vessels towed by steam navigating the river above Kingston Bridge shall be placed in a single line, and not more than four such vessels shall be towed together at the same time, and the distance between any two of the vessels so towed shall not exceed 40 feet.

27.—Any lighter navigating the river shall, when under way, have at least one competent man<sup>1</sup> constantly on board for the navigation and management thereof, and all such craft exceeding 50 tons but of not more than 150 tons burden shall, when under way, have one man in addition, and all such craft exceeding 150 tons burden shall, when under way, have two men in addition on board to assist in the navigation and management of the same, with the following exceptions: When being towed by a steam vessel or when being moved to and fro between any vessels or places a distance not exceeding 200 yards.

The word “burden” in this bye-law shall have the same meaning as the expression “burden tonnage” defined by the Thames Watermen’s and Lightermen’s Act, 1893.<sup>2</sup>

<sup>1</sup> As to who are competent men, see note 1, *ante*, p. 433.

<sup>2</sup> By the Thames Watermen’s and Lightermen’s Act, 1893 (56 & 57 Vict., c. lxxxi.), “burden tonnage” means “weight-carrying capacity,” and is ascertained by the following calculation:

(1) Measure—

(a) Length of craft over all.

(b) Width of craft over all amidships, deducting 2 inches on each side for outwales or rubbing pieces; and

(c) Depth of craft amidships from under side of deck or gunwale plank to upper side of ceiling.

(2) Multiply together length, width, and depth of craft as so ascertained, and the product by the factor .8 (decimal 8), and divide the result by 100;

(3) The result so obtained to be deemed the tonnage of craft by measurement; and

(4) The tonnage by measurement of craft multiplied by five-thirds, to be deemed the weight-carrying capacity or burden tonnage of craft.

## LIGHTS AND SIGNALS, STEERING AND SAILING.

*Preliminary.*

In obeying and construing the following bye-laws relating to lights and signals and steering and sailing, due regard shall be had to all dangers of navigation and of collision, and to any special circumstances which may render a departure from them necessary in order to avoid immediate danger.

Nothing in the following bye-laws shall exonerate any vessel or the owner, master, or crew thereof from the consequences of any neglect to carry lights or signals, or to keep a proper look-out, or of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.<sup>1</sup>

The bye-laws as to lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the lights prescribed by the bye-laws shall be exhibited.

In the following bye-laws every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

*Fog and Steam Whistle Signals.*

36.—All signals prescribed by this bye-law for vessels under way shall be given:

- (1) By steam vessels on the whistle.
- (2) By sailing vessels and vessels other than lighters towed on the foghorn.

The words "prolonged blast" used in this bye-law shall mean a blast of from four to six seconds' duration.

A steam vessel shall be provided with an efficient whistle sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient foghorn

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<sup>1</sup> It is not negligent to leave a barge unattended if the circumstances are such that there are no reasonable grounds to anticipate danger. But where a barge is moored so that she will swing out right in the path of vessels going up and down the river, she ought when she swings to have somebody to show a light or to take any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case. See *The Western Belle* (1906), 10 Asp. 279; *The St. Aubin*, [1907] P. 60.

to be sounded by mechanical means, and also with an efficient bell. A steam launch shall be provided with a similar whistle or other efficient sound signal to be approved by the Conservators. A sailing vessel of 20 tons gross tonnage or upwards shall be provided with a similar foghorn and bell.

In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this bye-law shall be used as follows—viz.:

- (a) A steam vessel having way upon her shall sound at intervals of not more than two minutes a prolonged blast.
- (b) A steam vessel under way but stopped and having no way upon her shall sound, at intervals of not more than two minutes, two prolonged blasts with an interval of about one second between them.
- (c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.
- (e) A vessel when towing and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command, or unable to manœuvre as required by these bye-laws, shall, instead of the signals prescribed in sub-sections (a) and (c) of this bye-law, at intervals of not more than two minutes, sound three blasts in succession—viz., one prolonged blast followed by two short blasts. A vessel towed may give this signal, and she shall not give any other.

Sailing vessels of less than 20 tons gross tonnage and lighters 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 one minute.

37.—Every vessel shall in a fog, mist, falling snow, or heavy rainstorm 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.

38.—All steam and sailing vessels when in the fairway of the river and not under way shall, at intervals of about one minute, ring the bell rapidly for about five seconds.<sup>1</sup>

39.—When two steam vessels are in sight of each other and are approaching with risk of collision, the following steam signals shall be intimations of the course they intend to take:

- (a) One short blast of the steam whistle of about one second's duration to mean, "I am directing my course to starboard."
- (b) Two short blasts of the steam whistle, each of about one second's duration, to mean, "I am directing my course to port."
- (c) Three short blasts of the steam whistle, each of about two seconds' duration, to mean, "My engines are going full speed astern."

40.—When a steam vessel in circumstances other than those mentioned in Bye-law 36 is turning round, or for any reason is not under command and cannot get out of the way of an approaching vessel, or when it is unsafe or impracticable for a steam vessel to keep out of the way of a sailing vessel, she shall signify the same by four blasts of the steam whistle in rapid succession, each blast to be of about one second's duration.<sup>2</sup>

<sup>1</sup> This Rule applies to all vessels at anchor, or made fast to the shore or aground (see Bye-law 4, *ante*), but presumably only in thick weather, because the Rule comes under the heading "Fog and Steam Whistle Signals." See *The Rhein* (1902), 9 Asp. M. C. 278. A vessel at anchor out of the fairway must also ring her bell (see Bye-law 36 (*d*), *ante*). The fairway of the Thames is not confined to that part of the channel which is marked by buoys. See note to Thames (Lower) Bye-law 16, *ante*, p. 420.

<sup>2</sup> A vessel which on coming to an anchor, or on getting under way, has to turn round, must give the four-blast signal on the whistle on or before commencing to turn. See *The New Pelton*, [1891] P. 258; *The Wega*, [1895] P. 156. See also note to Thames (Lower) Bye-laws 23 to 27 as to the duty to give the three short-blast signal when engines going astern. When a steam vessel blows four blasts to a sailing vessel, it is a prudent course for the sailing vessel to take steps to get out of the way of the steam vessel, because it is impossible for a sailing vessel to form an opinion of what the circumstances are which have brought the steamer into the position in which she gives that signal. See *The Longnewton* (1888), 6 Asp. M. C. 302, p. 304. This Rule does not apply to a vessel which has temporarily taken the ground—*e.g.*, through the low state of the water—and is being overtaken by another, because she is under no duty to get out of the way of an overtaking ship. See judgment of Bargrave Deane, J., in *The Bromsgrove*, [1912] P. 183.

*Sound Signals for Vessels in Sight of One Another.*

42.—The words “short blast” used in this bye-law shall mean a blast of about one second’s duration.

When vessels are in sight of one another a steam vessel under way in taking any course authorised or required by these bye-laws shall indicate that course by the following signals on her whistle—viz.:

One short blast to mean, “I am directing my course to star-board.”

Two short blasts to mean, “I am directing my course to port.”

Three short blasts to mean, “My engines are going full speed astern.”

43.—The signals by whistle mentioned in the preceding bye-laws shall not be made by means of a siren or any instrument other than an ordinary steam whistle or other efficient sound signal previously approved by the Conservators, and shall not be used on any occasion or for any purpose except those therein mentioned, and no other signal by whistle or sound signal shall be made by any vessel.

*Steering and Sailing.*

44.—[Word for word the same as Article 17 of the Collision Regulations, *ante*, p. 52.]

45.—If a sailing vessel and a steam vessel are proceeding in such a direction as to involve risk of collision the steam vessel shall keep out of the way of the sailing vessel.<sup>1</sup>

46.—When two steam vessels or two steam launches proceeding in opposite directions, the one up and the other down the river, are approaching each other so as to involve risk of collision, they shall pass port side to port side.<sup>2</sup>

<sup>1</sup> Steam vessels must pay particular attention to sailing vessels beating to windward, as the latter, when they have stood as close to the shore as prudent, are entitled to go about without warning vessels of their intentions. A steamer should know from the position of the sailing vessel that she may go about at any moment. See *The Palatine* (1872), 1 Asp. M. C. 469. Steam vessels must also get out of the way of dumb barges and other craft driving with the tide. See *The Owen Wallis* (1874), 2 Asp. M. C. 206.

<sup>2</sup> If the two vessels are proceeding in such a way that if they keep to their respective courses they will come so near each other as to cause risk of collision, they must obey this Rule and manœuvre so as to pass each other port to port. See *The Odessa* (1882), 4 Asp. M. C. 493. See also *The Guildhall*, [1908] P. 29, reversed on facts, [1908] A. C. 159.

48.—Steam vessels and steam launches crossing from one side of the river towards the other side shall keep out of the way of vessels navigating up and down the river.<sup>1</sup>

49.—Every steam vessel and steam launch when approaching another vessel so as to involve risk of collision, shall slacken her speed and shall stop and reverse if necessary.

50.—Steam vessels and steam launches navigating against the stream above Richmond Lock shall ease<sup>2</sup> and if necessary stop to allow vessels coming down with the stream to pass clear, particularly when rounding<sup>3</sup> points or sharp bends in the river.

51.—Steam launches navigating above Richmond Lock shall, where the channel or depth of water permits, be navigated in mid-river.

52.—Every vessel overtaking another vessel shall keep out of the way of the overtaken vessel, which latter vessel shall keep her course.

Every vessel coming up with another vessel from any direction more than two points abaft her beam—*i.e.*, in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side lights—shall be deemed to be an overtaking vessel, and no subsequent alteration of the bearing between the two vessels shall relieve the overtaking vessel of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward or abaft this direction, she shall, if in doubt, assume she is an overtaking vessel, and keep out of the way.

53.—Where by the above bye-laws one of two vessels is to keep out of the way the other shall keep her course and speed.<sup>4</sup>

#### *Lights required above Teddington Lock.*

54.—Every steam vessel and steam launch shall, when navigating in or above Teddington Lock, carry and exhibit the following lights and no other—that is to say:

<sup>1</sup> See note to Thames (Lower) Bye-law 34, *ante*, p. 427.

<sup>2</sup> She must so far check her speed as to prevent her coming up to the point at the same time as the other vessel would come there. See *The Libra* (1881), 6 P. D. 139; *The Margaret* (1884), 9 P. D. 47 and 9 A. C. 885.

<sup>3</sup> See note to Thames (Lower) Bye-law 36.

<sup>4</sup> It must be noted that by Rule 49, if the steam vessels are approaching with risk of collision their speed shall be slackened, and their engines shall be stopped and reversed if necessary.

- (a) On or before the foremast, or if there be no foremast on the funnel or on a staff at the bow, in either case at a height above the hull of not less than four feet, a bright white light so fixed as to throw the light ten points on each side of the vessel—viz., from right ahead to two points abaft the beam on either side—which light shall in the case of a steam launch registered under the provisions of the Thames Conservancy Act, 1894, be behind a glass shade or slide upon which the registered number of such steam launch shall be legibly and conspicuously pointed in black figures, and in the case of any other vessel the glass shall be perfectly plain and clear.
- (b) On the starboard side a green light so fixed as to throw the light from right ahead to two points abaft the beam.
- (c) On the port side a red light so fixed as to throw the light from right ahead to two points abaft the beam.
- (d) Every such light shall be of such a character as to be visible at a distance of at least one mile.

55.—The master of the vessel shall be responsible for the due carrying and exhibiting of such lights and no other.

59.—No vessel shall be moored to or placed in front of the towing path so as to cause an obstruction to or interference with either the navigation or the use of the towing path.

60.—The navigable part of the channel of the river above Richmond Lock shall at all times be kept clear for the passage of vessels navigated thereon, and no vessel shall be stopped in the navigable part of the said channel so as to impede or obstruct the free and clear passage of any other vessel, and no ryepeck or punt pole shall be left fixed in any part of the bed of the river.

61.—If any vessel or thing shall be stopped, be aground, or sunk or placed in any part of the river above Teddington Lock, so as to impede or obstruct the free and clear navigation thereof, the owner or any person having the care of such vessel or thing shall immediately, on the request of any person impeded or obstructed thereby or of any officer of the Conservators, remove such impediment or obstruction so as to clear the channel, and on the refusal or neglect of such owner or other person to remove such obstruction forthwith any officer of the Conservators may remove or cause the same to be removed, and if necessary cause any such vessel to be unloaded, and the costs of such removal and unloading shall be paid by the owner of such vessel or thing.

62.—No vessel shall enter any lock unless there be sufficient water to float and carry such vessel through such lock and the channel or cut leading to or from the same, and no vessel shall stop in any lock longer than is necessary for the filling or emptying the lock and passage through the same.

63.—If any vessel shall have passed through any lock and the toll for the passage thereof shall not have been duly paid, such toll may be demanded and taken at any other lock through which such vessel is to pass before the same be permitted to proceed.

64.—The passage of vessels through locks shall be regulated by the lock keepers in accordance with the directions given from time to time by the Conservators.

65.—No vessel shall enter any lock with sail up nor hoist any sail during the time it continues in the lock.

66.—When any vessel used for carrying goods or merchandise, steam tug, or steam launch enters a lock, a rope or chain shall be immediately put out from the bow and stern of such vessel and made fast on shore in order to prevent the vessel from running foul of the gates or works or other vessels in the lock.

67.—When any vessel is stopped between the towing path and the navigable channel, the mast or towing mast or the funnel (if any) shall be lowered so as to permit the towing lines of any other vessel to pass without obstruction, and when any vessel shall be moored at any wharf or elsewhere in the river, the same shall be securely made fast at both ends thereof, and shall be laid as close to and along the side or front of such wharf or mooring place as conveniently may be.

68.—No person shall, without the consent of the ferryman first obtained, take away or use any ferry boat or any pole or tackle belonging to such ferry.

69.—No person employed on board any vessel shall without actual necessity place or hold a pole or boat hook against any bank or towing path or works on the river so as to injure or damage the same.

73.—No vessel shall be towed upon the river from the bank otherwise than from a mast of sufficient height to protect the banks, gates, and works from injury by the towing line, except in places where the strength of the stream renders it necessary that the line should be brought down to the vessel and made fast.

79.—Any vessel being on the river on the occasion of any boat race, regatta, public procession, or launch of a vessel, or on any other occasion when large crowds assemble thereon, shall not pass thereon

so as to obstruct, impede, or interfere with the boat race, regatta, procession, or launch, or endanger the safety of persons assembling on the river, or prevent the maintenance of order thereon, and the master of every such vessel shall observe the directions of the officer of the Conservators engaged in superintending the execution of this bye-law.

81.—The owners or other persons in charge of every vessel on the river shall obey and conform to the directions of every officer of the Conservators and of every person for the time being in their employ.

82.—No houseboat or steam launch shall lie or loiter in any part of the river from time to time marked off by the Conservators, or defined by notice given by the Conservators or by notice-boards set up by them as being a part of the river in which no houseboat or steam launch shall lie or loiter. Provided always that nothing in this bye-law shall prevent any pleasure boat from remaining during any regatta, boat race, procession, or other special occasion at such place, and for such length of time as may be sanctioned by the Conservators or any of their officers.

98.—Any person acting in contravention of any of these bye-laws shall, for every such act, be liable to a penalty not exceeding 10*l.*, and in the case of a continuing offence to a further daily penalty not exceeding the like amount which said penalties shall be recoverable, enforced, and applied according to the provisions of the Thames Conservancy Act, 1894.

*Bye-laws relating to the conveyance of explosives in the River Thames, sanctioned by the Board of Trade, 17th February, 1915.*

“Ship” means every description of vessel used in sea navigation, whether propelled by oars or otherwise.

“Boat” means every vessel, not a ship as above defined, which is used in navigation in any inland water or any harbour, whether propelled by oars or otherwise.

17.—Every boat having on board any explosive shall, both by day and night, whether at anchor or under way, display a red flag not less than two feet square.

33.—Every ship having explosive on board, or proposing to take explosive on board, shall, both by day and night, whether at anchor or under way, display a red flag not less than four feet square at her foremast head.

*Bye-laws relating to ships carrying petroleum in the River Thames, confirmed by the Board of Trade, 11th June, 1904.*

“Petroleum barge” shall mean any barge approved and licensed by the Conservators for the conveyance of petroleum on the Thames, except when the same is empty and certified by the harbour master as having been thoroughly ventilated.

“Petroleum ship” shall mean any vessel other than a petroleum barge having or intending to take on board, or having discharged petroleum as cargo, except when the same is empty and certified by the harbour master as having been thoroughly ventilated.

3.—No petroleum ship entering the Thames shall be navigated, lie in, or be moored, and no part of the cargo of such petroleum ship shall be discharged in any part of the Thames above or to the westward of the Mucking Light at Thames Haven.

4.—All petroleum ships and petroleum barges shall, when moored or anchored, lie singly, and there shall be a clear space of not less than 100 feet of waterway kept between any such petroleum ships or petroleum barges. Provided that this bye-law shall not apply in the case of a petroleum barge lying alongside a petroleum ship for the purpose of being laden or discharged, nor to petroleum barges when lying alongside a quay and actually discharging, nor to a tug and petroleum barges moored or anchored on account of fog or other exceptional causes.

5.—The master of every petroleum ship shall, on entering the Thames and during the time that such ship remains in the Thames, display at the masthead by day a red flag not less than three feet square with a white circular centre six inches in diameter, and by night a red light on the masthead in addition to any navigation lights which may be required by any other bye-laws or Rules.

10.—The following Rules in respect to petroleum barges shall in every case be complied with:

- (d) No loaded petroleum barge and no petroleum barge fitted with a tank or tanks shall be navigated or lie in the Thames, unless a red metal flag not less than 18 inches square with a white circular centre 6 inches in diameter is exhibited upon such petroleum barge where it can best be seen, and no tug shall tow such a petroleum barge without also exhibiting a similar flag at the mast-head.

- (e) No loaded petroleum barge shall be navigated except in tow of, or attended by, an efficient tug propelled by steam, electricity, or other mechanical power.
- (f) Not more than four loaded petroleum barges shall be towed together at one time, and these shall be towed two abreast, and not more than two petroleum barges shall be towed in single line, and no petroleum barge shall be towed alongside a tug.
- (h) No petroleum barge shall be navigated in a fog.
- (j) In the event of it becoming necessary to show lights upon any petroleum barge through the same having to moor or anchor on account of fog or other exceptional causes, the master of such petroleum barge shall obtain such lights from the tug in attendance, and he shall return the lamps to the tug immediately after use.

No lamps shall be lighted or extinguished on board a petroleum barge, and no petroleum barge shall when under way have on board any lights or lamps under any circumstances whatever.

## TRENT.

*Rules made by Order in Council 19th July, 1910, concerning the lights to be carried by vessels (except craft under 10 tons measurement), and the steps for avoiding collision to be taken by such vessels navigating the River Trent between the Stone Bridge at Gainsborough and Trent Falls.*<sup>1</sup>

### PRELIMINARY.

1.—These Rules, which should be read in conjunction with The Humber Rules, 1910, and The Humber Bye-laws, 1910, may be cited as The Trent Rules, 1910.<sup>2</sup>

2.—In interpreting these Rules, the terms used shall have the same meanings as are assigned to them in The Humber Rules, 1910, except that the term "The Trent" ("The river") shall mean the River Trent between the Stone Bridge at Gainsborough and Trent Falls.

<sup>1</sup> Persons in charge of vessels navigating the River Trent below the Stone Bridge at Gainsborough should observe the Trent Rules, 1910, the Humber Rules, 1910, and the Humber Bye-laws, 1910.

<sup>2</sup> The Humber Rules, 1910, are printed, *ante*, p. 256, and the Humber Bye-laws, 1910, *ante*, p. 253.

3.—All vessels, while navigating or anchored or moored in the River Trent as above defined, shall observe and obey the Regulations for Preventing Collisions at sea made in pursuance of, and for the time being in force, under the Merchant Shipping Act, 1894, or any subsisting statutory modification thereof, with the exceptions and additions made in The Humber Rules, 1910, and in the following Rules.

#### ANCHORAGE.

4.—A vessel anchoring for the purpose of dredging for sand or ballast, or fishing, shall be so anchored or moored that no part of such vessel or her gear shall obstruct the navigable channel of the river. Such vessel as aforesaid shall lie singly, and when more than one, in a line astern of the foremost and not abreast of each other and (as near as may be) parallel with the banks, and shall have her anchor buoyed.

5.—A vessel lying at anchor off any works or wharves, and waiting to load or discharge cargo at such works or wharves, and a vessel anchored for the purpose of fishing, shall have a rope or ropes made fast ashore to hold her steady to the bank, except when prevented by æger or other unavoidable circumstance.

6.—No vessel unless loading or discharging cargo shall lie at anchor in any of the Bights hereunder specified after the tide has flowed to a sufficient extent to enable her to get clear of such Bight—namely:

- (1) Morton Bight.
- (2) Stockwith or Ropery Bight.
- (3) Jenny Hurn Bight.
- (4) Kelfield Bight.
- (5) Boggard Hall Bight between Burringham Ferry and the Ironstone Wharf.
- (6) Upper part of Amcott's Hook Bight near Amcott's Sluice.

7.—No vessel shall anchor for the purpose of fishing in any of the following roadsteads—viz.:

- Flixborough Stather Road;
- The lower part below the Stone Heap of Burton Stather Road;
- Cliff End Road;

nor in that part of the river which lies between the upper part of Boggard Hall Bight above Keadby Bridge and the north end of the lower part of Amcott's Hook.

8.—No vessel employed for the purpose of fishing shall exceed 20 tons burthen.

9.—No vessel shall be anchored or moored in any part of the river (whether hereinbefore mentioned or not) so as to be an obstruction to the navigation thereof for a longer time than is necessary for her removal on the tide following her arrival.

#### TOWAGE.

10.—A vessel shall not tow at any one time so many vessels in a line as that the stern of the hindmost vessel is distant more than 800 feet from the stern of the towing vessel.

11.—A vessel shall not tow at any time more than eight keels or other vessels between Keadby Bridge and Trent Falls, unless in the opinion of the master of the tug circumstances render it necessary to do so, in which case the tug may tow nine keels or other vessels, but they shall then be towed in three lines. In any other case below Keadby Bridge the vessels shall be towed in two lines.

12.—A vessel shall not tow at any time more than six keels or other vessels between Gainsborough and Keadby Bridges.

#### MISCELLANEOUS.

13.—No vessel shall lie or be moored at any jetty, staith, or landing place so as to obstruct the navigation of passing vessels.

14.—Every landing place or ferry staith or step, which, or any part of which, projects into the river or is submerged at high water, shall, if required by the above-named Board, be furnished with a beacon or buoy by day and a light by night to mark its outer extremity.

15.—All ferryboat chains laid across the river shall be slackened down level with the bed of the river from side to side when not actually in use.

16.—Nothing in these Rules shall be deemed to take away or affect any statutory rights possessed by or given to dock masters, harbour masters, or pier masters within the prescribed areas in which they exercise their respective statutory jurisdictions.

NOTE.—Persons in charge of vessels navigating the River Trent below the Stone Bridge at Gainsborough should observe The Trent Rules, 1910, The Humber Rules, 1910, and The Humber Bye-laws, 1910.

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**TYNE.**

*The Tyne Improvement Commissioners, in pursuance of the River Tyne Improvement Act, 1850, and other their Special Acts and the Acts incorporated therewith, and the Explosives Act, 1875, made the following bye-laws, which were allowed on the 15th day of November, 1884.*

## PRELIMINARY.

“The port” means the port of Newcastle-upon-Tyne, as defined by the River Tyne Improvement Act, 1850, and the Tyne Improvement Act, 1861. It extends from Hedwin Streams to the outermost ends of the Tyne piers when completed, and includes so much of the ports of North Shields and South Shields, established for custom-house purposes, as lies within the limits of the port of Newcastle-upon-Tyne, so long as the same continue for such purposes separate ports, and includes all creeks, docks, and places therein, and within the river. “The river” means the part of the River Tyne within the jurisdiction of the Commissioners. “Vessel” means any ship, lighter, keel, barge, boat, raft or craft, or any other kind of vessel whatever, whether navigated by steam or otherwise. “Steam vessel” or “steamer” means any vessel propelled by steam. “Sea-going vessel” means any vessel which has been, is, or is intended to be used for sea voyages. “Ballast lighter” means any barge, boat, or other vessel used for receiving or conveying ballast or rubbish. “Boat” means any keel, wherry, or other open boat not exceeding 50 feet in length. “Day” or “daytime” means the period between sunrise and sunset. “Night” or “night time” means the period between sunset and sunrise. “Tide time” means the period commencing two hours prior to, and ending one hour after, the time of high water.

3.—The master of every vessel and the owner thereof shall severally be responsible for the due performance and observance as regards such vessel of such of the following bye-laws as shall apply to such vessel, and when any vessel shall be under the direction of any pilot, such pilot shall also be responsible for such performance and observance; but if such pilot shall be a duly licensed pilot whom the owner or master is bound by law to employ and put his vessel in charge of, neither the owner nor the master shall be responsible for any non-performance or non-observance arising from the neglect or default of such pilot.

4.—Every person, including those mentioned in the last preceding clause, who shall make default or breach in the performance or

observance of, or offend against or contravene any of the following bye-laws, shall for every such default, breach, or offence forfeit and pay to the Commissioners a sum not exceeding 5*l.*; but where by statute any other penalty is imposed for such or the like default, breach, or offence, such other penalty shall be substituted for the said 5*l.*, and it is expressly declared that the imposition and payment of any penalty shall not affect the liability of any person or vessel to answer in damages for any injury to any property or person arising from such default, breach, or offence as aforesaid.

#### AS TO MOORINGS.

5.—Every vessel shall be and be kept properly and effectually moored whilst at any public or private mooring place, or at any public or private quay, wharf, jetty, staith, drop, spout, or landing place within the port, and especially shall be kept effectually moored during high winds, freshes, or accumulation of ice. Every vessel shall be and be kept moored, otherwise than by means of anchors, except in case of emergency from whatever cause arising.

No anchor shall be put down from any vessel, whether at moorings or in any other place in the port, except in case of sudden emergency, or with the previous sanction of the harbour master; and if such sanction be granted, the anchor or anchors shall be placed clear of the navigable channel, and so as not to endanger any other vessel. Any anchor put down shall be removed as and when the harbour master shall direct.

If any vessel part from its anchor, the fact shall be reported to the harbour master as soon as practicable.

Every vessel moored or anchored, or about to be moored or anchored, shall be subject to any orders or directions which the harbour master may give as to the berth or place to be occupied, the manner of mooring or unmooring, or as to removal, or as to any other matter within his jurisdiction.

6.—The sails of every vessel, whether moored or at anchor, shall be furled; the standing and flying jibboom and mizzenboom shall be rigged close in, and all the booms and boom irons shall be taken off the yards; the bumpkins and boats' davits shall be swung in or unshipped; and the topsail and lower yards shall be peaked or braced sharp up, and the vessel shall be otherwise dismantled, if and as the harbour master shall direct.

7.—The anchors of every vessel when moored in the river shall be taken in clear of the gunwale, or hung perpendicularly from the

hawse pipe, in such position as shall be least likely to cause, or tend to cause, damage or injury to such vessel or to any other vessel, or shall be dealt with partly in one mode and partly in the other, as the harbour master may direct.

9.—No more than one vessel at a time shall lie or be at any staith, spout, or drop, for any purpose whatsoever, without the previous consent of the harbour master, dock master, or staith master, as the case may require; and no vessel shall without such consent be placed alongside of any other vessel lying at any staith, spout, or drop.

10.—Vessels shall not, without the previous consent of the harbour master, be placed or be between the tiers, or be placed or be in such a position as to obstruct or interfere with the access to any wharf, quay, or landing place (except while loading or unloading cargo or ballast thereat, or while proceeding thereto, or lying alongside thereof, for such purpose as aforesaid, or returning therefrom), or so as to obstruct or interfere with the access to any dock entrance. This bye-law does not apply to vessels in the employment of or belonging to the Commissioners.

#### AS TO LIGHTS AND FOG SIGNALS.

12.—Subject to Bye-law 13, the undermentioned lights, and no other light, shall be carried and displayed upon every steam vessel while steaming under way during night time:

1st.—On or in front of the foremast, at a height above the hull of not less than 20 feet; and if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, a bright white light, so fixed as to show a uniform and unbroken light over a horizontal arc of 20 points of the compass, and to throw the light 10 points on each side of the steam vessel (that is to say, from right ahead to two points abaft the beam on each side), and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles; provided always, that in the case of a steam vessel having no foremast, it shall be sufficient if the said white light be at a height not less than 12 feet above the hull, fixed on a staff not more than 30 feet from the stem, and in the case of a steam vessel not exceeding 12 feet in breadth, it shall be sufficient if such light be at a height not less than 6 feet above the hull, fixed on a staff not more than 12 feet from the stem.

2nd.—On the starboard side, a bright green light, so fixed as to show a uniform and unbroken light over a horizontal arc of 10 points of the compass, and to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least one mile.

3rd.—On the port side, a bright red light, so fixed as to show a uniform and unbroken light over a horizontal arc of 10 points of the compass, and to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least one mile.

The said green light and red light shall each be fitted with an inboard screen, projecting at least 3 feet forward from the light, so as to prevent such light from being seen across the bow of the steam vessel.

13.—Every steam vessel while steaming under way and engaged in towing any other vessel during night time shall, in addition to the lights prescribed by Bye-law 12, carry on or in front of the foremast, or if there be no foremast, on the staff mentioned in that bye-law, a second bright white light, similar to and placed vertically at least 3 feet above or below the bright white light prescribed in that bye-law.

14.—Every steamer being towed, or under sail and not under steam, and every sailing vessel under way or being towed shall, during night time, carry the same lights as a steamer under way under steam, except the white light or white lights, which shall not be carried.

15.—A bright white light shall be shown from the stern of every vessel which is being overtaken by another vessel during night time.

16.—Upon every vessel when at anchor, and upon every vessel being the outside vessel of a tier of vessels moored, there shall during night time be exhibited, where it can best be seen, but at a height not exceeding 20 feet from the upper deck, a bright white light in a globular lantern of 8 inches in diameter, so as to show a uniform and unbroken light all around the horizon, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least one mile. If the harbour master shall consider it advisable for the safe navigation of the river that a like light shall be exhibited during night upon any other vessel moored, whether one of a tier or not, and shall leave an order on board such vessel to that effect, such light shall be exhibited accordingly, and in a similar position to that hereinbefore prescribed.

This bye-law, except the last preceding paragraph thereof, does not apply to boats.

17.—Upon every open fishing and other boat, and every raft under way during night time, there shall be exhibited either such green and red side lights as are prescribed by Bye-law 12, where they can best be seen, or a lantern having a green slide on one side and a red slide on the other side, placed where it can best be seen, and so that the green slide shall not be seen from the port side, nor the red slide from the starboard side. Provided that, when two or more keels, wherries, or other boats are being towed in line, there shall be exhibited from the stern of the last a bright white light.

18.—Every steam vessel shall be provided with a steam whistle or other efficient steam sound signal, so placed that the sound may not be intercepted by any obstructions, and with an efficient foghorn, and with an efficient bell. Every sailing vessel shall be provided with a similar foghorn and bell.

In fog, mist, or falling snow, whether by day or night, the following signals shall be used:

- (a) Upon a steam vessel under way a prolonged blast shall be made with the steam whistle or other steam sound signal at intervals of not more than two minutes.
- (b) Upon a sailing vessel under way a like blast shall be made with the foghorn at intervals of not more than two minutes.
- (c) Upon a steam vessel and a sailing vessel, if and when anchored, the bell shall be rung at intervals of not more than two minutes.<sup>1</sup>

#### AS TO NAVIGATION.

19.—Every vessel under way shall when proceeding seaward be kept to the south of mid-channel, and when proceeding inward from sea or up the river to the north of mid-channel, and so that in either case such vessel shall, with a port helm, always be and be kept clear of any vessel proceeding in the opposite direction.

20.—Every steam or other vessel (whether towing any other vessel or not, or being towed) shall, unless prevented by stress of weather, be brought into the port to the north of mid-channel, and be taken out of the port to the south of mid-channel.

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<sup>1</sup> Under this bye-law it has been held that a steam tug moored to a pontoon connected to the bank by a bridge is not required in fog to sound her bell. See *The Titan* (1906), 10 Asp. 350.

[There is no hard-and-fast rule as to the distance which a vessel entering the Tyne is bound to keep outside the pier heads before turning to enter the port. Therefore a steamer coming from the southward complies with this bye-law if she passes the south pier head at a distance sufficient to leave reasonable room for an outcoming steamer to come out and pass to the southward.<sup>1</sup>—ED.]

21.—Every vessel when under way, and requiring to pass over a part of the channel which is not within that half reserved for its navigation, for the purpose of proceeding to or from any landing, mooring, or other place, shall be navigated so as to cause no obstruction injury, or damage to any other vessel; and every vessel continuing its navigation, after reaching such landing, mooring, or other place, shall be navigated as soon as practicable, to the side of the river specified as the proper side for its navigation, and so as to cause no obstruction, injury, or damage to any other vessel.

[This Rule does not require vessels crossing the river, in any event, to get out of the way of vessels going up or down, and they are at liberty when crossing at a proper time and in a proper manner to do so at such times as may be convenient to themselves, and vessels proceeding up and down must take the ordinary precautions to avoid colliding with crossing vessels.<sup>2</sup> The onus is principally on the crossing ship, as she must see that she has room to cross, and should indicate unmistakably what she intends to do.<sup>3</sup>—ED.]

22.—Every vessel crossing the river, and every vessel turning, shall be navigated so as not to cause obstruction, injury, or damage to any other vessel.

23.—When steam vessels proceeding in opposite directions are approaching each other they shall be kept on their proper sides, and if necessary speed shall be slackened, the vessel going against the tide in all cases giving way to the one going with the tide; and when steam vessels are approaching each other so as to involve risk of collision, their helms shall be put to port, and if necessary their engines shall be stopped or reversed.

24.—When any steam vessel (except a steam vessel when towing sailing vessels) is approaching any sailing vessel or steam tug with sailing vessels in tow proceeding in the opposite direction, the speed of

<sup>1</sup> *The John O'Scott* (1897), 8 Asp. M. C. 235; *The Harvest* (1886), 6 Asp. M. C. 5; see also *The Raithwaite Hall* (1874), 2 Asp. M. C. 210.

<sup>2</sup> *The Thetford* (1887), 6 Asp. M. C. 179; see also *The Henry Morton* (1874), 2 Asp. M. C. 466.

<sup>3</sup> *The Skipsca* (1904), 10 Asp. M. C. 91.

such steam vessel shall, if necessary, be slackened when it is within 30 yards of, and until it shall have passed, the sailing vessel, or steam tug and towed vessels.

25.—Sea-going steam vessels shall not be navigated in the port above the Low Lighthouse at a greater speed over the ground than six knots or seven statute miles per hour, whether going with or against the tide.

26.—Every sea-going steam vessel, when under way in the port, shall be so navigated as not to involve risk of collision or by causing a swell to endanger any other vessel.

27.—When it is unsafe or impracticable for a steam vessel to be kept out of the way of a sailing vessel, at least four blasts of the steam whistle of such steam vessel in rapid succession shall be given, each blast being of two seconds' duration; and after such signal such sailing vessel shall be kept out of the way of such steam vessel.

28.—Every sailing or steam vessel overtaking any other vessel shall be kept out of the way of the overtaken vessel, which shall be kept on her course, and no obstruction shall be wilfully caused by the overtaken vessel to the passage of the overtaking vessel; and any vessel having passed another shall not cross the bows of the passed vessel until at such a distance as will not necessitate the stopping or easing of the passed vessel to avoid a collision.

29.—Every steam tug, or other steam vessel, towing a vessel into the port, not having a pilot already on board, and whether showing a signal for a pilot or not, shall be eased or stopped if necessary to enable a pilot to board the towed vessel, unless the master thereof shall have previously informed the master of the steam tug or other steam vessel that he did not intend to take a pilot, but unless prevented by stress of weather, every pilot intending to take charge of a vessel coming into the port shall board such vessel outside the port—that is, seaward of the ends of the Tyne piers; and every pilot in charge of a vessel going to sea shall not leave such vessel within the port.

30.—Subject to Bye-law 73, a tow line shall not be used with a scope exceeding 20 fathoms for towing any steam or other vessel, except eastward of a line running due south from the Low Lighthouse at North Shields.

31.—A steam tug or other steam vessel shall not tow at one time more than one sea-going vessel of a registered tonnage exceeding two hundred tons (200 tons).

32.—A steam tug or other steam vessel shall not tow at one time two or more vessels in line so that the stern of the hindmost vessel is

distant more than 450 feet from the stern of the towing vessel, or two or more vessels abreast, or rafts exceeding 250 feet in length and 40 feet in breadth.

33.—A steam vessel shall not tow at one time more than six keels, wherries, or other boats.

34.—When more steamers than one are employed in towing a vessel, the distance between any two consecutive steamers so employed shall not be greater than 100 feet; and the distance between any two steamers abreast so employed shall not be greater than 40 feet. The owner or person in charge of each such steamer shall be responsible for the due observance of this bye-law.

35.—A vessel shall not be allowed to drift in any part of the river or port. Every vessel must be properly navigated, or moored clear of the navigable channel. Every vessel proceeding to the Northumberland, Tyne, or Albert Edward Dock, and arriving off the entrance of such dock before the signal for its admission is hoisted, must keep on either side of the navigable channel, and out of the fairway of the river or dock traffic until the signal is hoisted for its admission.

36.—Except in the cases provided for by Bye-laws 29 and 57, or in case of emergency, a vessel shall not be brought up or stopped in the navigable channel.

37.—Every vessel when navigating the river shall have its anchor and chain ready to be let go in the event of any emergency requiring their use for the safety of such vessel or of any other vessel.

38.—Every vessel shall be navigated in a careful manner, especially in those parts of the river where there is much traffic.

39.—Every vessel under way when overtaken by a fog shall be navigated at a very moderate speed, and shall, as soon as practicable, be moored or anchored out of the navigable channel. Vessels shall not, without the permission of the harbour master, be got under way during a fog.

#### AS TO VESSELS APPROACHING THE CRAFT AND WORKS OF THE COMMISSIONERS.

40.—The engines of every steam vessel shall be eased, and it, as well as all other vessels, shall be kept well clear when passing the divers' boats, diving bells, screw keels, weigh keels, dredgers, or other craft or appliances belonging to or employed by the Commissioners, and at work or being used; and when the divers' boats, diving bells, craft, or appliances are at work, or being used, the engines of such steam

vessel shall be made to go dead slow, and such slowing shall commence at a point at least 100 yards before reaching such divers' boats, diving bells, craft, or appliances, and continue for 50 yards after passing them; and while the said divers' boats, diving bells, screw keels, weigh keels, and other craft or appliances are at work or being used a white flag shall be hoisted on board, and at least 6 feet above the highest part of every vessel or appliance so at work or being used. Whenever a white flag shall be so exhibited within 50 yards of the end of either the north pier or the south pier, no boat or other vessel shall pass between such flag and the pier, but every boat or other vessel shall be kept outside of such flag, and well clear of the Commissioners' craft and appliances; and no vessel shall at any time, even if the said flag shall not be so exhibited, pass between the buoy, at the end of the submerged rubble base of either the north pier or the south pier, and such pier.

41.—When sunken vessels or other obstructions are being lifted or removed, or when moorings are being drawn or fixed by or under the direction of the Commissioners' officers or servants, all steam vessels shall go dead slow when within 100 yards of the place where the operation is being performed; and such vessels, as well as all other vessels, when passing shall be kept well clear, so as not to occasion any danger, injury, or interruption.

42.—When any dredger is in such a situation that any of the working chains thereof is taut, so as to be dangerous to passing vessels, the master of such dredger shall hoist in daytime a red flag, and in night time a red light on the side of the dredger where the danger is, as a warning to passing vessels to proceed on the opposite side of the dredger, and all passing vessels shall proceed on such opposite side accordingly; and such red light shall be placed at the same height as the white light which is carried at night by the dredger, or so near thereto as circumstances will admit. Such red flag or red light shall be hoisted on the forward framing, and about 5 or 6 feet clear of the side of the dredger, and shall be taken down whenever the necessity for it shall have ceased.

43.—When any dredger, not working, is moored in a situation where, in the judgment of the master of the dredger, there is not a proper passage for vessels between the dredger and the shore, the master of the dredger shall cause the danger signal (red flag or red light) to be exhibited on the side of the dredger where the passage must not be taken, as a warning to vessels to proceed on the opposite side of the dredger, and all passing vessels shall proceed on such opposite

side accordingly. Such danger signals, and the white or riding light, shall be those named, and shall be exhibited in the manner prescribed in the last preceding clause. The red or danger signal shall be removed so soon as the dredger is shifted, or the passage, in the judgment of the master of the dredger, has otherwise become clear. These instructions to the master of the dredger are not intended in any way to relieve any person in charge of a vessel from being responsible for the proper and careful navigation of such vessel, the signal being only intended to indicate that, in the opinion of the master of the dredger, the space between the dredger and the shore is not a proper navigable passage for ordinary vessels proceeding at an ordinary rate of speed.

44.—Vessels (unless belonging to or employed by the Commissioners) shall not be moored at the moorings provided for the Commissioners' dredgers, hopper barges, steam tugs, or other craft. The buoys of such moorings are painted white.

#### AS TO STEAM AND OTHER VESSELS.

46.—Every steam vessel and every sailing vessel while under way shall be manned by a properly qualified master and a sufficient number of able-bodied and experienced men, and shall during the daytime have one person, and during the night time, or in time of fog or snow, two persons properly qualified, stationed at the bow as a look-out, and to give notice in due time of any obstruction or danger.

47.—Every steam vessel having any vessel in tow shall attend upon such vessel until it is properly moored or secured.

57.—Any steam vessel navigating the river shall, when required by the harbour master or the superintendent of the river police, be stopped, so as to allow him to board it.

#### AS TO THE DISCHARGING AND TAKING IN OF BALLAST, RUBBISH, ETC.

73.—The scope of tow line used in towing any hopper barge in any part of the river above the Low Lighthouse shall not exceed 16 fathoms.

74.—A red flag shall be hoisted on every steam hopper barge and on every steam vessel having a hopper barge in tow when the ballast, rubbish, or other substance or thing in such hopper barge is about to be and while it is being discharged; and the doors of such hopper barge shall not be struck for the purpose of discharging until such flag is hoisted.

## GENERAL.

78.—A competent person in charge shall at all times, both by day and by night, be on board every boat or other vessel lying at or alongside any stairs, causeway, or landing place, and on board every sea-going vessel, whether serviceable, unserviceable, stranded, disused, or laid up.

79.—Every sea-going vessel shall be kept at all times so loaded or ballasted, or in such a condition as to be capable of being safely moved.

86.—Immediate notice of any vessel being sunk or stranded in the port shall be sent to the nearest river-police station, or to the harbour-master's office, and if the vessel be sunk or stranded within 500 yards of the entrance to, or in, Northumberland, Albert Edward, or Tyne Dock, to the dock-master's office also; and there shall, during night time, be exhibited at or over such vessel two bright white lights, placed horizontally, not less than 6 nor more than 12 feet apart, each light being of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least one mile; and during daytime a green flag, or a wreck buoy painted green, of a size sufficient to be visible at a distance of at least 500 yards.

88.—Any craft, raft, boat, timber, or other obstruction shall not lie, or be placed, made fast, or moored between any tiers and the shore nearest to them, so as to prevent the free transit of any ferryboat or any other vessel, or in the river so as to form an obstruction to the approach to any public or private landing place.

91.—Any drift, or trawling, or other net shall not be cast or placed in any part of the river so as to be, or be likely to become, an obstruction or danger to the navigation of vessels.

AS TO THE NORTHUMBERLAND AND ALBERT EDWARD DOCKS, AND THE RIVER AND DOCK STAITHS BELONGING TO THE COMMISSIONERS.

102.—No vessel shall approach any basin or lock for the purpose of entering the dock while any vessel is passing out, or until the following signal is exhibited on the outer end of the middle pier of the dock—namely, a blue flag by day and a red light by night—and no vessel shall enter any basin or lock, or the dock, except whilst such flag or light is exhibited.

103.—No vessel shall approach any basin or lock for the purpose of leaving the dock whilst any vessel is entering, or until the following signal is exhibited on the inner end of the middle pier of the dock—

namely, a red flag by day and a green light by night—and no vessel shall leave the dock, or any basin or lock, except whilst such flag or light is exhibited.

105.—Every vessel shall have the master or pilot on board when entering or leaving the dock, and when entering or leaving, along with other vessels, shall do so only in regular turn, in the order of its arrival at the dock gates, or of its getting under way, or as shall be directed by the dock master.

106.—Every vessel before entering and while in the dock shall have its sails furled, its anchors stowed on deck, its standing and flying jibboom and mizzenboom rigged close in, all its booms and boom irons taken off the yards, its bumpkins and all its davits swung in, its topsail and lower yards peaked or braced sharp up, and shall be otherwise dismantled if and as the dock master may direct.

107.—Vessels in the dock shall not have their sails loose after sunset or in squally weather, and the topgallant masts of vessels lying up in the dock shall be struck if required by the dock master.

108.—Vessels shall not be moved across the dock whilst the dock gates are open, and shall not be worked under sail in the dock.

109.—Steam vessels shall not be navigated in the dock at a greater speed than two miles an hour.

110.—Any steamer entering or being in the dock for the purpose of towing shall take its turn as appointed by the dock master, and shall not, without his permission, tow at the same time more than one vessel into or out of the dock.

113.—Every vessel upon entering the dock shall be taken to such mooring place as the dock master shall direct, and shall not be removed therefrom for any purpose whatever, without the leave of the dock master or staith master, as the case may require, having been first obtained.

114.—A watchman or other competent person shall at all times be on board every sea-going vessel in the dock, and if and when required by the dock master, on board any other vessel, and such watchman or person shall cause ropes, chains, or other fastenings to be slackened, tightened, or thrown off, as and when the dock master or staith master, as the case may require, shall direct.

115.—A sufficient number of men shall be on board every vessel in the dock before, during, and after loading or unloading, so as to move such vessel when necessary, or as the dock master or staith master shall direct; and every such vessel shall be moved when and as the dock master or staith master shall direct.

119.—Every vessel entering or leaving the dock shall be navigated in a careful manner, having reference to the state of the tide and conditions of weather, so as to avoid damage to gates and entrances and other works of the Commissioners, and to any other vessel or property.

120.—Every vessel and its boats, stores, tackle, and cargo, while entering or leaving, or in the dock or any basin or lock thereof, shall be in the custody, care, and management of the master, crew, watchman, or shipkeeper employed by the owner or master of such vessel; and the Commissioners shall not be responsible for the navigation, custody, care, or management of such vessel or boats, or for the custody or care of such stores, tackle, or cargo, or for the insufficiency of any rope, chain, or warp, which they may lend or allow to be used, or for any accident, injury, or damage which may happen in consequence of any voluntary assistance rendered by any of their vessels, officers, or servants to such vessel.

121.—There shall be on board every vessel discharging ballast in the dock a sufficient number of men to effect such discharge in a reasonable time, and if the ballast be discharged by a crane on shore, the vessel shall be removed from the berth immediately the ballast is discharged.

124.—Boats shall not be moored at the stairs or landing places of the dock, and any boat so found, and any boat found adrift or in a sinking state in the dock, may be removed or otherwise dealt with by the dock master at the expense of the owner.

125.—Vessels or timber shall not be moored in the entrance of the lock or basin of the dock without the special permission of the dock master.

142.—Vessels shall not be berthed without the permission of the dock master or staith master.

145.—Vessels (unless intended to be loaded with coals) shall not be moored at the buoys opposite any staith without the permission of the harbour master or dock master, and goods shall not be loaded or unloaded upon or from any vessel if and while so moored, without such permission.

*Bye-laws relating to ships carrying explosives, sanctioned by the Board of Trade, 16th August, 1877.*

The expression "ship" includes every description of vessel used in sea navigation, whether propelled by oars or otherwise.

3.—The master of every ship having explosive on board shall keep conspicuously exhibited at the foremast, from sunrise to sunset, a red flag of an area of at least 30 superficial feet, and shall keep exhibited at the foremast, from sunset to sunrise, in addition to the lights (if any) ordinarily required by the River Bye-laws to be exhibited, a red light, in such a position as to be above such ordinary lights (if any), and to show a clear, uniform, and unbroken light all around the horizon, visible on a clear night at a distance of half a mile from such red light.

*Bye-laws relating to ships carrying petroleum as cargo, sanctioned by the Board of Trade, 27th December, 1871.*

3.—Every ship or lighter, having petroleum on board, shall keep conspicuously exhibited from sunrise to sunset a red flag.

## UNITED STATES OF AMERICA, INLAND WATERS.

### BOUNDARY LINES OF THE HIGH SEAS.

The following lines dividing the high seas from rivers, harbours, and inland waters are hereby designated and defined pursuant to Section 2 of the Act of Congress of 19th February, 1895. Waters inshore of the lines here laid down are "inland waters," and upon them the Inland Rules and Pilot Rules made in pursuance thereof apply. Upon the high seas—viz., waters outside of the lines here laid down—the International Rules apply. The following lines shall be effective on and after 1st March, 1913:

*Inland waters on the Atlantic, Pacific, and Gulf coasts of the United States where the Inland Rules of the Road are to be followed; and inland waters of the United States bordering on the Gulf of Mexico where the Inland Rules of the Road or Pilot Rules for Western Rivers are to be followed.*

[All bearings are in degrees true and points magnetic; distances in nautical miles, and are given approximately.]

CUTLER (LITTLE RIVER) HARBOUR, ME.—A line drawn from Long Point 226° (S.W. by W.  $\frac{7}{8}$  W.) to Little River Head.

LITTLE MACHIAS BAY, MACHIAS BAY, ENGLISHMAN BAY, CHANDLER BAY, MOOSABEC REACH, PLEASANT BAY, NARRAGUAGUS BAY, AND PIGEON HILL BAY, ME.—A line drawn from Little River Head 232°

(W.S.W.  $\frac{3}{8}$  W.) to the outer side of Old Man; thence  $234^\circ$  (W.S.W.  $\frac{1}{2}$  W.) to the outer side of Double Shot Islands; thence  $244^\circ$  (W.  $\frac{3}{4}$  S.) to Libby Islands Lighthouse; thence  $231\frac{1}{2}^\circ$  (W.S.W.  $\frac{1}{4}$  W.) to Moose Peak Lighthouse; thence  $232\frac{1}{2}^\circ$  (W.S.W.  $\frac{3}{8}$  W.) to Little Pond Head; from Pond Point, Great Wass Island,  $239^\circ$  (W. by S.) to outer side of Crumple Island; thence  $249^\circ$  (W.  $\frac{1}{4}$  S.) to Petit Manan Lighthouse.

ALL HARBOURS ON THE COAST OF MAINE, NEW HAMPSHIRE, AND MASSACHUSETTS BETWEEN PETIT MANAN LIGHTHOUSE, ME., AND CAPE ANN LIGHTHOUSES, MASS.—A line drawn from Petit Manan Lighthouse  $205\frac{1}{2}^\circ$  (S.W.  $\frac{1}{4}$  S.),  $26\frac{1}{2}$  miles, to Mount Desert Lighthouse; thence  $250\frac{1}{2}^\circ$  (W.  $\frac{1}{8}$  S.), about 33 miles, to Matinicus Rock Lighthouses; thence  $267\frac{1}{2}^\circ$  (W.N.W.  $\frac{3}{4}$  W.), 20 miles, to Monhegan Island Lighthouse; thence  $260^\circ$  (W.  $\frac{5}{8}$  N.),  $19\frac{1}{2}$  miles, to Seguin Lighthouse; thence  $233^\circ$  (W.S.W.  $\frac{1}{8}$  W.),  $18\frac{1}{4}$  miles, to Portland Light Vessel; thence  $214\frac{1}{2}^\circ$  (S.W.  $\frac{3}{8}$  W.),  $29\frac{1}{2}$  miles, to Boon Island Lighthouse; thence  $210^\circ$  (S.W.), 11 miles, to Anderson Ledge Spindle, off Isles of Shoals Lighthouse; thence  $176\frac{1}{4}^\circ$  (S. by W.),  $19\frac{1}{2}$  miles, to Cape Ann Lighthouses, Mass.

BOSTON HARBOUR.—From Eastern Point Lighthouse  $215^\circ$  (S.W.  $\frac{3}{8}$  W.),  $15\frac{3}{4}$  miles, to The Graves Lighthouse; thence  $139\frac{1}{4}^\circ$  (S.S.E.  $\frac{3}{8}$  E.),  $7\frac{1}{2}$  miles, to Minots Ledge Lighthouse.

ALL HARBOURS IN CAPE COD BAY, MASS.—A line drawn from Plymouth (Gurnet) Lighthouses  $77\frac{1}{2}^\circ$  (E.  $\frac{1}{8}$  S.),  $16\frac{1}{4}$  miles, to Race Point Lighthouse.

NANTUCKET SOUND, VINEYARD SOUND, BUZZARDS BAY, NARRAGANSETT BAY, BLOCK ISLAND SOUND, AND EASTERLY ENTRANCE TO LONG ISLAND SOUND.—A line drawn from Chatham Lighthouses, Mass.,  $146^\circ$  (S. by E.  $\frac{3}{4}$  E.),  $4\frac{3}{8}$  miles, to Pollock Rip Slue Light Vessel; thence  $142^\circ$  (S.S.E.  $\frac{1}{8}$  E.),  $12\frac{3}{4}$  miles, to Great Round Shoal Entrance Gas and Whistling Buoy (PS); thence  $229^\circ$  (S.W. by W.  $\frac{5}{8}$  W.),  $14\frac{1}{2}$  miles, to Sankaty Head Lighthouse; from Smith Point, Nantucket Island,  $261^\circ$  (W.  $\frac{3}{8}$  N.), 27 miles, to No-Man's Land Gas and Whistling Buoy, 2; thence  $359^\circ$  (N. by E.  $\frac{1}{8}$  E.),  $8\frac{1}{8}$  miles, to Gay Head Lighthouse; thence  $250^\circ$  (W.  $\frac{5}{8}$  S.),  $34\frac{1}{2}$  miles, to Block Island South-East Lighthouse; thence  $250\frac{1}{2}^\circ$  (W.  $\frac{5}{8}$  S.),  $14\frac{3}{4}$  miles, to Montauk Point Lighthouse, on the easterly end of Long Island, N.Y.

NEW YORK HARBOUR.—A line drawn from Rockaway Point Coast-Guard Station  $159\frac{1}{2}^\circ$  (S. by E.),  $6\frac{1}{4}$  miles, to Ambrose Channel Light Vessel; thence  $238\frac{1}{2}^\circ$  (W.S.W.  $\frac{1}{8}$  W.),  $8\frac{1}{4}$  miles, to Navesink (southerly) Lighthouse.

PHILADELPHIA HARBOUR AND DELAWARE BAY.—A line drawn from Cape May Lighthouse  $200^{\circ}$  (S.S.W.  $\frac{1}{2}$  W.),  $8\frac{1}{2}$  miles, to Overfalls Light Vessel; thence  $246\frac{1}{4}^{\circ}$  (W.S.W.  $\frac{1}{2}$  W.),  $3\frac{1}{8}$  miles, to Cape Henlopen Lighthouse.

BALTIMORE HARBOUR AND CHESAPEAKE BAY.—A line drawn from Cape Charles Lighthouse  $179\frac{1}{2}^{\circ}$  (S.  $\frac{1}{2}$  W.),  $10\frac{1}{2}$  miles, to Cape Henry Gas and Whistling Buoy, 2; thence  $257^{\circ}$  (W.  $\frac{5}{8}$  S.), 5 miles, to Cape Henry Lighthouse.

CHARLESTON HARBOUR.—A line drawn from Ferris Wheel, on Isle of Palms,  $154^{\circ}$  (S.S.E.  $\frac{1}{4}$  E.), 7 miles, to Charleston Light Vessel; thence  $259^{\circ}$  (W.  $\frac{7}{8}$  S.), through Charleston Whistling Buoy, 6 C,  $7\frac{5}{8}$  miles, until Charleston Lighthouse bears  $350^{\circ}$  (N.  $\frac{7}{8}$  W.); thence  $270^{\circ}$  (W.),  $2\frac{1}{2}$  miles, to the beach of Folly Island.

SAVANNAH HARBOUR AND CALIBOGUE SOUND.—A line drawn from Braddock Point, Hilton Head Island,  $150\frac{1}{2}^{\circ}$  (S.S.E.  $\frac{5}{8}$  E.),  $9\frac{3}{4}$  miles, to Tybee Gas and Whistling Buoy, T (PS); thence  $270^{\circ}$  (W.), to the beach of Tybee Island.

ST. SIMON SOUND (BRUNSWICK HARBOUR) AND ST. ANDREW SOUND.—From hotel on beach of St. Simon Island  $1\frac{1}{6}$  mile  $60^{\circ}$  (N.E. by E.  $\frac{1}{4}$  E.) from St. Simon Lighthouse,  $130^{\circ}$  (S.E.  $\frac{1}{2}$  E.),  $6\frac{7}{8}$  miles, to St. Simon Gas and Whistling Buoy (PS); thence  $194^{\circ}$  (S. by W.  $\frac{1}{8}$  W.),  $8\frac{3}{4}$  miles, to St. Andrew Sound Bar Buoy (PS); thence  $270^{\circ}$  (W.),  $4\frac{3}{4}$  miles, to the shore of Little Cumberland Island.

ST. JOHN'S RIVER, FLA.—A straight line from the outer end of the northerly jetty to the outer end of the southerly jetty.

FLORIDA REEFS AND KEYS.—A line drawn from the easterly end of the northerly jetty, at the entrance to the dredged channel  $\frac{1}{2}$  mile northerly of Norris Cut,  $94^{\circ}$  (E.  $\frac{1}{4}$  S.),  $1\frac{3}{8}$  miles, to Florida Reefs North End Whistling Buoy, W (HS); thence  $178^{\circ}$  (S.  $\frac{1}{4}$  E.), 8 miles, to Biscayne Bay Sea Bell Buoy, 1; thence  $182^{\circ}$  (S.  $\frac{1}{8}$  W.),  $2\frac{3}{8}$  miles, to Fowey Rocks Lighthouse; thence  $188^{\circ}$  (S.  $\frac{5}{8}$  W.),  $6\frac{3}{4}$  miles, to Triumph Reef Beacon, O; thence  $193^{\circ}$  (S. by W.),  $4\frac{1}{2}$  miles, to Ajax Reef Beacon, M; thence  $194^{\circ}$  (S. by W.  $\frac{1}{8}$  W.), 2 miles, to Pacific Reef Beacon, L; thence  $196\frac{1}{2}^{\circ}$  (S. by W.  $\frac{3}{8}$  W.), 5 miles, to Turtle Harbour Sea Buoy, 2; thence  $210^{\circ}$  (S.S.W.  $\frac{1}{2}$  W.),  $4\frac{7}{8}$  miles, to Carysfort Reef Lighthouse; thence  $209\frac{1}{2}^{\circ}$  (S.S.W.  $\frac{1}{2}$  W.),  $5\frac{3}{4}$  miles, to Elbow Reef Beacon, J; thence  $217\frac{1}{2}^{\circ}$  (S.W.  $\frac{3}{4}$  S.),  $9\frac{3}{4}$  miles, to Molasses Reef Gas Buoy, 2 M; thence  $235\frac{1}{2}^{\circ}$  (S.W.  $\frac{3}{4}$  W.), 6 miles, to Conch Reef Beacon, E; thence  $234\frac{1}{2}^{\circ}$  (S.W.  $\frac{3}{4}$  W.), through Crocker Reef Beacon, D,  $10\frac{3}{8}$  miles, to Alligator Reef Lighthouse; thence  $234^{\circ}$  (S.W.  $\frac{5}{8}$  W.),  $10\frac{7}{8}$  miles, to Tennessee Reef Buoy, 4; thence  $251^{\circ}$  (W.S.W.  $\frac{1}{8}$  W.),

10½ miles, to Coffins Patches Beacon, C; thence 247° (S.W. by W. ¾ W.), 8¾ miles, to Sombrero Key Lighthouse; thence 253½° (W.S.W. ⅔ W.), 16¾ miles, to Looe Key Beacon, 6; thence 257½° (W.S.W. ¾ W.), 6¾ miles, to American Shoal Lighthouse; thence 253½° (W.S.W. ⅔ W.), 2⅞ miles, to Maryland Shoal Beacon, S; thence 259° (W.S.W. ⅞ W.), 5¼ miles, to Eastern Sambo Beacon, A; thence 253° (W.S.W. ¼ W.), 2¼ miles, to Western Sambo Beacon, R; thence 257° (W.S.W. ⅝ W.), through Western Sambo Buoy, 2, 5½ miles, to Key West Entrance Gas Buoy (PS); thence 262° (W. ⅞ S.), 4¼ miles, to Sand Key Lighthouse; thence 261° (W. by S.), 2¾ miles, to Western Dry Rocks Beacon, 2; thence 268° (W. ⅔ S.), 3½ miles, through Satan Shoal Buoy (HS) to Vestal Shoal Buoy, 1; thence 274½° (W. ⅓ N.), 5¼ miles, to Coal Bin Rock Buoy, CB (HS); thence 324½° (N.W. ⅝ N.), 7¼ miles, to Marquesas Keys left tangent; from north-westerly point Marquesas Keys 59° (N.E. by E.), 4¾ miles, to Bar Buoy, 1, Boca Grande Channel; thence 83° (E. ⅞ N.), 9¾ miles, to North-West Channel Entrance Bell Buoy, 1 North-West Channel into Key West; thence 68° (N.E. by E. ⅞ E.), 23½ miles, to northerly side of Content Keys; thence 49° (N.E. ¼ E.), 29 miles, to East Cape, Cape Sable.

CHARLOTTE HARBOUR AND PUNTA GORDA, FLA.—Eastward of Charlotte Harbour Entrance Gas and Bell Buoy (PS), off Boca Grande, and in Charlotte Harbour, in Pine Island Sound and Matlacha Pass. Pilot Rules for Western Rivers apply in Peace and Miakka Rivers north of a 250° and 70° (W.S.W. and E.N.E.) line through Mangrove Point Light; and in Caloosahatchee River northward of the steamboat wharf at Punta Rasa.

TAMPA BAY AND TRIBUTARIES, FLA.—From the southerly end of Long Key 245° (S.W. by W. ⅝ W.), 9 miles, to Tampa Bay Gas and Whistling Buoy (PS); thence 129° (S.E. ¾ E.), 6½ miles, to Bar Bell Buoy (PS), at the entrance to South-West Channel; thence 103° (E. by S.), 2¾ miles, to the house on the north end of Anna Maria Key. Pilot Rules for Western Rivers apply in Manatee River inside Manatee River Entrance Buoy, 2; in Hillsboro Bay and River inside Hillsboro Bay Light, 2.

ST. GEORGE SOUND, APALACHICOLA BAY, CARRABELLE AND APALACHICOLA RIVERS, AND ST. VINCENT SOUND, FLA.—North of a line from Lighthouse Point 246° (S.W. by W. ⅝ W.), 13¼ miles, to southeasterly side of Dog Island; to northward of East Pass Bell Buoy, 1, at the entrance to East Pass, and inside West Pass Bell Buoy (PS) at the seaward entrance to West Pass. Pilot Rules for Western Rivers apply in Carrabelle River inside the entrance to the dredged

channel; in Apalachicola River northward of Apalachicola Dredged Channel Entrance Buoy, 2.

PENSACOLA HARBOUR.—From Caucus Cut Entrance Gas and Whistling Buoy, 1A,  $3^{\circ}$  (N.  $\frac{1}{8}$  W.), tangent to easterly side of Fort Pickens, to the shore of Santa Rosa Island, and from the buoy northward in the buoyed channel through Caucus Shoal.

MOBILE HARBOUR AND BAY.—From Mobile Entrance Gas and Whistling Buoy (PS)  $40^{\circ}$  (N.E.  $\frac{7}{8}$  N.) to shore of Mobile Point, and from the buoy  $320^{\circ}$  (N.W.) to the shore of Dauphin Island. Pilot Rules for Western Rivers apply in Mobile River above Choctaw Point.

SOUNDS, LAKES, AND HARBOURS ON THE COASTS OF ALABAMA, MISSISSIPPI, AND LOUISIANA, BETWEEN MOBILE BAY ENTRANCE AND THE DELTA OF THE MISSISSIPPI RIVER.—From Sand Island Lighthouse  $259^{\circ}$  (W.S.W.  $\frac{5}{8}$  W.),  $43\frac{1}{2}$  miles to Chandeleur Lighthouse; westward of Chandeleur and Errol Islands, and west of a line drawn from the south-westerly point of Errol Island  $182^{\circ}$  (S.  $\frac{1}{4}$  E.), 23 miles, to Pass à Loutre Lighthouse, Pilot Rules for Western Rivers apply in Pascagoula River, and in the dredged cut at the entrance to the river, above Pascagoula River Entrance Light, A, marking the entrance to the dredged cut.

NEW ORLEANS HARBOUR AND THE DELTA OF THE MISSISSIPPI RIVER.—Inshore of a line drawn from the outermost mud lump showing above low water at the entrance to Pass à Loutre to a similar lump off the entrance to North-East Pass; thence to a similar lump off the entrance to South-East Pass; thence to the outermost aid to navigation off the entrance to South Pass; thence to the outermost aid to navigation off the entrance to South-West Pass; thence northerly, about  $19\frac{1}{2}$  miles, to the westerly point of the entrance to Bay Jaque.

SABINE PASS, TEX.—Pilot Rules for Western Rivers apply to Sabine Pass northward of Sabine Pass Gas and Whistling Buoy (PS), and in Sabine Lake and its tributaries. Outside of this buoy the International Rules apply.

GALVESTON HARBOUR.—A line drawn from Galveston North Jetty Light  $129^{\circ}$  (S.E. by E.  $\frac{1}{4}$  E.), 2 miles, to Galveston Bar Gas and Whistling Buoy (PS); thence  $276^{\circ}$  (W.  $\frac{1}{8}$  S.),  $2\frac{1}{4}$  miles, to Galveston (S.) Jetty Lighthouse.

BRAZOS RIVER, TEX.—Pilot Rules for Western Rivers apply in the entrance and river inside of Brazos River Entrance Gas and Whistling Buoy (PS). International Rules apply outside the buoy.

SAN DIEGO HARBOUR.—A line drawn from southerly tower of Coronado Hotel  $208^{\circ}$  (S. by W.), 5 miles, to Outside Bar Whistling Buoy, SD (PS); thence  $345^{\circ}$  (N.N.W.  $\frac{3}{4}$  W.),  $3\frac{3}{8}$  miles, to Point Loma Lighthouse.

SAN FRANCISCO HARBOUR.—A line drawn through Mile Rocks Lighthouse  $326^{\circ}$  (N.W.  $\frac{5}{8}$  W.) to Bonita Point Lighthouse.

COLUMBIA RIVER ENTRANCE.—A line drawn from knuckle of Columbia River south jetty  $351^{\circ}$  (N.N.W.  $\frac{7}{8}$  W.) to Cape Disappointment Lighthouse.

JUAN DE FUCA STRAIT, WASHINGTON AND PUGET SOUNDS.—A line drawn from New Dungeness Lighthouse  $131\frac{1}{2}^{\circ}$  (N. by W.),  $10\frac{3}{8}$  miles, to Hein Bank Gas and Bell Buoy (HS); thence  $337\frac{1}{2}^{\circ}$  (N.W.  $\frac{1}{4}$  W.),  $10\frac{3}{4}$  miles, to Lime Kiln Light, on west side of San Juan Island; from Bellevue Point, San Juan Island,  $336\frac{1}{2}^{\circ}$  (N.W.  $\frac{1}{4}$  W.) to Kellett Bluff, Henry Island; thence  $347^{\circ}$  (N.W.  $\frac{5}{8}$  N.) to Turn Point Light; thence  $71\frac{1}{2}^{\circ}$  (N.E.  $\frac{1}{8}$  E.),  $8\frac{1}{4}$  miles, to westerly point of Skipjack Island; thence  $38\frac{1}{2}^{\circ}$  (N. by E.  $\frac{1}{4}$  E.),  $4\frac{3}{8}$  miles, to Patos Islands Light; thence  $338^{\circ}$  (N.W.  $\frac{1}{8}$  W.), 12 miles, to Point Roberts Light.

GENERAL RULE.—At all buoyed entrances from seaward to bays, sounds, rivers, or other estuaries for which specific lines have not been described, Inland Rules shall apply inshore of a line approximately parallel with the general trend of the shore, drawn through the outermost buoy or other aid to navigation of any system of aids.

*Laws relating to the navigation of vessels on all harbours, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries.*

AN ACT TO ADOPT REGULATIONS FOR PREVENTING COLLISIONS UPON CERTAIN HARBOURS, RIVERS, AND INLAND WATERS OF THE UNITED STATES (55 Congress, Sess. 1, c. 4).

Whereas the provisions of chapter eight hundred and two of the laws of eighteen hundred and ninety, and the amendments, thereto adopting Regulations for Preventing Collisions at Sea, apply to all waters of the United States connected with the high seas navigable by sea-going vessels, except so far as the navigation of any harbour, river, or inland waters is regulated by special Rules duly made by local authority; and

Whereas it is desirable that the Regulations relating to the navigation of all harbours, rivers, and inland waters of the United States,

except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North, and rivers emptying into the Gulf of Mexico and their tributaries, shall be stated in one Act: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following regulations for preventing collision shall be followed by all vessels navigating all harbours, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North, and rivers emptying into the Gulf of Mexico and their tributaries, and are hereby declared Special Rules duly made by local authority:

#### PRELIMINARY.

In the following Rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

The words "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way," within the meaning of these Rules, when she is not at anchor, or made fast to the shore, or aground.

#### RULES CONCERNING LIGHTS, AND SO FORTH.

The word "visible" in these Rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

*Article 1.*—The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

*Article 2.*<sup>1</sup>—A steam vessel when under way shall carry—

- (a) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel—viz., from right ahead to two points abaft the beam on

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<sup>1</sup> Article 2 is amended by an Act of Congress approved 9th June, 1910, in Rules for lights required to be carried by every vessel propelled by machinery and not more than 65 feet in length, except tugboats and towboats propelled by steam (see p. 489).

either side, and of such a character as to be visible at a distance of at least five miles.

- (b) [On the starboard side a green light as directed by Article 2 (b), *ante*, p. 6.]
- (c) [On the port side a red light as directed by Article 2 (c), *ante*, p. 6.]
- (d) [The said green and red side lights shall be fitted as directed in Article 2 (d), *ante*, p. 6.]
- (e) [A sea-going steam vessel when under way may carry the additional white light as directed in Article 2 (e), *ante*, p. 7.]
- (f) All steam vessels (except sea-going vessels and ferryboats) shall carry, in addition to green and red lights required by Article 2 (b), (c), and screens as required by Article 2 (d), a central range of two white lights; the after light being carried at an elevation at least 15 feet above the light at the head of the vessel. The head light shall be so constructed as to show an unbroken light through 20 points of the compass—namely, from right ahead to two points abaft the beam on either side of the vessel—and the after light so as to show all round the horizon.

*Article 3.*—A steam vessel when towing another vessel shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other, not less than 3 feet apart, and when towing more than one vessel shall carry an additional bright white light 3 feet above or below such lights if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Article 2 (a), or the after range light mentioned in Article 2 (f).

Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

*Article 5.*—A sailing vessel under way, or being towed, shall carry the same lights as are prescribed by Article 2 for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

[Apparently steam vessels being towed have to carry the lights mentioned in Article 2 of these Rules.—ED.]

*Article 6.*—[Identical with Article 6, *ante*, p. 18, except for “small vessels” read “vessels of less than 10 gross tons.”]

*Article 7.*—[Lights for rowing boats, identical with Article 7, paragraph 4, *ante*, p. 20.]

*Article 8.*<sup>1</sup>—Pilot vessels when engaged on their station on pilotage duty shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their side lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side nor the red light on the starboard side.

A pilot vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the coloured lights above mentioned, have at hand, ready for use, a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

Pilot vessels, when not engaged on their stations on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

*Article 9.*—(a) Fishing vessels of less than ten gross tons, when under way and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the coloured side lights; but every such vessel shall, in lieu thereof, have ready at hand a lantern with a green glass on one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

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<sup>1</sup> This Article has been supplemented by an Act of Congress approved 19th February, 1900 (56 Congress, Sess. 1, c. 22), which enacted that a steam pilot vessel, when engaged on her station on pilotage duty and in waters of the United States, and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of eight feet below her white masthead light a red light, visible all around the horizon, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles, and also the coloured side lights required to be carried by vessels when under way. When engaged on her station on pilotage duty and in waters of the United States, and at anchor, she shall carry, in addition to the lights required for all pilot boats, the red light above mentioned, but not the coloured side lights. When not engaged on her station on pilotage duty, she shall carry the same lights as other steam vessels.

- (b) All fishing vessels and fishing boats of ten gross tons or upward, when under way, and when not having their nets, trawls, dredges, or lines in the water, shall carry and show the same lights as other vessels under way.
- (c) All vessels, when trawling, dredging, or fishing with any kind of drag nets or lines, shall exhibit, from some part of the vessel where they can be best seen, two lights; one of these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than 6 feet and not more than 12 feet; and the horizontal distance between them, if any, shall not be more than 10 feet. These two lights shall be of such a character, and contained in lanterns of such construction, as to be visible all round the horizon; the white light a distance of not less than three miles and the red light of not less than two miles.
- (d) Rafts, or other water craft not herein provided for, navigating by hand power, horse power, or by the current of the river, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Board of Supervising Inspectors of Steam Vessels.

*Lights for an Overtaken Vessel.*

*Article 10.*—A vessel which is being overtaken by another, except a steam vessel with an after range light showing all round the horizon, shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

*Article 11.*—[Anchor lights for vessels at anchor, identical with Article 11, *ante*, p. 36, but omitting the lights for a vessel aground.]

*Article 12.*—[Special signals, identical with Article 12, *ante*, p. 38.]

*Article 13.*—[Naval lights and recognition signals, identical with Article 13, *ante*, p. 39.]

*Article 14.*—A steam vessel proceeding under sail only, but having her funnel up, may carry in daytime, forward, where it can best be seen, one black ball or shape 2 feet in diameter.

*Sound Signals for Fog, and so forth.*

*Article 15.*—All signals prescribed by this Article for vessels under way shall be given—

1. By steam vessels, on the whistle or siren.
2. By sailing vessels and vessels towed, on the foghorn.

The words "prolonged blast" used in this Article shall mean a blast of from four to six seconds' duration.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient foghorn; also with an efficient bell. A sailing vessel of 20 tons gross tonnage or upwards shall be provided with a similar foghorn and bell.

In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this Article shall be used as follows—viz.:

- (a) A steam vessel under way shall sound, at intervals of not more than one minute, a prolonged blast.
- (c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession.
- (d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.
- (e) A steam vessel when towing shall, instead of the signals prescribed in sub-division (a) of this Article, at intervals of not more than one minute, sound three blasts in succession—namely, one prolonged blast followed by two short blasts. A vessel towed may give this signal, and she shall not give any other.
- (f) All rafts or other water craft, not herein provided for, navigating by hand power, horse power, or by the current of the river, shall sound a blast of the foghorn, or equivalent signal, at intervals of not more than one minute.

Article 16.—[Speed in fog, identical with Article 16, *ante*, p. 45.]

## STEERING AND SAILING RULES.

### PRELIMINARY—RISK OF COLLISION.

[Risk of collision, as set out, *ante*, p. 52.]

Article 17.—[Sailing vessels meeting, identical with Article 17, *ante*, p. 52.]

### STEAM VESSELS.

Article 18.—Rule I. When steam vessels are approaching each other head and head—that is, end on, or nearly so—it shall be the duty of each to pass on the port side of the other; and either vessel shall give, as a signal of her intention, one short and distinct blast of her whistle, which the other vessel shall answer promptly by a

similar blast of her whistle, and thereupon such vessels shall pass on the port side of each other. But if the courses of such vessels are so far on the starboard of each other as not to be considered as meeting head and head, either vessel shall immediately give two short and distinct blasts of her whistle, which the other vessel shall answer promptly by two similar blasts of her whistle, and they shall pass on the starboard side of each other.

The foregoing only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own, and, by night, to cases in which each vessel is in such a position as to see both the side lights of the other.

It does not apply by day to cases in which a vessel sees another ahead crossing her own course, or by night to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

Rule III. If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle.

Rule V. Whenever a steam vessel is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction cannot be seen for a distance of half a mile, such steam vessel, when she shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the steam whistle, which signal shall be answered by a similar blast, given by any approaching steam vessel that may be within hearing. Should such signal be so answered by a steam vessel upon the further side of such bend, then the usual signals for meeting and passing shall immediately be given and answered; but, if the first alarm signal of such vessel be not answered, she is to consider the channel clear and govern herself accordingly.

When steam vessels are moved from their docks or berths, and other boats are liable to pass from any direction toward them, they shall give the same signal as in the case of vessels meeting at a bend; but immediately after clearing the berths so as to be fully in sight they shall be governed by the steering and sailing Rules.

[This Rule applies to vessels approaching Brown's Point, near Hell Gate. If the steam vessel giving the signal on reaching a point when it should be given, stops at a wharf or is otherwise detained, she is not relieved from the duty of giving it again when she resumes her approach to the bend.<sup>1</sup> The Rule is imperative on every steamer nearing such bend, whatever may be her intention as to future navigation after she shall have reached it.<sup>2</sup>—ED.]

Rule VIII. When steam vessels are running in the same direction, and the vessel which is astern shall desire to pass on the right or starboard hand of the vessel ahead, she shall give one short blast of the steam whistle as a signal of such desire, and if the vessel ahead answers with one blast, she shall put her helm to port; or if she shall desire to pass on the left or port side of the vessel ahead, she shall give two short blasts of the steam whistle as a signal of such desire, and if the vessel ahead answers with two blasts, shall put her helm to starboard; or if the vessel ahead does not think it safe for the vessel astern to attempt to pass at that point, she shall immediately signify the same by giving several short and rapid blasts of the steam whistle, not less than four, and under no circumstances shall the vessel astern attempt to pass the vessel ahead until such time as they have reached a point where it can be safely done, when said vessel ahead shall signify her willingness by blowing the proper signals. The vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the passing vessel.

Rule IX. The whistle signals provided in the Rules under this Article for steam vessels meeting, passing, or overtaking are never to be used except when steamers are in sight of each other, and the course and position of each can be determined in the daytime by a sight of the vessel herself or by night by seeing its signal lights. In fog, mist, falling snow, or heavy rainstorms, when vessels cannot so see each other, fog signals only must be given.

*Article 19.*—[Two steam vessels crossing, identical with Article 19, *ante*, p. 59.]

*Article 20.*—[Steam vessels shall keep out of way of sailing vessels, identical with Article 20, *ante*, p. 62.]

*Article 21.*—[Course and speed, identical with Article 21, *ante*, p. 64, but omitting the note thereto.]

[*Article 22*, Crossing ahead; *Article 23*, Slacken speed; *Article 24*, Overtaking vessels; *Article 25*, Narrow channels; *Article 26*, Right of

<sup>1</sup> *The Zouave* (1898), 90 Fed. Rep. 440.

<sup>2</sup> *The Transfer*, No. 8 (1899), 96 Fed. Rep. 253.

way for fishing vessels; and *Article 27*, Departure from Rules—are identical with the correspondingly numbered Articles of the Collision Regulations, *ante*, pp. 69-76.]

#### SOUND SIGNALS FOR VESSELS IN SIGHT OF ONE ANOTHER.

*Article 28*.—When vessels are in sight of one another, a steam vessel under way whose engines are going at full speed astern shall indicate that fact by three short blasts on the whistle.

*Article 29*.—[Good seamanship, identical with *Article 29*, *ante*, p. 81.]

*Article 30*.—The exhibition of any light on board of a vessel of war of the United States, or a revenue cutter, may be suspended whenever, in the opinion of the Secretary of the Navy, the Commander-in-Chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

#### DISTRESS SIGNALS.

*Article 31*.—When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately—namely:

##### *In the Daytime.*

A continuous sounding with any fog-signal apparatus, or firing a gun.

##### *At Night.*

First: Flames on the vessel as from a burning tar barrel, oil barrel, and so forth.

Second: A continuous sounding with any fog-signal apparatus, or firing a gun.

*Rules and Regulations for the government of pilots of vessels propelled by steam, gas, fluid, naphtha, or electric motors, and of other vessels propelled by machinery, as amended by the Board of United States Supervising Inspectors, Steamboat Inspection Service, on 27th February, 1912, and approved by the Secretary of Commerce, under the authority of an Act of Congress, approved 7th June, 1907, and the Act of Congress approved 14th February, 1903, and 4th March, 1913, establishing the Department of Commerce.*

#### PRELIMINARY.

In the following Rules the words "steam vessel" shall include any vessel propelled by machinery.

A vessel is under way, within the meaning of these Rules, when she is not at anchor or made fast to the shore or aground.

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.

#### SIGNALS.

The whistle signals provided in these Rules shall be sounded on an efficient whistle or siren sounded by steam or by some substitute for steam.

A short blast of the whistle shall mean a blast of about one second's duration.

A prolonged blast of the whistle shall mean a blast of from four to six seconds' duration.<sup>1</sup>

One short blast of the whistle signifies intention to direct course to own starboard, except when two steam vessels are approaching each other at right angles or obliquely, when it signifies intention of steam vessel which is to starboard of the other to hold course and speed.

Two short blasts of the whistle signify intention to direct course to own port.

Three short blasts of the whistle shall mean, "My engines are going at full speed astern."

When vessels are in sight of one another, a steam vessel under way whose engines are going at full speed astern shall indicate that fact by three short blasts on the whistle.

Rule I. If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle, the danger signal.

Rule II. Steam vessels are forbidden to use what has become technically known among pilots as "cross signals"—that is, answering one whistle with two, and answering two whistles with one.

Rule III. The signals for passing, by the blowing of the whistle, shall be given and answered by pilots, in compliance with these Rules, not only when meeting "head and head," or nearly so, but at all times, when the steam vessels are in sight of each other, when passing or meeting at a distance within half a mile of each other, and whether passing to the starboard or port.

The whistle signals provided in the Rules for steam vessels meeting, passing, or overtaking, are never to be used except when steam vessels

<sup>1</sup> For whistle signals to be given by certain motor boats, see *post*, p. 491.

are in sight of each other, and the course and position of each can be determined in the daytime by a sight of the vessel itself, or by night by seeing its signal lights. In fog, mist, falling snow or heavy rainstorms, when vessels cannot so see each other, fog signals only must be given.

#### SITUATIONS.

Rule IV. [Steam vessels approaching each other, same as Article 18, Rule I., *ante*, p. 475.]

Rule V. [Steam vessels nearing a short bend, etc., or moving berth, same as Rule V., *ante*, p. 476.]

Rule VI. [Steam vessels running in the same directions, same as Rule VIII., *ante*, p. 477.]

Rule VII. When two steam vessels are approaching each other at right angles or obliquely so as to involve risk of collision, other than when one steam vessel is overtaking another, the steam vessel which has the other on her own port side shall hold her course and speed; and the steam vessel which has the other on her own starboard side shall keep out of the way of the other by directing her course to starboard so as to cross the stern of the other steam vessel, or, if necessary to do so, slacken her speed, or stop, or reverse.

If from any cause the conditions covered by this situation are such as to prevent immediate compliance with each other's signals, the misunderstanding or objection shall be at once made apparent by blowing the danger signal, and both steam vessels shall be stopped and backed if necessary, until signals for passing with safety are made and understood.

Rule VIII. [Steam and sailing vessel meeting, same as Article 20, *ante*, p. 62.]

Rule IX. [Same as Article 22, *ante*, p. 69.]

Rule X. [Narrow channels, same as Article 25, *ante*, p. 73.]

Rule XI. [Dangers of navigation, etc., same as Article 27, *ante*, p. 76.]

#### SOUND SIGNALS FOR FOG, AND SO FORTH.

Rule XII. In fog, mist, falling snow, or heavy rainstorms, whether by day or night, signals shall be given as follows:

A steam vessel under way, except when towing other vessels or being towed, shall sound, at intervals of not more than one minute, on the whistle or siren, a prolonged blast.

A steam vessel when towing other vessels shall sound, at intervals of not more than one minute, on the whistle or siren, three blasts in succession—namely, one prolonged blast followed by two short blasts.

A vessel towed may give, at intervals of not more than one minute, on the foghorn, a signal of three blasts in succession—namely, one prolonged blast followed by two short blasts, and she shall not give any other.

A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

#### SPEED TO BE MODERATE IN FOG, AND SO FORTH.

Rule XIII. [Moderate speed, same as Article 16, *ante*, p. 45.]

[Attached to these Rules are five diagrams intended to illustrate the working of the system of coloured lights and pilot rules. They are the same as those printed, *ante*, pp. 138, 139.]

#### LIGHTS FOR CERTAIN CLASSES OF VESSELS.

The following Rules for lights to be carried by ferryboats, Rules for lights for barges and canal boats in tow of steam vessels, Rules for lights for rafts and other water craft navigating by hand power, horse-power, or by the current of the river, Rule relating to use of search-lights, Rule prohibiting unnecessary sounding of the steam whistle, Rule prohibiting the carrying of unauthorised lights on steam vessels, and Rule relating to drawbridges over navigable waters of the United States, were adopted by the Board of Supervising Inspectors, Steamboat Inspection Service, and approved by the Secretary of Commerce.

These Rules concerning lights shall be complied with in all weathers from sunset to sunrise.

#### RULES FOR LIGHTS TO BE CARRIED BY FERRYBOATS.<sup>1</sup>

[Authority: Section 2, Act of Congress, approved 7th June, 1897.]

Ferryboats propelled by machinery and navigating the harbours, rivers, and other inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North, and rivers emptying into the Gulf of Mexico and their tributaries, shall carry the range lights and the coloured side lights required by law to be carried on steam vessels navigating those waters, except that double-end ferryboats shall carry

<sup>1</sup> See Act of Congress, approved 9th June, 1910, effective on and after 9th July, 1910, prescribing lights that shall be carried by certain classes of vessels of not more than 65 feet in length, amendatory of these Rules, p. 489.

a central range of clear, bright, white lights, showing all around the horizon, placed at equal altitudes forward and aft, also on the starboard side a green light, and on the port side a red light, of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on their respective sides.

The green and red lights shall be fitted with inboard screens projecting at least 3 feet forward from the lights, so as to prevent them from being seen across the bow.

Local inspectors in districts having ferryboats shall, whenever the safety of navigation may require, designate for each line of such boats a certain light, white or coloured which shall show all around the horizon, to designate and distinguish such lines from each other, which light shall be carried on a flagstaff amidships, 15 feet above the white range lights.

RULES FOR LIGHTS FOR BARGES AND CANAL BOATS IN TOW OF STEAM VESSELS AND FOR LIGHTS AND DAY SIGNALS FOR DREDGES, VESSELS WORKING ON WRECKS, ETC.

[Authority: Section 2, Act of Congress, approved 7th June, 1897.]

These Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and shall be effective on and after 1st September, 1914.

LIGHTS FOR BARGES AND CANAL BOATS IN TOW OF STEAM VESSELS.

On the harbours, rivers, and other inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North, and rivers emptying into the Gulf of Mexico and their tributaries, and except on the waters of the Hudson River and its tributaries from Troy to the boundary lines of New York Harbour off Sandy Hook, as defined pursuant to Section 2 of the Act of Congress of 19th February, 1895, the East River, and Long Island Sound (and the waters entering thereon and to the Atlantic Ocean), to and including Narragansett Bay, R.I., and tributaries, and Lake Champlain, barges (except scows) and canal boats in tow of steam vessels shall carry lights as follows:

Barges and canal boats towing astern of steam vessels, when towing singly, or what is known as tandem towing, shall

each carry a green light on the starboard side and a red light on the port side, and a white light on the stern, except that the last vessel of such tow shall carry two white lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart, and not less than 4 feet above the deck house, and so placed as to show all around the horizon.

When two or more boats are abreast, the coloured lights shall be carried at the outer sides of the bows of the outside boats. Each of the outside boats in last tier of a hawser tow shall carry a white light on her stern.

The white light required to be carried on stern of a barge or canal boat carrying red and green side lights shall be carried in a lantern so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass—namely, for 6 points from right aft on each side of the vessel—and shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles.

Barges or canal boats towing alongside a steam vessel shall, if the deck, deck houses, or cargo of the barge or canal boat be so high above water as to obscure the side lights of the towing steamer when being towed on the starboard side of the steamer, carry a green light upon the starboard side; and when towed on the port side of the steamer, a red light on the port side of the barge or canal boat; and if there is more than one barge or canal boat abreast, the coloured lights shall be displayed from the outer side of the outside barges or canal boats.

The coloured side lights referred to in these Rules for barges and canal boats in tow shall be fitted with inboard screens, so as to prevent them from being seen across the bow, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on either side. The minimum size of glass globes shall not be less than 6 inches in diameter and 5 inches high in the clear.

Scows when being towed by steam vessels on the waters covered by the first paragraph of these Rules shall carry a white light at each end of each scow, except that when such scows are massed in tiers, two or more abreast, each of the

outside scows shall carry a white light on its outer bow, and the outside scows in the last tier shall each carry, in addition, a white light on the outer part of the stern. The white light shall be carried not less than 8 feet above the surface of the water, and shall be so placed as to show an unbroken light all around the horizon, and shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 5 miles.

LIGHTS FOR BARGES AND CANAL BOATS IN TOW OF STEAM VESSELS  
ON THE HUDSON RIVER AND ADJACENT WATERS AND LAKE  
CHAMPLAIN.

All nondescript vessels known as scows, car floats, lighters and vessels of similar type, navigating the waters referred to in the following Rules, shall carry the lights required to be carried by barges and canal boats in tow of steam vessels, as prescribed in such Rules.

Barges and canal boats, when being towed by steam vessels on the waters of the Hudson River and its tributaries from Troy to the boundary lines of New York Harbour off Sandy Hook, as defined pursuant to Section 2 of the Act of Congress of 19th February, 1895, the East River, and Long Island Sound (and the waters entering thereon, and to the Atlantic Ocean), to and including Narragansett Bay, R.I., and tributaries, and Lake Champlain, shall carry lights as follows:

Barges and canal boats being towed astern of steam vessels, when towing singly or what is known as tandem towing, shall each carry a white light on the bow and a white light on the stern, except that the last vessel of such tow shall carry two white lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart, and not less than 4 feet above the deck house, and so placed as to show all around the horizon: *Provided*, That sea-going barges shall not be required to make any change in their sea-going lights (red and green) on waters coming within the scope of these Rules, except that the last vessel of the tow shall carry two white lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart, and not less than 4 feet above the deck house, and so placed as to show all around the horizon.

Barges and canal boats, when towed at a hawser two or more abreast, when in one tier, shall carry a white light on the

bow and a white light on the stern of each of the outside boats; when in more than one tier, each of the outside boats shall carry a white light on its bow; and the outside boats in the last tier shall each carry, in addition, a white light on the outer afterpart of the stern.

Barges or canal boats towed alongside a steam vessel, if on the starboard side of said steam vessel, shall display a white light on her own starboard bow; and if on the port side of said steam vessel shall display a white light on her own port bow; and if there is more than one barge or canal boat alongside, the white lights shall be displayed from the outboard side of the outside barge or canal boat: *Provided*, That barges known as car floats when towed alongside shall have a white light at each outboard corner of said barge.

When barges or canal boats are massed in tiers and towed at a hawser, as is usual on the Hudson River, there shall be carried on the forward port side of the port boat of each tier a white light, and on the forward starboard side of the starboard boat in each tier a white light, and on the after port side of the port boat in the stern tier a white light, and on the after starboard side of the starboard boat in the stern tier a white light.

The white bow lights for barges and canal boats referred to in the preceding Rules shall be carried at least 10 feet, and not more than 30 feet, abaft the stem or extreme forward end of the vessel. On barges and canal boats required to carry a white bow light, the white light on bow and the white light on stern shall each be so placed above the hull or deck house as to show an unbroken light all around the horizon, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 5 miles.

*Provided*, That nothing in these Rules shall be construed as compelling barges or canal boats in tow of steam vessels, passing through any waters coming within the scope of these Rules where lights for barges or canal boats are different from those of the waters whereon such vessels are usually employed, to change their lights from those required on the waters from which their trip begins or terminates; but should such vessels engage in local employment on waters requiring different lights from those where they are customarily employed, they shall comply with the local Rules where employed.

LIGHTS AND DAY SIGNALS TO BE CARRIED BY VESSELS, DREDGES OF ALL TYPES, AND VESSELS WORKING ON WRECKS OR OTHER OBSTRUCTIONS TO NAVIGATION, OR MOORED FOR SUBMARINE OPERATIONS, OR MADE FAST TO A SUNKEN OBJECT WHICH MAY DRIFT WITH THE TIDE OR BE TOWED.<sup>1</sup>

[Authority: Section 2, Act of Congress, approved 7th June, 1897, as amended by Act of Congress, approved 25th May, 1914.]

*Rule for Signals to be displayed by a Towing Vessel when towing a Submerged or Partly Submerged Object upon a Hawser when no Signals are displayed upon the Object which is Towed.*

Rule I. The vessel having the submerged object in tow shall display by day, where they can best be seen, two shapes, one above the other, not less than 6 feet apart, the lower shape to be carried not less than 10 feet above the deck houses. The shapes shall be in the form of a double frustum of a cone, base to base, not less than 2 feet in diameter at the centre nor less than 8 inches at the ends of the cones, and to be not less than 4 feet lengthwise from end to end, the upper shape to be painted in alternate horizontal stripes of black and white 8 inches in width, and the lower shape to be painted a solid bright red.

By night the towing vessel shall display the regular side lights, but in lieu of the regular white towing lights shall display four lights in a vertical position not less than 3 feet nor more than 6 feet apart, the upper and lower of such lights to be white, and the two middle lights to be red, all of such lights to be of the same character as is now prescribed for the regular towing lights.

*Rule for Steamers, Derrick Boats, Lighters, or other Types of Vessels made fast alongside a Wreck, or moored over a Wreck which is on the Bottom or partly submerged, or which may be Drifting.*

Rule II. Steamers, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting, shall display by day two shapes of the same character and dimensions and displayed in the same manner as required by the foregoing Rule, except that both the shapes shall be painted a solid bright red, but where more than one

<sup>1</sup> Adopted by executive committee of Board of Supervising Inspectors on 22nd July, 1914, and approved by Secretary of Commerce on 28th July, 1914. Adopted by Board of Supervising Inspectors on 20th January, 1915, and approved by the Secretary of Commerce on 12th April, 1915.

vessel is working under the above conditions, the shapes need be displayed only from one vessel on each side of the wreck from which it can best be seen from all directions.

By night this situation shall be indicated by the display of a white light from the bow and stern of each outside vessel or lighter not less than 6 feet above the deck, and in addition thereto there shall be displayed in a position where they may best be seen from all directions two red lights carried in a vertical line not less than 3 feet nor more than 6 feet apart, and not less than 15 feet above the deck.

*Rule for Dredges which are held in Stationary Position by Moorings  
or Spuds.*

Rule III. Dredges which are held in stationary position by moorings or spuds shall display by day two red balls not less than 2 feet in diameter, and carried in a vertical line not less than 3 feet nor more than 6 feet apart, and at least 15 feet above the deck house, and in such a position where they can best be seen from all directions. By night they shall display a white light at each corner, not less than 6 feet above the deck, and in addition thereto there shall be displayed in a position where they may best be seen from all directions two red lights carried in a vertical line not less than 3 feet nor more than 6 feet apart, and not less than 15 feet above the deck. When scows are moored alongside a dredge in the foregoing situation they shall display a white light on each outboard corner, not less than 6 feet above the deck.

*Rule for Self-propelling Suction Dredges under way with their  
Suctions on the Bottom.*

Rule IV. Self-propelling suction dredges under way with their suction on the bottom shall display by day the same signals as are used to designate any steamer not under control—that is to say, two black balls not less than 2 feet in diameter and carried not less than 15 feet above the deck house, and where they may best be seen from all directions.

By night they shall carry, in addition to the regular running lights, two red lights of the same character as the masthead light, in the same vertical plane and underneath the masthead light, the red lights to be not less than 3 feet nor more than 6 feet apart, and the upper red light to be not less than 4 feet and not more than 6 feet below the white masthead light, and on or near the stern two red lights in the same vertical plane not less than 4 feet nor more than 6 feet apart, to show through four points of the compass; that is, from right astern to two points on each quarter.

*Rule for Vessels which are Moored or Anchored, and engaged in Laying Pipe or Operating on Submarine Construction or Excavation.*

Rule V. Vessels which are moored or anchored, and engaged in laying pipe or operating on submarine construction or excavation, shall display by day, not less than 15 feet above the deck, where they can best be seen from all directions, two balls not less than 2 feet in diameter, in a vertical line not less than 3 feet and not more than 6 feet apart, the upper ball to be painted in alternate black and white vertical stripes 6 inches wide, and the lower ball to be painted a solid bright red. By night they shall display three red lights, carried in a vertical line not less than 3 feet nor more than 6 feet apart, and not less than 15 feet above the deck, and in such position as may best be seen from all directions.

All the lights required by these special Rules for dredges, wrecking boats, lighters, etc., shall be of such size and character as to be visible on a dark night with a clear atmosphere for a distance of at least 2 miles.

LIGHTS FOR RAFTS AND OTHER WATER CRAFT NAVIGATING BY HAND-POWER, HORSE-POWER, OR BY THE CURRENT OF THE RIVER.

[Authority: Article 9 (*d*), Act of Congress, approved 7th June, 1897.]

Any vessel, except rafts and rowing boats under oars, navigating by hand-power, horse-power, or by the current of the river, shall carry one white light forward, not less than 8 feet above the surface of the water.

Rafts propelled by hand-power or by the current of the river, or which shall be anchored or moored in or near a channel or fairway, shall carry white lights, as follows:

Rafts of one crib and not more than two in length shall carry one white light. Rafts of three or more cribs in length and one crib in width shall carry one white light at each end of the raft. Rafts of more than one crib abreast shall carry one white light on each outside corner of the raft, making four lights in all.

The white light required by these Rules for rafts and other water craft shall be carried, from sunset to sunrise, in a lantern so fixed and constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and of such intensity as to be visible on a dark night with a clear atmosphere at a distance of at least 1 mile. The lights for rafts shall be suspended from poles of such height that the lights shall not be less than 8 feet above the surface of the water.

## RULE RELATING TO THE USE OF SEARCHLIGHTS.

[This Rule is set out, *post*, p. 494.]

## RULE PROHIBITING UNNECESSARY SOUNDING OF THE STEAM WHISTLE.

[This Rule is set out, *post*, p. 495.]

## RULE PROHIBITING THE CARRYING OF UNAUTHORISED LIGHTS ON STEAM VESSELS.

[This Rule is set out, *post*, p. 495.]

## RULES GOVERNING THE OPERATION OF DRAWBRIDGES OVER NAVIGABLE WATERS OF THE UNITED STATES.

[See as to these Rules, *post*, p. 495.]

## LIGHTS FOR MOTOR BOATS ON THE NAVIGABLE WATERS OF THE UNITED STATES.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the words "motor boat" where used in this Act shall include every vessel propelled by machinery and not more than sixty-five feet in length, except tugboats and towboats propelled by steam. The length shall be measured from end to end over the deck, excluding sheer: *Provided*, That the engine, boiler, or other operating machinery shall be subject to inspection by the local inspectors of steam vessels, and to their approval of the design thereof, on all said motor boats, which are more than forty feet in length, and which are propelled by machinery driven by steam.

*Section 2.*—That motor boats subject to provisions of this Act shall be divided into classes as follows:

Class I. Less than twenty-six feet in length.

Class II. Twenty-six feet or over and less than forty feet in length.

Class III. Forty feet or over and not more than sixty-five feet in length.

*Section 3.*—That every motor boat in all weathers from sunset to sunrise shall carry the following lights, and during such time no other lights which may be mistaken for those prescribed shall be exhibited.

(a) Every motor boat of Class I. shall carry the following lights:

(1) A white light aft to show all around the horizon.

(2) A combined lantern in the fore part of the vessel and lower than the white light aft, showing green

to starboard and red to port, so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides.

(b) Every motor boat of Classes II. and III. shall carry the following lights:

(1) A bright white light in the fore part of the vessel as near the stem as practicable, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel—namely, from right ahead to two points abaft the beam on either side. The glass or lens shall be of not less than the following dimensions:

Class II. Nineteen square inches.

Class III. Thirty-one square inches.

(2) A white light aft to show all around the horizon.

(3) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side. On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side. The glasses or lenses in the said side lights shall be of not less than the following dimensions on motor boats of—

Class II. Sixteen square inches.

Class III. Twenty-five square inches.

On and after 1st July, 1911, all glasses or lenses prescribed by paragraph (b) of Section 3 shall be fresnel or fluted. The said lights shall be fitted with inboard screens of sufficient height and so set as to prevent these lights from being seen across the bow, and shall be of not less than the following dimensions on motor boats of—

Class II. Eighteen inches long.

Class III. Twenty-four inches long.

*Provided*, That motor boats as defined in this Act, when propelled by sail and machinery or under sail alone, shall carry the coloured lights suitably screened but not the white lights prescribed by this section.

Section 4.—(a) Every motor boat under the provisions of this Act shall be provided with a whistle or other sound-producing mechanical appliance capable of producing a blast of two seconds or more in duration, and in the case of such boats so provided a blast of at least two seconds shall be deemed a prolonged blast within the meaning of the law.

(b) Every motor boat of Class II. or III. shall carry an efficient foghorn.

(c) Every motor boat of Class II. or III. shall be provided with an efficient bell, which shall not be less than eight inches across the mouth on board of vessels of Class III.

## UNITED STATES, GREAT LAKES.

*Rules and Regulations for the government of pilots of vessels propelled by steam, gas, fluid, naphtha, electric motors, and of other vessels propelled by machinery, navigating the Great Lakes and their connecting and tributary waters as far east as Montreal, as amended by the Board of United States Supervising Inspectors, Steamboat Inspection Service, at the meeting of January, 1912, and approved by the Secretary of Commerce, under the authority of an Act of Congress approved 8th February, 1895. These Rules have been signed by the members of the Board of Supervising Inspectors, as required by Section 3 of the Act of Congress, approved 8th February, 1895.*

### PRELIMINARY.

In the following Rules the words "steam vessel" and "steamer" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these Rules when she is not at anchor or made fast to the shore or aground.

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.

### SIGNALS.

Rule I. [Same as Canada, Great Lakes, Rule 21, *ante*, p. 134, except for Rule 22 read Rule 2.]

Rule II. [Same as Canada, Great Lakes, Rule 22, *ante*, p. 134.]

Rule III. Same as Canada, Great Lakes, Rule 23, *ante*, p. 135, except for Rule 22 read Rule 2.]

Rule IV. [Same as Canada, Great Lakes, Rule 24, *ante*, p. 135.]

## SITUATIONS.

- Rule V. [Same as Canada, Great Lakes, Rule 25, *ante*, p. 135.]  
 Rule VI. [Same as Canada, Great Lakes, Rule 26, *ante*, p. 135.]  
 Rule VII. [Same as Canada, Great Lakes, Rule 27, *ante*, p. 136.]  
 Rule VIII. [Same as Canada, Great Lakes, Rule 28, *ante*, p. 136.]  
 Rule IX. [Same as Canada, Great Lakes, Rule 29, *ante*, p. 137.]  
 Rule X. [Same as Canada, Great Lakes, Rule 30, *ante*, p. 137.]  
 Rule XI. [Same as Canada, Great Lakes, Rule 33, *ante*, p. 137.]  
 Rule XII. [Same as Canada, Great Lakes, Rule 37, *ante*, p. 138.]

## FOG SIGNALS.

Rule XIII. Whenever there is thick weather by reason of fog, mist, falling snow, heavy rainstorms, or other causes, whether by day or by night, fog signals shall be used as follows:

A steam vessel under way, excepting only a steam vessel with raft in tow, shall sound at intervals of not more than one minute three distinct blasts of her whistle.

A steamer with a raft in tow shall sound at intervals of not more than one minute a screeching or Modoc whistle for from three to five seconds.

Every vessel in tow of another vessel shall, at intervals of one minute, sound four bells on a good and efficient and properly placed bell as follows: By striking the bell twice in quick succession, followed by a little longer interval, and then again striking twice in quick succession (in the manner in which four bells is struck in indicating time).

Any vessel at anchor and any vessel aground in or near a channel or fairway shall, at intervals of not more than two minutes, ring the bell rapidly for three to five seconds.

## SPEED TO BE MODERATE IN FOG, AND SO FORTH.

Rule XIV. Every steam vessel shall, in thick weather, by reason of fog, mist, falling snow, heavy rainstorms, or other causes, go at moderate speed. A steam vessel hearing, apparently not more than four points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and navigate with caution until the vessels shall have passed each other.

[Attached to these Rules are five diagrams to illustrate the working of the system of coloured lights and pilot Rules. They are the same as those given, *ante*, pp. 138, 139.]

*The following Rules for lights to be carried by tugs under 30 tons register (net), whose principal business is harbour towing, for boats navigating only on the River St. Lawrence, for ferryboats, canal boats in tow, and for rafts and other water craft propelled by hand-power, horse-power, or by the current of the river, or in tow, or which shall be anchored or moored in or near a fairway of any bay, harbour, or river, were adopted by the Board of Supervising Inspectors, Steamboat Inspection Service, on 14th February, 1907, and approved by the Secretary of Commerce on 25th February, 1907.*

LIGHTS FOR TUGS UNDER 30 TONS REGISTER (NET) WHOSE  
PRINCIPAL BUSINESS IS HARBOUR TOWING.

Same as Canada, Great Lakes, Rule 10, *ante* p. 129, except after the words "harbour towing" (line 2) add "navigating the Great Lakes and their connecting and tributary waters as far east as Montreal."

LIGHTS FOR BOATS NAVIGATING ONLY ON THE RIVER  
ST. LAWRENCE.

[Authority: Rule 7, Act of Congress, approved 8th February, 1895.]

The lights for boats of all kinds navigating only on the River St. Lawrence as far east as Montreal, shall be the same as required by law for vessels navigating the Great Lakes, and as required by the Rules of the Board of Supervising Inspectors, for ferryboats, rafts, canal boats, and water craft, propelled by hand-power, horse-power, or by the current of the river.

LIGHTS TO BE CARRIED BY FERRYBOATS.<sup>1</sup>

[Authority: Rule 7, Act of Congress, approved 8th February, 1895.]

Ferryboats propelled by steam or machinery and navigating the waters of the Great Lakes and their connecting and tributary waters as far east as Montreal, shall carry the white light or lights and the coloured side lights required by law to be carried on steam vessels navigating those waters, except that double-end ferryboats shall carry a central range of clear, bright, white lights, showing all around the horizon, placed at equal altitudes forward and aft, also on the star-board side a green light, and on the port side a red light, of such a

<sup>1</sup> See Act of Congress, approved 9th June, 1910, effective on and after 9th July, 1910, prescribing lights that shall be carried by certain classes of vessels of not more than 65 feet in length. See *ante*, p. 489.

character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on their respective sides.

The green and red lights shall be fitted with inboard screens projecting at least 3 feet forward from the lights, so as to prevent them from being seen across the bow.

Local inspectors in districts having ferryboats shall, whenever the safety of navigation may require, designate for each line of such boats a certain light, white or coloured, which shall show all around the horizon, to designate and distinguish such lines from each other, which light shall be carried on a flagstaff amidships, 15 feet above the white range lights.

#### LIGHTS FOR CANAL BOATS IN TOW OF STEAM VESSELS.

[Same as Canada, Great Lakes, Rule 12, *ante*, p. 130, except add after "steam vessels" (line 1) "on the Great Lakes and their connecting and tributary waters as far east as Montreal."]

#### LIGHTS FOR WATER CRAFT PROPELLED BY HAND-POWER, HORSE-POWER, OR BY THE CURRENT OF THE RIVER.

[Same as Canada, Great Lakes, Rule 13, *ante*, p. 131, except after words "or river" (line 2) add "of the Great Lakes."]

#### LIGHTS FOR RAFTS NAVIGATING THE GREAT LAKES AND THEIR CONNECTING AND TRIBUTARY WATERS AS FAR EAST AS MONTREAL.

[Same as Canada, Great Lakes, Rule 14, *ante*, p. 131.]

#### RULE RELATING TO THE USE OF SEARCHLIGHTS.

The Board of Supervising Inspectors, at their annual meeting of January, 1905, adopted the following Rule relating to the use of searchlights:

Any master or pilot of any steam vessel who shall flash or cause to be flashed the rays of the searchlight into the pilot house of a passing vessel shall be deemed guilty of misconduct, and shall be liable to have his licence suspended or revoked.

RULE PROHIBITING UNNECESSARY SOUNDING OF THE STEAM WHISTLE.

[Authority: Act of Congress, approved 8th February, 1907.]

The Board of Supervising Inspectors, at their annual meeting of January, 1907, adopted the following Rule:

Unnecessary sounding of the steam whistle is prohibited within any harbour limits of the United States. Whenever any licensed officer in charge of any steamer authorises or permits such unnecessary whistling, upon conviction thereof before any board of inspectors having jurisdiction, such officer shall be suspended from acting under his licence as the inspectors trying the case may deem proper.

RULE PROHIBITING THE CARRYING OF UNAUTHORISED LIGHTS ON STEAM VESSELS.

[Adopted by the Board of Supervising Inspectors on 16th February, 1910, and approved by the Secretary of Commerce and Labour on 9th March, 1910. Authority: Section 4450, Revised Statutes.]

Any master or pilot of any steam vessel who shall authorise or permit the carrying of any light, electric or otherwise, not required by law, on the outside structure of the cabin or hull of the vessel that in any way will interfere with distinguishing the signal lights, shall, upon conviction thereof before any board of inspectors having jurisdiction, be deemed guilty of misconduct, and shall be liable to have his licence suspended or revoked.

RULES GOVERNING THE OPERATION OF DRAWBRIDGES OVER NAVIGABLE WATERS OF THE UNITED STATES.

It is suggested that pilots of all steamers navigating waters which are spanned by drawbridges under the jurisdiction of the War Department should provide themselves with the War Department Rules governing the operation of these drawbridges, and observe the Rules.

*Laws relating to the navigation of vessels on the Great Lakes and their connecting and tributary waters.*

AN ACT TO REGULATE NAVIGATION ON THE GREAT LAKES AND THEIR CONNECTING AND TRIBUTARY WATERS.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following Rules for preventing collisions shall be followed in the navigation of all public and private vessels of the United States upon the Great Lakes and their connecting and tributary waters as far east as Montreal.

## STEAM AND SAIL VESSELS.

Rule I. Every steam vessel which is under sail and not under steam, shall be considered a sail vessel; and every steam vessel which is under steam, whether under sail or not, shall be considered a steam vessel. The word steam vessel shall include any vessel propelled by machinery. A vessel is under way within the meaning of these Rules when she is not at anchor or made fast to the shore or aground.

## LIGHTS.

Rule II. [Same as Canada, Great Lakes, Rule 1, *ante*, p. 127.]

Rule III.<sup>1</sup> [Same as Canada, Great Lakes, Rule 2, *ante*, p. 127.]

## VESSELS TOWING.

Rule IV. [Same as Canada, Great Lakes, Rule 3, *ante*, p. 127.]

Rule V. [Same as Canada, Great Lakes, Rule 4, *ante*, p. 128, except for "Rule 3" read "Rule 4."]

Rule VI. [Same as Canada, Great Lakes, Rule 5, *ante*, p. 128, except for "Rule 2" read "Rule 3."]

Rule VII. The lights for tugs under thirty tons register whose principal business is harbour towing, and for boats navigating only on the River St. Lawrence, also ferryboats, rafts, and canal boats, shall be regulated by Rules which have been or may hereafter be prescribed by the Board of Supervising Inspectors of Steam Vessels.

Rule VIII. [Same as Canada, Great Lakes, Rule 6, *ante*, p. 128.]

Rule IX. [Same as Canada, Great Lakes, Rule 7, *ante*, p. 128.]

Rule X. Produce boats, canal boats, fishing boats, rafts, or other water craft navigating any bay, harbour, or river by hand-power, horse-power, sail, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbour, or river, and not otherwise provided for in these Rules, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Board of Supervising Inspectors of Steam Vessels.

Rule XI. [Same as Canada, Great Lakes, Rule 8, *ante*, p. 129.]

Rule XII. [Same as Canada, Great Lakes, Rule 9, *ante*, p. 129.]

Rule XIII. The exhibition of any light on board of a vessel of war or revenue cutter of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander-in-chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

<sup>1</sup> For lights for certain motor boats, see *ante*, p. 489.

## FOG SIGNALS.

Rule XIV. [Same as Canada, Great Lakes, Rule 18, *ante*, p. 132, except add the words "the United States local" before the word "inspectors."]

Rule XV. [Same as Canada, Great Lakes, Rule 19, *ante*, p. 133.]

## STEERING AND SAILING VESSELS.

## SAILING VESSELS.

Rule XVI. [Same as Canada, Great Lakes, Rule 20, *ante*, p. 134.]

## STEAM VESSELS.

Rule XVII. [Same as Canada, Great Lakes, Rule 31, *ante*, p. 137.]

Rule XVIII. [Same as Canada, Great Lakes, Rule 32, *ante*, p. 137.]

Rule XIX. [Same as Canada, Great Lakes, Rule 33, *ante*, p. 137.]

Rule XX. [Same as Canada, Great Lakes, Rule 34, *ante*, p. 137.]

Rule XXI. [Same as Canada, Great Lakes, Rule 35, *ante*, p. 138.]

Rule XXII. [Same as Canada, Great Lakes, Rule 36, *ante*, p. 138.]

Rule XXIII. In all weathers every steam vessel under way, in taking any course authorised or required by these Rules, shall indicate that course by the following signals on her whistle, to be accompanied whenever required by corresponding alteration of her helm; and every steam vessel receiving a signal from another shall promptly respond with the same signal or as provided in Rule XXVI.:

One blast to mean, "I am directing my course to starboard."

Two blasts to mean, "I am directing my course to port." But the giving or answering signals by a vessel required to keep her course shall not vary the duties and obligations of the respective vessels.

Rule XXIV. That in all narrow channels where there is a current, and in the rivers St. Mary, St. Clair, Detroit, Niagara, and St. Lawrence, when two steamers are meeting, the descending steamer shall have the right of way, and shall, before the vessels shall have arrived within the distance of one-half mile of each other, give the signal necessary to indicate which side she elects to take.

Rule XXV. [Same as Canada, Great Lakes, Rule 29, *ante*, p. 137.]

Rule XXVI. If the pilot of a steam vessel to which a passing signal is sounded deems it unsafe to accept and assent to said signal, he shall not sound a cross signal; but in that case, and in every case where the pilot of one steamer fails to understand the course or intention of an approaching steamer, whether from signals being given or answered

erroneously, or from other causes, the pilot of such steamer so receiving the first passing signal, or the pilot so in doubt, shall sound several short and rapid blasts of the whistle; and if the vessels shall have approached within half a mile of each other both shall reduce their speed to bare steerageway, and, if necessary, stop and reverse.

Rule XXVII. [Same as Canada, Great Lakes, Rule 37, *ante*, p. 138.]

Rule XXVIII. [Same as Canada, Great Lakes, Rule 38, *ante*, p. 138.]

#### LIGHTS FOR MOTOR BOATS.

[These are set out, *ante*, p. 489.]

### UNITED STATES, WESTERN RIVERS.

*Rules and Regulations for the government of pilots of vessels propelled by steam, gas, fluid, naphtha or electric motors, and of other vessels propelled by machinery, navigating the Red River of the North, the Mississippi River, and other rivers emptying into the Gulf of Mexico, and their tributaries, as amended by the Board of United States Supervising Inspectors, Steamboat Inspection Service, 18th February, 1911, and approved by the Secretary of Commerce, under the authority of Section 4412, Revised Statutes of the United States, and of Act of Congress approved 18th January, 1897. These Rules have been signed by the members of the Board of Supervising Inspectors, as required by Section 4412, Revised Statutes.*<sup>1</sup>

#### RULES FOR VESSELS PASSING EACH OTHER.

In the following Rules the words "steam vessel" and "steamer" shall include any vessel propelled by machinery.

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.

Rule I. When steamers are approaching each other from opposite directions, the signals for passing shall be one short and distinct blast of the whistle to alter course to starboard so as to pass on the port side of the other, and two short and distinct blasts of the whistle to alter course to port so as to pass on the starboard side of the other.

<sup>1</sup> For the limits of the application of these Rules, see *ante*, p. 465.

When two steamers are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

When an ascending steamer is approaching a descending steamer, the pilot of the ascending steamer shall give the first signal for passing, which shall be promptly answered by the same signal by the pilot of the descending steamer, if safe to do so, and both shall be governed accordingly; but if the pilot of the descending steamer deems it dangerous to take the side indicated by the ascending steamer, he shall immediately signify that fact by sounding the alarm or danger signal of four or more short and rapid blasts of the whistle, and it shall be the duty of the pilot of the ascending steamer to answer by a signal of four or more short and rapid blasts of the whistle, and the engines of both steamers shall be immediately stopped, and backed if necessary, until the signals for passing are given and answered. After sounding the alarm signal by both steamers, the pilot of the descending steamer shall indicate by his whistle the side on which he desires to pass, and the pilot of the ascending steamer shall govern himself accordingly, the descending steamer being entitled to the right of way.

Where possible, the signals for passing must be made, answered, and understood before the steamers have arrived at a distance of half a mile of each other.

*Provided*, however, that when a steamer on the Mississippi River is about to enter the Ohio River at the same time that a steamer on the Ohio River is about to enter the Mississippi River, at Cairo Point, the steamer on the Mississippi River shall give the first signal; but in no case shall pilots on steamers attempt to pass each other until there has been a thorough understanding as to the side each steamer shall take.

Rule II. If from any cause the signals for passing are not made at the proper time, as provided in Rule I., or should the signals be given and not properly understood, from any cause whatever, and either steamer become imperilled thereby, the pilot on either steamer may be the first to sound the alarm or danger signal, which shall consist of four or more short and rapid blasts of the whistle. Whenever the danger signal is given, the engines of both steamers shall be stopped and backed until the headway of the steamers has been fully checked; nor shall the engines of either steamer be again started ahead until the steamers can safely pass each other. Steamers approaching each other from opposite directions are forbidden to use what has become technically known among pilots as "cross signals"—that is, answering one whistle with two, and answering two whistles with one. In

all cases, and under all circumstances, a pilot receiving either of the whistle signals provided in the Rules, which for any reason he deems injudicious to comply with, instead of answering it with a cross signal, shall at once observe the provisions of this Rule.

Rule III. When two steamers are about to enter a narrow channel at the same time, the ascending steamer shall be stopped below such channel until the descending steamer shall have passed through it; but should two steamers unavoidably meet in such channel, then it shall be the duty of the pilot of the ascending steamer to make the proper signals, and when answered, the ascending steamer shall lie as close as possible to the side of the channel the exchange of signals may have determined, as provided by Rule I., and either stop the engines or move them so as only to give the boat steerage way, and the pilot of the descending steamer shall cause his steamer to be worked slowly until he has passed the ascending steamer.

Rule IV. When two steamers are approaching a bridge span or draw from opposite directions and the passing signals as provided in Rule I. have been given and understood, should the pilot of the descending steamer deem it dangerous for the steamers to pass each other between the piers of such span or draw, he shall sound the alarm or danger signal, and it shall then be the duty of the pilot of the ascending steamer to answer with a similar alarm signal, and to slow or stop his engines below such span or draw until the descending steamer shall have passed.

Rule V. When a steamer is ascending and running close on a bar or shore, the pilot shall in no case attempt to cross the river when a descending steamer shall be so near that it would be possible for a collision to ensue therefrom.

Rule VI. When any steamer, whether ascending or descending, is nearing a short bend or point where, from any cause, a steamer approaching in an opposite direction cannot be seen at a distance of 600 yards, the pilot of such steamer, when he shall have arrived within 600 yards of that bend or point, shall give a signal of one long sound of his whistle, as a notice to any steamer within hearing that may be approaching on the other side, and within half a mile, of such bend or point; and should there be any such approaching steamer within hearing of such signal, it shall be the duty of the pilot thereof to answer such signal by one long sound of his whistle, when both steamers shall be navigated with the proper precautions as required by these Rules.

Rule VII. When a steamer is moved from its dock or berth, and other steamers are liable to approach such steamer from any direction, such steamer and any approaching steamer shall give the same

signals as in case of steamers meeting at a bend; but immediately after clearing the dock or berth so as to be fully in sight, they shall be governed by the Rules for passing.

Rule VIII. When a steamer is overtaking another steamer, and the overtaking steamer shall desire to pass on the right or starboard side of the steamer ahead the overtaking steamer shall give one short blast of the whistle, and if the steamer ahead answers with one blast, the overtaking steamer may pass on the starboard side of the steamer ahead; or if the overtaking steamer shall desire to pass on the left or port side of the steamer ahead, she shall give two short blasts of the whistle, and if the steamer ahead answers with two blasts the overtaking steamer may pass on the port side of the steamer ahead; or if the steamer ahead does not think it safe for the overtaking steamer to attempt to pass at that point, she shall immediately signify the same by giving not less than four short and rapid blasts of the whistle, and under no circumstances shall the overtaking steamer attempt to pass the steamer ahead until such time as they have reached a point where it can be safely done, when the steamer ahead shall signify her willingness by blowing one blast of the whistle for the overtaking steamer to pass on the starboard side of the steamer ahead, or two blasts of the whistle for the overtaking steamer to pass on the port side of the steamer ahead.

Every steamer overtaking another shall keep out of the way of the overtaken steamer. Every steamer coming up with another steamer from any direction more than two points abaft her beam shall be deemed to be an overtaking steamer, and no subsequent alteration of the bearing between the two steamers shall make the overtaking steamer a crossing steamer within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken steamer until she is finally passed and clear. If the overtaking steamer is in doubt as to whether she is forward of or abaft this direction, she shall assume that she is an overtaking steamer and keep out of the way.

The steamer ahead shall in no case attempt to cross the bow or crowd upon the course of the overtaking steamer.

Rule IX. When two steamers are approaching each other at right angles or obliquely so as to involve risk of collision, other than when one steamer is overtaking another, the steamer which has the other on her own port side shall hold her course and speed; and the steamer which has the other on her own starboard side shall keep out of the way of the other, by directing her course to starboard so as to cross the stern of the other steamer, or, if necessary to do so, slacken her speed or stop or reverse. The steamer having the other on her own port bow shall blow one blast of her whistle as a signal of her intention

to cross the bow of the other, holding her course and speed, which signal shall be promptly answered by the other steamer by one short blast of her whistle as a signal of her intention to direct her course to starboard, so as to cross the stern of the other steamer or otherwise keep clear.

If from any cause whatever the conditions covered by this situation are such as to prevent immediate compliance with each other's signals, the misunderstanding or objection shall be at once made apparent by blowing the alarm signal, and both steamers shall be stopped, and backed if necessary, until signals for passing with safety are made and understood.

Rule X. The passing signals, by the blowing of the whistle, shall be given and answered by pilots, in compliance with these Rules, when approaching each other; and, wherever possible, the signals shall be given and answered before the steamers have arrived at a distance of half a mile of each other.

Rule XI. In obeying and construing these Rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above Rules necessary in order to avoid immediate danger.

#### FOG SIGNALS.

Rule XII. In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this Rule shall be used by steam vessels:

- (a) A steam vessel under way in fog or thick weather shall sound, at intervals of not more than one minute, a prolonged blast of the whistle, of from four to six seconds' duration, except that when towing one or more vessels she shall sound three blasts of the whistle in quick succession.
- (b) A steam vessel when at anchor in fog or thick weather shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.
- (c) Steamers on rivers whose waters flow into the Gulf of Mexico, lying to during fog or thick weather, when the fog whistle or any sound is heard indicating the approach of another steamer, shall, if lying on the right shore, or right bank, give one tap of the bell; if lying on left shore, or left bank, give two taps of the bell, at intervals of not more than one minute, to indicate their presence, which signals shall continue until the approaching steamer has passed. Right and left shore or bank is understood by facing downstream or with the flow of the current.

Rule XIII. Every steam vessel shall, in thick weather, by reason of fog, mist, falling snow, heavy rainstorms, or other causes, go at moderate speed. A steam vessel hearing, apparently not more than four points from right ahead, the fog signal of another vessel shall at once reduce her speed to bare steerageway, and navigate with caution until the vessels shall have passed each other.

[Attached to these Rules are five diagrams, intended to illustrate the working of the coloured lights and the pilot Rules. They are the same as those printed, *ante*, pp. 138, 139.]

#### RULES FOR LIGHTS FOR CERTAIN CLASSES OF VESSELS ON WESTERN RIVERS.

The following Rules for lights to be carried on ferryboats, lights for steamers having but one chimney, lights for barges and canal boats in tow, lights for scows in tow, and lights for rafts and other water craft, navigating the Red River of the North and rivers whose waters flow into the Gulf of Mexico, were adopted by the Board of Supervising Inspectors, Steamboat Inspection Service, and approved by the Secretary of Commerce, under the authority of Section 4233, Revised Statutes of the United States (Rules VII. and XII.), and Acts of Congress approved 18th January and 7th June, 1897 (Section 5).

These Rules shall be effective on and after 1st July, 1907.

#### *Lights to be Carried by Ferryboats.*<sup>1</sup>

The signal lights on ferryboats on waters flowing into the Gulf of Mexico and their tributaries shall be the same as those on all other steamboats on the same waters, except that double-end ferryboats shall carry a central range of clear, bright, white lights, showing all around the horizon, placed at equal altitudes forward and aft, also on the starboard side a green light, and on the port side a red light, of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides.

The green and red lights shall be fitted with inboard screens projecting at least 3 feet forward from the lights, so as to prevent them from being seen across the bow.

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<sup>1</sup> See Act of Congress, approved 9th June, 1910, effective on and after 9th July, 1910, prescribing lights that shall be carried by vessels of certain classes, of not more than 65 feet in length, amendatory of these Rules, *ante*, p. 489.

Local inspectors in districts having ferryboats shall, whenever the safety of navigation may require, designate for each line of such boats a certain light, white or coloured, which shall show all around the horizon, to designate and distinguish such lines from each other, which light shall be carried on a flagstaff amidships, 15 feet above the white range lights.

*Lights for Steamers having but One Chimney.*<sup>1</sup>

All steamers having but one chimney, except ferryboats provided for in the preceding Rule, navigating rivers whose waters flow into the Gulf of Mexico and their tributaries, and the Red River of the North, shall carry a green light on the starboard side and a red light on the port side, on brackets securely fastened to the outboard sides of the chimney, the lights to show both forward and abeam on their respective sides.

*Lights for Barges and Canal Boats in Tow.*

The lights for barges and canal boats when towed ahead or alongside of the steamer, as is customary upon rivers whose waters flow into the Gulf of Mexico, shall be as follows:

When one barge is towed by a steamer, and such barge is towed ahead, such barge shall have a green light on the starboard bow and a red light on the port bow. When such barge is towed alongside of the steamer, on the starboard side, such barge shall have a green light on the starboard bow. When such barge is towed alongside of a steamer, on the port side, such barge shall have a red light on the port bow. When two barges are towed alongside of a steamer, one on the starboard and one on the port side, the starboard barge shall carry a green light on the starboard bow, and the port barge shall carry a red light on the port bow. When two or more barges are towed ahead, the green light shall be placed on the starboard bow of the starboard barge, and a red light on the port bow of the port barge, and at a distance of not less than 10 feet above the surface of the water.

The coloured side lights referred to in the foregoing Rules must be fitted with inboard screens, so as to prevent them from being seen across the bow, and of such a character as to be visible on a dark night, with a clear atmosphere, at a

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<sup>1</sup> See Act of Congress, approved 9th June, 1910, effective on and after July 9, 1910, prescribing lights that shall be carried by vessels of certain classes, of not more than 65 feet in length, amendatory of these Rules, *ante*, p. 489.

distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on either side. The minimum size of glass globes shall not be less than 6 inches in diameter and 5 inches high in the clear.

*Lights for Scows in Tow.*

All scows being towed by hawser behind steam vessels shall carry a regulation white light at each end of each scow (such lights to be carried not less than 8 feet above the surface of the water, and so as to show all around the horizon), except that when scows are massed in tiers, two or more abreast, each of the outside boats shall carry a white light on its outer bow; and the outside boats in the last tier shall each carry, in addition, a white light on the outer part of the stern.

*Lights for Rafts and other Water Craft navigating the Red River of the North and Rivers emptying into the Gulf of Mexico and their Tributaries, propelled by Hand-Power, Horse-Power, or by the Current of the River.*

All coal boats, trading boats, produce boats, canal boats, oyster boats, fishing boats, and other water craft, except as hereinafter otherwise provided, navigating any bay, harbour, or river, propelled by hand-power, horse-power, or by the current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbour, or river, shall carry one white light forward, not less than 8 feet above the surface of the water.

Rafts propelled by hand-power or by the current of the river, or which shall be anchored or moored in or near a channel or fairway, shall carry white lights, as follows:

Rafts of one crib and not more than two in length shall carry one white light. Rafts of three or more cribs in length and one crib in width shall carry one white light at each end of the raft.

Rafts of more than one crib abreast shall carry one white light on each outside corner of the raft, making four lights in all.

The white light required by these Rules for rafts and other water craft shall be carried, from sunset to sunrise, in a lantern so fixed and constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and of such intensity as to be visible on a dark night with a clear

atmosphere at a distance of at least one mile. The lights for rafts shall be suspended from poles of such height that the light shall not be less than 8 feet above the surface of the water.

Rowing boats under oars shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

RULE RELATING TO THE USE OF SEARCHLIGHTS.

[This Rule is set out, *ante*, p. 494.]

RULE PROHIBITING UNNECESSARY SOUNDING OF THE STEAM WHISTLE.

[This Rule is set out, *ante*, p. 495.]

RULE PROHIBITING THE CARRYING OF UNAUTHORISED LIGHTS ON STEAM VESSELS.

[This Rule is set out, *ante*, p. 495.]

DISTRESS SIGNALS RECOMMENDED BY THE BOARD OF SUPERVISING INSPECTORS.

[Article 31 of the Collision Regulations, *ante*, p. 88.]

RULES GOVERNING THE OPERATION OF DRAWBRIDGES OVER NAVIGABLE WATERS OF THE UNITED STATES.

[See as to these Rules, *ante*, p. 495.]

*Sections of the Revised Statutes of the United States and Acts of Congress relating to the navigation of vessels on the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries.*

That Sections 4233 and 4412<sup>1</sup> (with the Regulations made in pursuance thereof, except the Rules and Regulations for the government of pilots of steamers navigating the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries, and except the Rules for the Great Lakes and their connecting and tributary waters as far east as Montreal), and 4413 of the Revised Statutes of the United States, and chapter ccii. of the laws of 1893, and Sections 1 and 3 of chapter cii. of the laws of 1895, and Sections 5, 12, and 13 of the Act approved 3rd March, 1897, entitled, "An Act to amend the Laws relating to Navigation," and all amendments thereto, are hereby

<sup>1</sup> Act of 7th June, 1897, Section 5 (30 Stat., 103).

repealed so far as the harbours, rivers, and inland waters aforesaid (except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North and rivers emptying into the Gulf of Mexico, and their tributaries) are concerned.

Section 4233.—The following Rules for preventing collisions on the water, shall be followed in the navigation of vessels of the navy and of the mercantile marine of the United States:

#### STEAM AND SAIL VESSELS.

Rule I.<sup>1</sup> Every steam vessel which is under sail and not under steam shall be considered a sail vessel; and every steam vessel which is under steam, whether under sail or not, shall be considered a steam vessel. The words "steam vessel" shall include any vessel propelled by machinery.

#### LIGHTS.<sup>2</sup>

Rule II. The lights mentioned in the following Rules, and no others, shall be carried in all weathers, between sunset and sunrise.

Rule III. All ocean-going steamers, and steamers carrying sail, shall, when under way, carry—

- (a) At the foremast head, a bright white light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel—namely, from right ahead to two points abaft the beam on either side.
- (b) On the starboard side, a green light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side.

<sup>1</sup> As amended by the Act of Congress, approved 3rd March, 1905, effective on and after 1st July, 1905.

<sup>2</sup> Rules 3, 5, 6, and 7, under the head of "Lights," were amended by Act of Congress, approved 9th June, 1910, effective on and after 9th July, 1910, in Rules for lights required to be carried by every vessel propelled by machinery and not more than 65 feet in length, except tugboats and towboats propelled by steam (see *ante*, p. 489).

- (c) On the port side, a red light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of ten points of the compass, and so fixed as to throw the light from right ahead to two points abaft the beam on the port side.

The green and red lights shall be fitted with inboard screens, projecting at least three feet forward from the lights, so as to prevent them from being seen across the bow.

Rule IV. Steam vessels, when towing other vessels, shall carry two bright white masthead lights vertically, in addition to their side lights, so as to distinguish them from other steam vessels. Each of these masthead lights shall be of the same character and construction as the masthead lights prescribed by Rule III.<sup>1</sup>

Rule V. All steam vessels, other than ocean-going steamers and steamers carrying sail, shall, when under way, carry on the starboard and port sides lights of the same character and construction and in the same position as are prescribed for side lights by Rule III., except in the case provided in Rule VI.

Rule VI. River steamers navigating waters flowing into the Gulf of Mexico, and their tributaries, shall carry the following lights—namely, one red light on the outboard side of the port smoke pipe, and one green light on the outboard side of the starboard smoke pipe. Such lights shall show both forward and abeam on their respective sides.

Rule VII.<sup>2</sup> All coasting steam vessels, and steam vessels other than ferryboats and vessels otherwise expressly provided for, navigating the bays, lakes, rivers, or other inland waters of the United States, except those mentioned in Rule VI., shall carry the red and green lights, as prescribed for ocean-going steamers; and, in addition thereto, a central range of two white lights; the after light being carried at an

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<sup>1</sup> Resolution adopted by the Board of Supervising Inspectors, 31st January, 1908, and approved by the Acting Secretary of Commerce on 20th August, 1908, recommending lights for towboats:

*Resolved*, That it is the sense of this board that where towboats navigating rivers whose waters flow into the Gulf of Mexico find it necessary to use a signal light or lights on the stern of their boats, they are advised to use, uniformly, two red lights, one above the other, 3 feet apart, the upper light not to be less than 15 feet above the roof of the upper deck, on the afterpart of the stern of the steamer.

<sup>2</sup> As amended by Act of 3rd March, 1893 (27 Stat., 557).

elevation of at least fifteen feet above the light at the head of the vessel. The head light shall be so constructed as to show a good light through twenty points of the compass—namely, from right ahead to two points abaft the beam on either side of the vessel—and the after light so as to show all around the horizon. The lights for ferryboats, barges, and canal boats when in tow of steam vessels, shall be regulated by such rules as the Board of Supervising Inspectors of Steam Vessels shall prescribe.

Rule VIII. Sail vessels, under way or being towed, shall carry the same lights as steam vessels under way, with the exception of the white mast-head lights, which they shall never carry.

Rule IX. Whenever, as in case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain and easy, they shall each be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

Rule X. All vessels, whether steam vessels or sailing vessels, when at anchor in roadsteads or fairways, shall, between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon, and at a distance of at least one mile.

Rule XI.<sup>1</sup> Sailing pilot vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light every fifteen minutes.

Steam pilot boats shall, in addition to the masthead light and green and red side lights required for ocean steam vessels, carry a red light hung vertically from three to five feet above the foremast headlight, for the purpose of distinguishing such steam pilot boats from other steam vessels.

Rule XII. Coal boats, trading boats, produce boats, canal boats oyster boats, fishing boats, rafts, or other water craft, navigating any bay, harbour, or river, by hand-power, horse-power, sail, or by the

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<sup>1</sup> As amended by Act of 3rd March, 1897, Section 5 (27 Stat., 689).

current of the river, or which shall be anchored or moored in or near the channel or fairway of any bay, harbour, or river, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Board of Supervising Inspectors of Steam Vessels.

Rule XIII. Open boats shall not be required to carry the side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on one side and a red slide on the other side; and, on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, and in such a manner that the green light shall not be seen on the port side, nor the red light on the starboard side. Open boats, when at anchor or stationary, shall exhibit a bright white light. They shall not, however, be prevented from using a flare-up, in addition, if considered expedient.

Rule XIV.<sup>1</sup> The exhibition of any light on board of a vessel of war of the United States may be suspended whenever, in the opinion of the Secretary of the Navy, the commander-in-chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it. The exhibition of any light on board of a revenue cutter of the United States may be suspended whenever, in the opinion of the commander of the vessel, the special character of the service may require it.

#### FOG SIGNALS.

Rule XV.<sup>2</sup> (a) Whenever there is a fog, or thick weather, whether by day or night, fog signals shall be used as follows: Steam vessels under way shall sound a steam whistle placed before the funnel, not less than eight feet from the deck, at intervals of not more than one minute. Steam vessels, when towing, shall sound three blasts of quick succession repeated at intervals of not more than one minute. (b) Sail vessels under way shall sound a foghorn at intervals of not more than one minute. (c) Steam vessels and sail vessels, when not under way, shall sound a bell at intervals of not more than two minutes. (d) Coal boats, trading boats, produce boats, canal boats, oyster boats, fishing boats, rafts, or other water craft, navigating any bay, harbour, or river, by hand-power, horse-power, sail, or by the current of the river, or anchored or moored in or near the channel or fairway of any

<sup>1</sup> As amended by Act of 3rd March, 1897, Section 12 (29 Stat., 690).

<sup>2</sup> Rule 15, except para. (d), as amended by Act of 3rd March, 1897, Section 12 (29 Stat., 690).

bay, harbour, or river, and not in any port, shall sound a foghorn, or equivalent signal, which shall make a sound equal to a steam whistle, at intervals of not more than two minutes.

#### STEERING AND SAILING RULES.

Rule XVI.<sup>1</sup> 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.

Rule XVII.<sup>1</sup> [Sailing vessels meeting. Identical to Article 17, *ante*, p. 52.]

Rule XVIII. If two vessels under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Rule XIX. If two vessels under steam are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Rule XX. If two vessels, one of which is a sail vessel and the other a steam vessel, are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sail vessel.

Rule XXI. Every steam vessel, when approaching another vessel, so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse, and every steam vessel shall, when in a fog, go at a moderate speed.

Rule XXII. Every vessel overtaking any other vessel shall keep out of the way of the last-mentioned vessel.

Rule XXIII. Where, by Rules XVII., XIX., XX., and XXII., one of two vessels shall keep out of the way, the other shall keep her course, subject to the qualifications of Rule XXIV.

Rule XXIV. In construing and obeying these Rules, due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any particular case rendering a departure from them necessary in order to avoid immediate danger.

Rule XXV.<sup>2</sup> A sail vessel which is being overtaken by another vessel during the night shall show from her stern to such last-mentioned vessel a torch or a flare-up light.

Rule XXVI.<sup>2</sup> Nothing in these Rules shall exonerate any ship,

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<sup>1</sup> Rules 16 and 17, as amended by Act of 3rd March, 1897, Section 12 (29 Stat., 690).

<sup>2</sup> Rules 25 and 26 added by Act of 3rd March, 1897, Section 13 (29 Stat., 690).

or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.

*Section 4412.*—The Board of Supervising Inspectors shall establish such Regulations to be observed by all steam vessels in passing each other, as they shall from time to time deem necessary for safety; two printed copies of such Regulations, signed by them, shall be furnished to each of such vessels, and shall at all times be kept posted up in conspicuous places in such vessels.

*Section 4487.*<sup>1</sup>—That all vessels of above fifteen tons burden, carrying freight or passengers for hire, propelled by gas, fluid, naphtha, or electric motors, shall be, and are hereby, made subject to all the provisions of Section 4426 of the Revised Statutes of the United States, relating to the inspection of hulls and boilers and requiring engineers and pilots; and all vessels so propelled, without regard to tonnage or use, shall be subject to the provisions of Section 4412 of the Revised Statutes of the United States, relating to the regulation of steam vessels in passing each other; and to so much of Sections 4233 and 4234 of the Revised Statutes, relating to lights, fog signals, steering, and sailing Rules, as the Board of Supervising Inspectors shall, by their Regulations, deem applicable and practicable for their safe navigation.

#### LIGHTS FOR MOTOR BOATS.

[These are set out, *ante*, p. 489.]

### WARKWORTH HARBOUR.

*Bye-laws made by the Commissioners of Warkworth Harbour on 15th June, 1870, by virtue of the Warkworth Harbour Act, 1847.*

*The limits of the Harbour shall be such part of the River Coquet as lies between Warkworth Bridge and the sea, and so far on either side*

<sup>1</sup> Act of 18th January, 1897 (29 Stat., 489). Vessels propelled by gas, electricity, etc.

The Act of 18th January, 1897, is amended by the following Act of 9th June, 1910, in the requirements for inspection and licensed officers of motor boats, and the Act of 9th June, 1910, provides Rules for lights required to be carried by every vessel propelled by machinery and not more than 65 feet in length, except tugboats and towboats propelled by steam. See *ante*, 489.

*of the mid-channel of the said river as the tide usually flows, and that the jurisdiction of the Commissioners shall extend within the limits as above described, and also for a distance of a quarter of a mile on either side of the piers and works of the said Harbour within the township of Amble, and the orders of the Commissioners and the harbour master for the time being shall be binding on all vessels and persons within such limits as aforesaid. (Warkworth Harbour Act, 1847, s. 28.)*

1.—That any pilot, master, mate, or other person having the charge or command of any ship or vessel entering or leaving the Harbour of Warkworth, who disobeys or neglects any of the signals or orders, which have been, and shall from time to time be issued by the harbour master, by the order of the Commissioners, shall forfeit 5*l.* for every such disobedience or neglect.

2.—That the pilot, master, mate, or other person having the charge or command of any vessel entering the harbour, shall proceed with such vessel to such mooring place as the harbour master may direct, and such vessel shall not leave such mooring place for any purpose whatever, without having first obtained leave of the harbour master, under a penalty of 5*l.*

3.—That the pilot, master, mate, or other person in command of any vessel arriving within the limits of the harbour, shall properly moor the same vessel, under the direction of the harbour master; and shall take care whilst the said vessel is so moored, that there is, at all times, a proper buoy and buoy rope to the anchor thereof, and that all booms and boom irons are taken off the yards, and that the jib and mizzen booms are rigged in, and the yards peaked up, under a penalty of 5*l.*

4.—That the master, mate, or other person in charge of any vessel lying at any staith, spout, or drop, within the said limits, shall not allow the anchor of such vessel to lie in the channel, under a penalty of 5*l.*

5.—That the master, mate, or other person in charge or command of any ship or other sea-going vessel, under sail or being towed, or of any steam tug moving within the said limits, shall show a bright light between sunset and sunrise, in such a position that it may be best seen, under a penalty of 5*l.*

6.—That the master, mate, or other person in charge of any steam vessel having in tow within the said limits, any ship or other sea-going vessel, shall exhibit, between sunset and sunrise, two bright lights

at the masthead, as well as the side lights according to Admiralty Regulations,<sup>1</sup> under a penalty of 5*l.*

7.—That the pilot, master, mate, or other person having the charge or command of any vessel whilst being towed in or out the harbour, shall have a tow rope out of each bow of such vessel properly secured on board the steamboat, under a penalty of 5*l.*

8.—That the master, mate, or other person having the charge or command of any vessel lying in the harbour, shall have a watchman on board such vessel two hours before and two hours after high water; and shall, if required, cause ropes, chains, or other fastenings to be slackened, tightened, or thrown off, as the case may require, under a penalty of 5*l.*

18.—No steamboat is allowed to tow into or out of the harbour more than one vessel at once, without the permission of the harbour master, under a penalty on the master, mate, or other person having the charge or command of such steamboat of 5*l.* for every such offence.

## WATERFORD.

See **SUIR, RIVER**, ante, p. 403.

*Bye-laws passed by the Commissioners for improving the Port and Harbour of Waterford, 5th September, 1870, by virtue of the provisions of 9 & 10 Vict. c. ccxcii.*

*The Port and Harbour of Waterford extends to and includes all the space commonly called the River Suir, being within the flux and reflux of the tide, within the following limits—that is to say, from Granagh Castle to the Hook Lighthouse, including all the space between the junction of the Ross River with the said River Suir and the said Hook Lighthouse, and from Bilberry Rock to Swing Head in the County of Waterford, including St. Katherine's, commonly called St. John's Pill (9 & 10 Vict. c. ccxcii., s. 52).*

1.—That all vessels lying in the stream for twelve hours shall be sufficiently moored with two anchors.

2.—All vessels lying in the tier to have sufficient rope or chains ashore, to the satisfaction of the harbour master, bower anchor ahead, and kedge or quarter anchor astern, laid out in the stream in such

<sup>1</sup> Presumably the side lights mentioned in Article 3 (b) and (c) of the Collision Regulations, 1863, and now those prescribed by Article 3 (b) and (c), ante, p. 6.

a manner as to prevent their falling in on the quay, or pressing on the inside vessels, so as that each vessel shall bear her own weight by her moorings ashore and her anchors in the river, and shall when in tier or discharging in the river, have her yards topped on starboard lifts, jibbooms run in within 4 feet of the cap, boom irons unshipped, spritsail yards fore and aft, and anchors not hanging over the bows, and all running bowsprits shall be rigged in whilst at the quay, within 3 feet of the stemhead, and quarter and stern davits and bumpkins to be also rigged in.

3.—No vessel shall be suffered to remain at the quays without a shipkeeper on board.

6.—No vessel shall be moved except in the daytime, without necessity, of which due notice shall be given to the harbour master, deputy harbour master, or other assistant, between the hours of 10 and 3 o'clock in the preceding day, nor shall any vessels be moored except at slack tide, before high or low water, and vessels requiring a pilot to take charge, either in shifting or heaving out of berth, are to pay at the rate of 5s. per tide.

10.—No vessel shall have her anchor or anchors dropped above low-water mark, nor in any place where boats or vessels may lie on them, and every vessel shall have a floating buoy, with sufficient length of rope, placed over such anchor, and no master of vessel shall anchor so near a mooring buoy as to prevent another vessel from using the same.

11.—No vessel in the stream, or more than the length of the stage from the quay, shall have a rope ashore or to the tiers, except when transporting, but shall ride solely by her anchors.

16.—No vessel shall lie either above or below bridge, so as to obstruct the passage of the drawbridge.

17.—Masters of vessels in tier shall slack down for others going in or out of tier, and in case an anchor is overlaid, it is to be cleared by under-running, or in any other manner pointed out by the harbour master, deputy harbour master, or other assistant. The outside vessel to weigh anchor if required, and all the tier shall give assistance when called upon, and give each other every facility in working across the different vessels' decks, by keeping the gangways abreast; and that the master of any sailing or steam vessel when she is afloat shall be in attendance, or shall have some other qualified person with a sufficient number of hands to shift or move such vessel as the harbour master, deputy harbour master, or other assistant may direct or require. And if any vessel shall be neglected to be removed in the

manner the harbour master, deputy harbour master, or other assistant may order, they shall be at liberty to employ men to remove her, the expense whereof shall be paid by such vessel.

18.—All vessels loaded or waiting to proceed to sea, shall lie at the north side of the river, and no vessel shall be allowed to be at anchor in the stream in that part of the river between the Tower Stairs and the Neptune Works for more than six hours, in order to prevent the navigation from being impeded, nor shall any vessel or boat impede the public landing slip and stairs.

20.—All vessels and boats shall ride by their own moorings, and not by those of others, except with the permission of the harbour master, deputy harbour master, or other assistant (if they shall deem it necessary), nor shall any boat or vessel be allowed to ride at the buoys or make fast to the stage rails or chain posts along the quay without the like permission.

22.—The navigation of St. John's Pill shall not be obstructed by vessels, boats, or rafts of timber, nor shall rafts of timber be allowed to remain in the river, nor alongside the quays, unless by permission of the harbour master, deputy harbour master, or other assistant, the period not to exceed two days.

23.—All vessels coming up the river, and being ready to take berths, shall get in turn as they drop anchor, and all vessels loading entirely from, or discharging into boats, to lie at north side of river.

32.—That all steamers plying into or from this harbour shall, when passing any of the Harbour Commissioners' dredges at work, or any other craft belonging to them, lifting or putting down moorings, or otherwise employed in the public service, go sufficiently slow to prevent such dredges or craft receiving injury, or being interrupted in their work.

51.—The foregoing bye-laws shall, so far as applicable, be in force at Passage East, Ballyhack, Arthurstown, and Duncannon.

*Bye-laws under the Explosives Act, 1875.*

2.—All vessels laden, or partly laden with explosives, shall, when within the port and harbour of Waterford, and while any explosives remain on board, carry a red flag at the foremast head during daylight, and a red light by night.

3.—The masters of all such vessels shall immediately, on arrival at Passage East, give notice to the water bailiff or his deputy acting for the said mayor, aldermen, and burgesses, and the said Harbour Com-

missioners, of the nature, description, and quantity of such explosives, the names of the master and owners of said vessels, and of the owners and consignees of said explosives, and such vessels shall thereupon proceed to the berths assigned to them by the water bailiff; said vessels, if laden with explosives to the extent of one ton or upwards, shall be anchored in the river, 400 yards above the bridge beyond the municipal boundary post, and in no other place, except specially excepted by the water bailiff, until such explosives shall be fully discharged and notice of such discharge given to said water bailiff; and in case of vessels partly laden with explosives of a quantity less than one ton, they shall be moored at such place as the water bailiff shall direct, until such discharge and notice as aforesaid.

5.—All explosives shall be discharged and landed at such times and in such manner as the water bailiff shall direct, and all lighters or boats used in such discharge shall carry a red flag at the bow, and while such explosives are on board shall not anchor or remain in any part of the river except as the water bailiff shall direct. All explosives which shall be intended for conveyance by rail shall be conveyed from said vessel by lighter or boat only, and in all cases of transport of explosives, so far as is practicable, carriage by horses and carts shall be carefully avoided.

*The following Regulations, applying to the Port and Harbour of Waterford, are extracted from the Pilotage Regulations of that Port.*

24.—There are no local Rules regulating the passing or overtaking of one vessel by another in the port and harbour of Waterford; in all such cases the Board of Trade Regulations for Preventing Collisions should be strictly adhered to.

25.—Between Snowhill Quay and the Cove Light, no steam vessel, whether going to or coming from sea, shall exceed *half-speed*, and between the Cove Light and Waterford Bridge, no steam vessel, when under way, shall exceed *slow*.

26.—An attention signal shall be sounded by every steam vessel going up or down the river prior to rounding the Cove, the lower end of the Queen's Channel, and Cheekpoint.

27.—For any infringement of the Pilotage Laws, Rules, or Regulations, or for any neglect of duty, every pilot in the service of the Board, and every certificated master or mate, shall be liable to a fine not exceeding 5*l.*, or to suspension or annulment of his pilotage licence.

## RIVER CRAFT LIGHT RULES.

*The following Regulations were made by an Order of Her Majesty in Council of 10th November, 1886, by virtue of the Merchant Shipping Act Amendment Act, 1862.*

1.—All barges, lighters, and other river craft on the River Suir below Cranagh Castle, or elsewhere within the limits of the port and harbour of Waterford, shall, between sunset and sunrise, whether at anchor or under way, exhibit in the bows or on the mast an all-round white light, of sufficient power to be distinctly visible on a dark night with a clear atmosphere at a distance of at least one mile.

2.—The person in charge of every lighter, barge, or other river craft under way, and showing the white light, shall dip said light repeatedly on the approach of any vessel or steamer in sufficient time to prevent collision.

3.—All steam tugs and steam barges, and all sea-going vessels, shall carry and exhibit, between sunset and sunrise, within the limits of the port and harbour of Waterford, the lights required by the Regulations for Preventing Collisions at Sea.

4.—The owner or person in charge of any barge or lighter failing in any respect to comply with, or in any way infringing the foregoing Regulations, shall be liable to a penalty of and shall forfeit a sum not exceeding 5*l.* for each offence, which penalties shall be recovered, enforced, and applied, according to the provisions of the Waterford Harbour Act, 9 & 10 Victoria, cap. cxcxii.

## WEAVER NAVIGATION.

*Bye-laws made by the Weaver Navigation Trustees, and approved by the Board of Trade, 14th July, 1915.*

38.—Throughout the foregoing bye-laws, the following words and expressions shall have the following meanings:

“The Trustees” shall mean the Weaver Navigation Trustees as constituted by the Weaver Navigation Act, 1895.

“The navigation” shall mean the Weaver Navigation from Winsford Bridge to Weston Point, together with the navigable cuts and branches thereof and all docks, basins, and lay-byes connected therewith.

The word "vessel" shall, unless otherwise specially defined, mean any boat, barge, lighter, hopper, flat, sail vessel, steam vessel, or other craft using the navigation, and whether in train or not.

The word "steam vessel" shall mean any such vessel propelled by steam or electricity or other self-contained mechanical power, but a vessel shall not be considered a steam vessel while she is being moved or drawn by any other than her own steam or other mechanical power.

3.—All vessels entering the navigation must have their anchors properly stowed, the jibboom housed, the yards braced or peaked so that nothing shall project over the side thereof except the necessary fenders with which they must be suitably provided. No vessel shall be allowed to use any part of the navigation unless so loaded as to have at least 10 inches of her gunwale or coamings above water, or unless she make use of proper side cloths in good condition fastened to her gunwale on each side, so as to prevent any water getting into her.

5.—No vessel shall be allowed to tow more than three other vessels at one time, but a pair of boats properly secured and not exceeding 21 feet over all in width may be counted as one vessel for the purposes of this bye-law.

6.—Vessels shall be navigated at all times with care and caution, and in such manner as will not involve risk of collision, or endanger the safety of other vessels or their moorings, or cause damage thereto, or to the banks of the navigation, or any part of the Trustees' property.

7.—Vessels when not under way shall be properly moored with good and sufficient ropes, or in some other efficient manner, at such quays or other places as are specially provided for that purpose on that side of the navigation away from the hauling side (except as hereafter mentioned), but no vessel shall be moored so as to obstruct the passing of any other vessel along the navigation.

Vessels may be moored on the hauling side of the navigation while loading or discharging cargo, or at dockyards and other places where they are being built or repaired, but then only so long as may be necessary, and vessels shall not be allowed to lie opposite one another by virtue of this bye-law unless there is sufficient room for another vessel to pass in safety. In the case of there being insufficient space, the last moored vessel is to move first, afterwards turn and turn about.

8.—No vessel shall be left in the main channel of the navigation without having on board some competent watchman or other person. If vessels are left in any place out of but having direct connection with the navigable course of the river, they shall be securely moored, or shall have a watchman on board.

In the event of any vessel being so left without any competent watchman or other person on board or not being so moored as aforesaid, the person having the charge thereof shall be liable to the penalty hereinafter imposed, and in addition the owners shall be answerable for all damage occasioned by such vessel being so left.

9.—All vessels moored in the main channel of the navigation shall exhibit a red light or lights between the hours of sunset and sunrise; such lights to be of sufficient power to be visible both up and down river for a distance of 300 yards in clear atmosphere, and all vessels on approaching such red lights shall slow down for a sufficient time to prevent their wash causing damage to the moorings of such vessels or dredges, and proceed with caution until they have ascertained that the road is clear. Vessels moored in places appointed for mooring purposes out of the main channel of the navigation shall not exhibit any riding light. Special attention shall be paid to this bye-law at dockyards and other places where vessels are being built or repaired, or when any works or dredging are being carried out by the Trustees.

10.—The traffic shall, as far as possible, be regulated as follows: The vessel or train of vessels first coming within the 200 yards distance post above or below any of the locks or swing bridges on the navigation, shall be entitled to pass through such lock or bridge before any other vessel or train of vessels passing in the same or in the contrary course, but vessels passing in the contrary course shall have the use of the locks alternatively with the vessels first using the same, but lock and bridge tenders shall have full power to vary the foregoing order as occasion may in their opinion require.

11.—Vessels approaching any of the swing bridges on the navigation shall proceed with caution, having regard to the fact that road traffic may prevent the bridge from being opened immediately, and shall lie at a safe distance therefrom (especially in times of flood) until summoned to proceed by the bridge tender.

12.—The lock tender, bridge tender, or other officer in charge shall regulate the traffic entering, being in, and leaving his lock, or approaching, passing through, and leaving his bridge, respectively, and his orders shall be absolute.

13.—No vessel shall enter any of the locks with more than necessary way on, or strike against any of the locks, forebays, lock gates, or bridges, or against any of the works or machinery of the same respectively.

14.—Every lock and swing bridge on the navigation is provided with a fixed lamp and hand lamp showing both red and green lights for use between the hours of sunset and sunrise, and no vessel using the navigation between those hours shall approach any lock or bridge unless signalled to do so by the lock or bridge tender. Great caution should be exercised during these hours to ascertain from the lock tender whether the vessel is entering a full or half lock.

15.—At every bridge the red light turns to green as the bridge is swung round, and *vice versa*; but no vessel or train of vessels shall attempt to pass through until the bridge tender shows a second green (hand) light; except at Pickering's, and Weston Marsh Bridges, where one signal light only will be exhibited, and masters of vessels, when approaching either of these two bridges, shall ascertain for themselves that there is no obstruction to their passage, but if the bridge is closed and shows a red lamp they shall take instructions from the bridge tender, as at other bridges.

16.—At the locks, the fixed lamp nearest the lock to be used will be turned from red to green before a vessel may approach, but the vessel, or train of vessels, shall not proceed unless a second green (hand) light is shown immediately under the green light. At Sutton Locks no light will be exhibited except when the lock is in use during times of flood, or high-water spring tides, and then in the same manner as at other locks. Red and green lights only are of value, and where there is no signal light danger shall be assumed and the vessel stopped until the cause of the delay is ascertained. Any such delay shall be reported in writing as soon as possible to the engineer.

17.—No person shall attempt to pass or to lead or drive any animal or carriage over any swing bridge when warned by the bridge tender that he is about to turn the bridge in order that a vessel may pass.

18.—The swing bridges at Northwich are not available for river traffic between the hours set out in the schedule hereto. The swing bridge at Winnington is closed to river traffic between 7.30 a.m. and 7.45 a.m.

19.—Every vessel which is being hauled and is about to be overtaken by a steam vessel shall slack the hauling line and keep as close as possible to the hauling side, and the steam vessel shall pass on the out, or off, side of the navigation. In case of a vessel being propelled

by wind or hand only, and having no connection with the shore, the steam vessel may pass on the most convenient side, after making sure that the persons in charge of both vessels clearly understand which side is being taken.

20.—Every steam vessel meeting any vessel other than a steam vessel, shall pass on the out or off side; and such vessel shall keep as close as possible to the side of the navigation from which it is being hauled. The last part of the preceding clause shall apply equally to steam vessels meeting vessels propelled by wind only or by hand.

21.—When steam vessels proceeding in opposite directions are approaching one another, each vessel shall be steered as closely as possible with safety to her own starboard side so that they may pass port side to port side; each vessel shall reduce speed to such an extent as will ensure a safe passing.

22.—Every steam vessel when being overtaken by any other steam vessel shall reduce her speed as above, and shall keep as near the port side of the navigation as possible. The vessel overtaking must pass on the starboard side of the vessel overtaken.

23.—Every vessel other than a steam vessel which is about to be overtaken by another vessel not being a steam vessel, moving at a greater speed, shall slacken the hauling line and allow such other vessel to pass on the hauling side of the navigation.

24.—Every vessel other than a steam vessel on the upward course meeting any other vessel not being a steam vessel shall keep to the hauling side, and the vessel on the downward course shall keep to the out, or off, side of the navigation.

25.—Every vessel on the upward course meeting another vessel near to any part of the navigation where there shall not be sufficient room for passing, shall stop and allow the vessel on the downward course to pass.

26.—No vessels, other than those used by the Trustees in the repair and management of the navigation, shall pass through any of the locks or bridges on the navigation on the Sabbath Day, which commences at the hour of twelve o'clock on Saturday night and ends at the hour of twelve o'clock on Sunday night.

27.—Every steam vessel using the navigation between the hours of sunset and sunrise, shall carry, at an elevation not less than 15 feet above the surface of the water, a white masthead light of sufficient power to be visible for a distance of 500 yards in a clear atmosphere, but when towing a train of one or more vessels, such steam vessel

shall exhibit two white masthead lights vertically, and each vessel in such train shall exhibit one white masthead light, at the same elevation above the surface of the water.

28.—Every vessel (other than a steam vessel) not towed by a steam vessel, which shall have the use of the navigation, shall, between the hours of sunset and sunrise, carry at an elevation not less than 8 feet above the surface of the water a blue masthead light, visible for a distance of 300 yards in a clear atmosphere. In case of vessels (other than steam vessels) following in a train, the first vessel shall carry two blue masthead lights vertically at the same elevation as aforesaid above the surface of the water, and each vessel following in such train shall exhibit one blue masthead light at the same elevation.

29.—Every steam vessel shall be furnished with a sufficient whistle or horn, or other signal approved by the Trustees, and every person having the charge of such steam vessel shall sound the whistle or horn, or use the signal when approaching any lock or swing bridge, or when overtaking or meeting any other vessel, at a distance of 200 yards from such lock, bridge, or vessel, and also when rounding any turnings on the navigation. The person having the charge of any steam vessel on any such occasion when proceeding up the navigation shall sound one long blast followed by a short blast for each vessel in train, and when proceeding down the navigation two long blasts followed by a short blast for each vessel in train. Where special circumstances require it, or in cases of emergency, three short blasts repeated at intervals shall be given.

31.—All timber or other articles observed floating in the navigation, and damage to or removal of buoys indicating the fairway of the channel between the Weston Marsh Lock and the main deep of the Ship Canal, or between the Weston Mersey Lock and the main deep of the Mersey shall be reported at the first lock or bridge, after the same shall have been observed by the person in charge of the vessel observing the same.

33.—The person in charge of any vessel entering or being in or leaving the Weston Basin and Docks shall take his instructions from the dock master, or other officer in charge, who shall fix the order in which vessels may enter or leave the said basins or docks, and the position in which they shall lie when therein.

35.—No vessel shall pass through any of the locks, or along any part of the navigation, drawing a greater depth of water than shall, from time to time, be ordered or directed by the clerk, engineer, dock

master, or clerk of works, or any person duly authorised by the Trustees.

36.—No vessel laden wholly or in part with explosive substance as defined in Section 3 of the Explosives Act, 1875, or in the Petroleum Acts, 1871 to 1881, or in any subsisting statutory modifications thereof, shall enter the navigation without the consent of the Trustees first expressed, in writing. Any such substance or material so found on any part of the navigation without such consent shall be ordered to be removed, and in default, shall be removed by the Trustees at the owner's expense.

*Bye-laws made under the Explosives Act, 1875, approved by the Board of Trade, 8th October, 1881.*

9.—No ship or boat carrying any gunpowder or other explosive shall enter or remain on the navigation without a red flag or metal vane, painted red, 2 feet square at the least, shown in a conspicuous place above the deck; and there shall also be kept burning in a conspicuous place on every such ship or boat, between sunset and sunrise, a lamp showing continuously, ahead and astern, a red light, capable of being distinctly seen on a clear night at a distance of 200 yards.

11.—No ship or boat carrying any gunpowder or other explosive shall be towed or propelled otherwise than by animals or men. Nor shall any such ship or boat, except for the purpose of passing, approach nearer to any other ship or boat carrying gunpowder or other explosive than 200 yards.

12.—Every ship or boat shall, so long as there is any gunpowder or other explosive on board, proceed with all convenient speed, and without any avoidable delay to her destination, and shall not pair with, or accompany any other ship or boat travelling on the navigation.

13.—No ship or boat containing any gunpowder or other explosive shall, whilst being loaded or unloaded, be detained for any longer time than would with all due diligence be necessary.

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## WHITBY.

*Bye-laws made by the Whitby Port and Harbour Trustees, by virtue of the Whitby Port and Harbour Act, 1879, on 3rd August, 1898.*

*The Harbour of Whitby comprises and includes all parts of the Port of Whitby within and above the existing piers and works, and such piers*

and works, and all alterations, extensions, and improvements of the existing piers and works, and all such parts of the port as shall hereafter be comprised and included within such alterations, extensions, and improvements. (Section 6.)

1.—The harbour master shall have full power and authority to appoint and regulate the time or times and manner in which any vessel, either sailing or steam, shall enter into the Harbour of Whitby (save and except in stormy weather), lie in or go out of or from the said harbour, and within the prescribed limits. Also to direct the master or person in charge of any vessel entering into, going out of, or in the said harbour, and within the prescribed limits, to steer any course which he may deem proper; and in the absence of any directions from the harbour master, or his representative, the Regulations for Preventing Collisions at Sea made in pursuance of the Merchant Shipping Act, 1894, and which may hereafter be similarly made from time to time in substitution thereof, shall be observed and obeyed. Every person not obeying the harbour master's directions, or committing any offence against the aforesaid bye-law, shall be liable to a penalty not exceeding 5*l*.

## WINDERMERE, LAKE.

*Rules made by Order in Council of the 19th day of November, 1902, under the powers of the Merchant Shipping Act, 1894.*

### PRELIMINARY.

These Rules shall be followed by all vessels upon Lake Windermere and in all waters connected therewith navigable by vessels.

The word "vessel" shall include any ship or boat or any other description of vessel used in navigation.

The words "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these Rules, when she is not at anchor, or made fast to the shore or aground.

### RULES CONCERNING LIGHTS, ETC.

The word "visible" in these Rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

*Article 1.*—The Rules concerning lights shall be complied with in all weathers from sunset to sunrise.

*Article 2.*—A steam vessel when under way shall carry:

- (a) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than the breadth of the vessel, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel—viz., from right ahead to two points abaft the beam on either side—and of such a character as to be visible at a distance of at least 2 miles.
- (b) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 1 mile.
- (c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 1 mile.
- (d) The said green and red side lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bow.

*Article 3.*—A steam vessel when towing another vessel shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Article 2 (a).

*Article 4.*—[Identical in terms with Article 5 of the Collision Regulations, 1897, *ante*, p. 17.]

*Article 5.*—Steam vessels of less than 40, and vessels under oars or sails of less than 20, tons gross tonnage, respectively, and rowing boats, when under way, shall not be obliged to carry the lights mentioned in Article 2 (a) (b) and (c), but if they do not carry them they shall be provided with the following lights:

1.—Steam vessels of less than 40 tons shall carry:

- (a) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a

height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Article 2 (a), and of such a character as to be visible at a distance of at least 2 miles.

(b) Green and red side lights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

2.—Small steam launches may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the combined lantern, mentioned in subdivision 1 (b).

3.—Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

4.—Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

*Article 6.*—A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

*Article 7.*—A vessel, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 1 mile.

This Article shall not apply to vessels and boats when at their permanent recognised moorings, if those moorings are out of the fairway.

*Article 8.*—Every vessel shall in fog, mist, snow or heavy rainstorms go at a moderate speed, having careful regard to existing circumstances and conditions, and shall, if necessary, slacken speed or stop or reverse in order to avoid risk of collision. Every vessel shall in fog, mist, snow or heavy rainstorms blow the steam whistle or sound the foghorn at frequent intervals.

## STEERING AND SAILING RULES.

*Article 9.*—[Identical in terms with Article 17 of the Collision Regulations, *ante*, p. 52.]

*Article 10.*—When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

*Article 11.*—[The crossing Rule, Article 19 of the Collision Regulations, *ante*, p. 59.]

*Article 12.*—[Identical in terms with Article 20 of the Collision Regulations, 1897, *ante*, p. 62.]

*Article 13.*—If a steam vessel is under any circumstances unable to manœuvre as required by these Rules, she shall sound four short blasts to indicate: "I am unable to give way." It shall then be the duty of the other vessel or boat to keep clear.

*Article 14.*—Whereby any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed, unless a reduction of speed or deviation of course is necessary to avoid collision.

*Article 15.*—[Identical in terms with Article 22 of the Collision Regulations, *ante*, p. 69.]

*Article 16.*—[Identical in terms with Article 23 of the Collision Regulations, *ante*, p. 70.]

*Article 17.*—Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

*Article 18.*—When two steam vessels are approaching a pier from opposite directions, and at nearly equal distances from the pier, the steamer from Lake Side is to give way, so as to allow the down steamer to go alongside first, but if any doubt should exist as to this through miscalculation of distance, the down steamer shall sound one prolonged blast to indicate "I am going alongside the pier"; the steamer from Lake Side to answer by three short blasts.

*Article 19.*—No two steam vessels shall pass within half a steamer's length of each other, except when leaving or approaching a pier.

*Article 20.*—The steam whistle shall be blown once by every steam vessel when starting from any pier.

*Article 21.*—As far as possible vessels shall pass astern of the steam ferryboat plying between the Ferry Hotel and the Ferry Nab when crossing the lake, and no vessel shall pass nearer such ferryboat than

50 yards when passing ahead of the same, nor pass ahead of such ferry-boat when the same is approaching and within 100 yards of the shore.

*Article 22.*—No steam vessel shall pass through what are known as “the Narrows” in the neighbourhood of Belle Isle at a greater rate of speed than six miles an hour, and for the purpose of this article “the Narrows” on the eastern side of the lake shall be deemed to include the portions of the lake between a straight line drawn from the north end of Belle Isle to Fallbarrow Point, and a line from the Boathouse Quay on Belle Isle south of Snake Holme to Kitty Wood on the eastern shore of the lake; and on the west side of the lake between a straight line from the north end of Belle Isle to the western shore of the lake, and a line from the south-eastern end of Belle Isle to the Ferry Hotel Pier.

*Article 23.*—[Identical in terms with Article 27 of the Collision Regulations, *ante*, p. 76.]

## WISBECH, PORT AND HARBOUR.

*Bye-laws made by the Mayor, Aldermen, and Burgesses of the Borough of Wisbech, in the Isle of Ely in the County of Cambridge, on the 14th day of February, 1896, under the Act of Parliament, 50 Geo. III. c. ccvi.*

2.—The master or person having the care of every ship, barge, lighter, or vessel coming up the river to the town of Wisbech or its vicinity during a flood tide, shall from immediately above the upper swinging post on the west bank marked No. 3, and situate seven hundred feet, or thereabouts, below or seaward of the present coal drop, veer the same by a rope or ropes fastened to proper mooring posts, or rings, and the master or person having the care of every ship, barge, lighter, or vessel going down the river during an ebb tide or during an upland flood, shall veer the same until below the aforesaid swinging post by a rope or ropes fastened to proper mooring posts or rings.

3.—When two vessels or lighters hauled by horses shall meet, one going up and the other going down the river, the master or person having the care of the vessel or lighter which is going with the stream (whether flood or ebb) shall cause his horses to be stopped, and the hauling line to be slackened until the other vessel or lighter has passed; and no person having the rule or command of any steam packet, or vessel towed by steam, when passing or meeting any other vessel or lighter hauled by horses, shall permit such steam packet or vessel towed by steam to go between such other vessel or lighter and the horses

hauling the same, but shall cause such steam packet, or vessel towed by steam, to pass on the other side; and when a steam packet shall meet a vessel or lighter hauled on both sides the river, the person having the rule or command of the steam packet shall cause the same to pass on the lee side.

4.—If two or more vessels come up the river during the same tide, to be delivered at the Corporation crane, or at any public berth or stairs in the town of Wisbech, the vessel which shall first arrive opposite the Crab Marsh Tunnel shall be entitled to the first turn for delivery, except in the case of vessels towed by steam, which vessels shall, as between themselves, take their turns as they pass the Bar Buoy, and vessels intended to be discharged at Sutton Bridge, or the Foul Anchor, shall, as between themselves, also take their turns as they pass the Bar Buoy.

5.—The master or person having the care of every ship, barge, lighter, or vessel to which shall be attached any anchor or anchors for mooring when within the limits of the port, shall cause an efficient buoy and buoy rope to be attached to every such anchor, so as to mark its precise position at all times of tide when laid in the river.

8.—The master or person having the care of any ship, barge, or vessel delivering into or loading out of lighters, or of any lighters, in or near the town of Wisbech, and above the bridge, shall moor the same on the south side of the river, unless the same shall be about to be delivered or loaded on the north side; and the master or person having the care of every such ship, barge, lighter, or vessel, in or near the town and below the bridge, shall moor the same on the east side of the river unless otherwise directed by the harbour master.

9.—No person shall moor any ship, barge, or vessel, arriving at or coming into the town of Wisbech, laden with coals or other merchandise (the cargoes whereof are intended to be delivered into other barges, vessels, or lighters), above the Corporation crane berth, unless specially ordered by the harbour master.

12.—No master or person having the care of any ship, barge, or vessel, shall lay any anchor or kedge, or have or continue the same, or suffer the same to be laid, in the river from any such ship, barge, or vessel, when moored above the canal entrance in the town of Wisbech, and no master or person having the care of any ship, barge, or vessel, shall at any time have a rope or line, or suffer any rope or line to be continued or placed across the river from such ship, barge, or vessel, when moored below the canal entrance in the town of Wisbech, or at any of the berths at the Foul Anchor or Sutton Bridge; and no

person shall at any time moor or fasten any ship, barge, or vessel to any of the berth piles within the port.

13.—The master or person having the care of every ship or vessel having a jibboom, shall cause such jibboom to be launched close in, and the lower and topsail yards of such ship or vessel to be topped up, when moored within the limits of the port—viz., starboard up, when moored at or near the Town of Wisbech, and port up when moored at Sutton Bridge or the Foul Anchor—and in all cases where practicable shall cause the lower yard arms to be brought so far in as not to project beyond the vessel's side.

16.—Every master or person having the care of any ship, barge, lighter, or vessel, whilst navigating or transporting the same within the limits of the port, shall use all proper care and dispatch in the execution thereof.

19.—Every master or person having the care of any ship, barge, lighter or vessel, within the limits of the port shall slacken the moorings thereof, or cause the same to be slackened for the easy passing of other vessels, at all times when either of the harbour masters shall direct, and shall obey the orders and directions of the harbour masters in all things relating to the passage of vessels up and down the river, and the mooring, anchoring, weighing, removing, loading, and unloading of the same.

## SUEZ CANAL.

*Regulations in force, January, 1922.*

### GENERAL.

*Article 1.*—(1) Transit through the Suez Canal is open to ships of all nations, subject to their complying with the conditions hereinafter stated.

On receiving a copy of these Regulations, captains of ships bind themselves to abide by and conform with them in all points, to comply with any requisition made in view of their due carrying out, and obey all signals prescribed in the special Book of Signals, of which a copy is placed at their disposal.<sup>1</sup>

(2) Mail steamers, ships carrying petroleum in bulk, or notified as having explosives on board, and ships under quarantine, must show the signals prescribed in the special Book of Signals.<sup>1</sup>

<sup>1</sup> See p. 539 for particulars of Roads and Harbour Pilot Signals, as well as signals special to certain ships, and signals to be shown by dredgers at work in Port Said.

(3) Ships carrying petroleum in bulk must comply with these Regulations and also with special Regulations, a copy of which is given to captains on their arrival in one of the Canal ports.

(4) The navigation of undecked vessels is governed by special Regulations, a copy of which is handed to the masters before entering the Canal.

*Article 2.*—The maximum draught of water authorised is, at present, *nine metres forty-five centimetres (thirty-one feet English)*.

Ships are not permitted to transit until it has been ascertained by the Company's officials that their draught of water does not exceed the maximum and that they are well found in every respect for navigation in the Canal.

*Article 3.*—All ships measuring more than *three hundred tons gross* must take, either for entering or leaving the harbours of Port Said and Port Thewfik, or for transit through the Canal, a pilot of the Company, who will furnish all particulars as to the course to be steered.

In the case of ships measuring under three hundred tons the Company reserve the right of sending aboard either a pilot or a master should the requirements of the service render it advisable.

Captains are held responsible for all groundings or accidents of whatsoever kind resulting from the navigating or handling of their ships by day or by night.

The pilots place at the disposal of the captains their experience and practical knowledge of the Canal, but as they cannot be acquainted with the defects and peculiarities of individual steamers and their machinery, whether in navigating, stopping, steering, etc., the responsibility of handling the ship devolves solely upon the captain.

The functions of pilots commence, or cease, at the exterior buoys of Port Said and Port Thewfik harbours.

*Article 5.*—Ships are considered as being in ballast when they carry no passengers, no mails, no fuel (except such as is necessary for their own consumption), nor any merchandise whatever.

In order to be entitled to claim the ballast rate,<sup>1</sup> the volume of the bunker coal or fuel must not exceed the allowance specified on the special certificate as the deduction for bunker space.<sup>2</sup>

<sup>1</sup> See Article 7.

<sup>2</sup> Bunker coal or fuel should, primarily, be contained in the ship's fixed or movable bunkers. It may, in certain cases, on application by the captain, be stowed on deck or in the ship's holds, provided the total quantity carried can be easily ascertained.

## MOVEMENTS OF SHIPS.

*Article 14.*—(1) When nearing the buoys at the approach to the channel, a ship wishing to enter sends up the signal for a pilot as indicated at p. 539. On coming on board the pilot hands to the captain a copy of the present Rules and a pilotage form.

The captain fills up the pilotage form and gives it back to the pilot when the latter leaves the ship.

(2) The captain must clearly show when entering the channel:

- (a) The ship's commercial number in the International Code.
- (b) The ship's specific signal (mail ship, coasting ship, collier, oil ship, ship having explosives, etc.) as per the Book of Signals.
- (c) If necessary, the signal prescribed in the Book of Signals for a ship which intends remaining more than twelve hours at Port Said, or which is in need of repairs.

(3) The port officials direct the ship to its mooring berth either by signals hoisted at the masthead of the Company's office, or verbally by sending a boat to meet the ship. The ship must acknowledge.

*Article 15.*—(1) The captain is responsible for the mooring of his ship in the ports of the Canal.

(2) When coming in, or changing berth, or leaving, the captain must work his hawsers by means of the ship's boats or with the help of the mooring boats of a firm approved by the Company.

(3) He must attend specially to the instructions in the following paragraphs:

(4) When the ship is moored on buoys, the hawsers must be watched and handled so as to always ensure a good mooring.

If two ships are moored to the same buoy, when one leaves, the other must rectify her mooring as necessary.

Hawsers which have been slacked down for the passage of barges or tugs must be hauled taut as soon as possible.

(5) Captains must conform to the advice which the port captain will give *re* hawsers during the stay of their ships in port, especially when, in case of impending bad weather, he shall consider it necessary that the hawsers and shackles should be inspected and, if need be, strengthened.

(6) When a ship is moored with her stern to the bank, the captain must keep himself continually informed of the draught of water aft, so as to avoid grounding on the submerged slope either as a result of the settling of the ship as she loads, or of her too great proximity to the bank.

(7) At night, the ship, either moored or manœuvring, must show the lights as prescribed by the International Regulations for Preventing Collisions at Sea.

Moreover, ships moored at right angles with the bank must carry the forward white light at the extreme bows at a sufficient height for it to be clearly visible.

(8) Unless otherwise authorised, barges alongside a ship must not be more than two abreast.

(9) It is forbidden to try the projector, or to put in action the propellers during the process of warming up, in the absence of the pilot, or without informing him if he is on board.

(10) The captain must always keep on board sufficient crew to ensure, beside the handling of the mooring hawsers, the manning of all available appliances for coping with a fire or a leak.

(11) The port captain or his delegate shall have free access on board ship to ensure the carrying out of the Regulations, to verify the ship's seaworthiness, and especially to ascertain that there is no dangerous cargo on board.

(12) Ships moored in the dock at Port Thewfik are subject to the same Regulations as in the Canal.

*Article 16.*—(1) A captain wishing to change the berth of his ship shall notify the port captain or his representative, stating the time when his ship will be ready for the move, and whether he wishes for the aid of a tug. The new berth will be allocated by the port captain.

A pilot will be sent him in due course.

The move shall take place at the time fixed by the port captain or his delegate.

(4) When necessary in the general interest of navigation, the port captain may order a ship to change her berth, and when so ordered the change is free of charge.

The change shall be made as quickly as possible.

*Article 17.*—(1) Ships under way in the harbours or in the entrance channels shall conform to the International Regulations for Preventing Collisions at Sea.

(2) In the harbours the speed of ships must be reduced to the lowest limit allowing them to answer the helm. Captains must not hesitate to stop engines when passing moored ships, in order to avoid the breaking of hawsers and resulting accidents.

*Article 19.*—(1) Tugs may be placed at the disposal of captains to help manœuvre their ships on arrival and departure.

Such help is free of charge.

The tugs do not supply hawsers.

(2) Tugs may be hired for any operation where their assistance may be necessary to tow a ship, or to get her afloat, in the harbours or outer harbours.

(3) Whatever may be the conditions and circumstances under which the Company places a tug at a ship's disposal, the captain of the ship has exclusively the direction and control of the operations; consequently he bears the responsibility for any damage or accidents whatsoever resulting from the use of the said tug.

*Article 20.*—(1) Sounding of the steam whistle is only allowed for working the ship, or in the circumstances laid down in the present Regulations and in the International Regulations.

(2) Boats are not allowed to come alongside ships which are under way or manœuvring, except the following at their own risks:

- (a) The Health department and Police boats.
- (b) The mooring barges.
- (c) The ship's agent's boat.
- (d) The Suez Canal Company's boats and craft.

#### CONDITIONS OF TRANSIT.

*Article 21.*—(6) Mooring must not be altered before the pilot is on board.

The ship gets under way only if there is no signal from the Company to the contrary.

When several ships are ready to get under way at the same time, their order of sailing either for the Canal or for sea is fixed by the Harbour office.

*Article 23.*—(1) All ships ready to enter the Canal must have their yards braced forward, their ladders and jibbooms run in, and their boats swung in, and the derricks obstructing the view forward lowered.

(2) The hawsers required to tie up in the Canal must be in readiness at suitable points on deck, and every arrangement made for their rapid handling.

A boat must be in constant readiness for lowering in order to carry the hawsers to the mooring posts without any delay.

(3) The bow anchors must be ready to let go.

The steering gear and the engine-room telegraph must be ascertained to be in good working order before entering the Canal.

(4) Captains must, before entering the Canal, ascertain that deck loads, if any, are stowed in such manner as not to affect the ship's stability or impede the crew.

(5) The captains of ships in ballast must fill all spaces intended to be used for carrying water ballast in such proportion as the officials of the Company may direct.

(6) Steamers intending to go through the Canal by night<sup>1</sup> must first satisfy the officials of the Company in Port Said or Port Thewfik, that they are provided:

- (a) With a projector (search light) placed in the axis showing the channel 1,200 metres ahead (roughly 1,300 yards), and so constructed as to admit of rapid splitting up of the beam of rays into two separate segments of 5° each, with a dark sector in the middle also of 5°.
- (b) With overhead lights powerful enough to light up a circular area of about 200 metres diameter (roughly 650 feet English) around the ship.

The officials of the Company decide whether the appliances fulfil the requirements of the Regulations in order to ensure safe navigation of the Canal at night.

Special insistence will be exercised on care being taken that the working of the generators does not obstruct the sight of the man at the wheel.

Night transit may be suspended in case of damage to, or imperfection in, the appliances.

*Article 24.*—(1) The Company prescribe the hour of departure of each ship and all her movements in the Canal in such manner as to give full security to navigation, as well as to ensure, as far as possible, the rapid passage of mail steamers.

Consequently no ship can demand, as a right, immediate passage through the Canal, neither will any claim be admitted in consequence of any delay arising from the foregoing causes.

(2) The captain must set a watch both by day and by night.

(3) All steamships, tugs included, must stop whenever there is not a clear passage ahead.

They must also slow down passing sidings, sections of the banks being stone-faced or cut back, as well as all ships in sidings or under way, hoppers, dredgers, and other floating plant.

(4) As soon as a ship has tied up, whether in or out of a siding, she must hoist the signals prescribed in the special Book of Signals.

Ships must slack down any hawsers they may have had to run across the Canal so as to give free passage to tugs, steam launches,

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<sup>1</sup> See, regarding night transit, Article 26, paragraphs 2, 3 and 4.

hopper barges and any other light draft craft that may have to pass them.

Men must be constantly at hand ready to slack down hawsers or cut them in case of need. The ship's engines must always be under steam ready to be started.

(5) Ships proceeding in the same direction are not allowed to overtake one another under way in the Canal.

In the case of a ship being allowed to pass another one ahead of her, this must be done conformably with the indications given by the Company's officials.

(6) Captains are forbidden to anchor in the Canal, except in case of absolute necessity.

*Article 25.*—The maximum speed of ships passing through the Canal is fixed at *ten kilometres (5½ nautical miles)* per hour.

Exceptionally, ships may be allowed to exceed the ten kilometres maximum under the entire responsibility of captains.

*Article 26.*—(1) Navigation of sailing craft of every description by night is entirely forbidden.

(2) During night transit ships must keep their projector alight.<sup>1</sup> They must show their regulation lights and keep a man on the look-out forward.

(3) When a ship under transit at night is about to tie up whether in or out of a siding, she must at once extinguish her projector and turn on her overhead lights.<sup>1</sup> When she has completed tying up she must extinguish her overhead lights and her navigating lights and hoist the lights prescribed in the special Book of Signals.

(4) Ships navigating at night in the Large Bitter Lake must extinguish their projector except in the portions immediately adjoining the outlets of the Canal into the Lake where the channel continues to run between two lines of buoys.

(5) Ships not provided with projectors are only allowed to transit at night under exceptional circumstances, the captain being entirely responsible for any delay, mishap or damage of any description, that may happen to his own ship, as well as for any similar accidents he may cause to other ships in the Canal or to the Company's craft, plant or installations. Ships going through the Canal under these conditions are subject to all the other Rules for night transit.

*Article 28.*—(1) Whenever a collision appears probable, ships must not hesitate to run aground, should this be necessary, to avoid it.

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<sup>1</sup> See Article 23, paragraph 6.

(2) Whenever a ship is accidentally stopped on her way, she must, if other ships are following her, attract their attention by sounding her steam whistle sharply four or five times in close succession, repeating this several times at a few moments' interval until the ship following her repeats this signal, which must be taken as an order to slacken speed at once with a view to stopping, if need be.

Ships stopped accidentally at night must immediately replace their white stern light by a red light.

In case of grounding the captain must also immediately signal to that effect conformably with the indications in the Book of Signals.

(3) When a ship gets aground, the officials of the Company alone are empowered to prescribe and supervise all operations required to get her off, including unloading and towing if necessary, captains placing at their disposal all available means.

All attempts on the part of other ships to get off a ship aground are strictly prohibited.

(4) When a ship grounds or stops in the Canal in consequence of an accident other than a collision, the Company, in order to remove the obstruction in the fairway with all possible speed and to hasten the restarting of the ship, does not claim any reimbursement whatsoever of expenses incurred in getting off the ship or towing her, if necessary, as far as the next siding. If from such siding the ship continues her journey in tow, she must pay towage charges as scheduled in the present Regulations.

It is, moreover, well understood that ships bear all expenses incurred in repairs, or putting into condition, necessary to remedy such damage as might interfere with their restarting, whatever be the moment at which the damage may have taken place, and that they remain responsible for all damage which may be the consequence of the grounding.

(5) When a ship grounds or stops in the roads, or ports, from whatever cause, or in the Canal itself in consequence of collision, all charges of getting the ship off, towing, unloading, reloading, etc., are charged to the ship, and must be paid, as per statement drawn up by the Company, before leaving Port Thewfik or Port Said.

#### TOWAGE AND CONVOYING.

*Article 29.*—Towage is compulsory in the case of:

(1) Sailing ships above *fifty tons gross*.

(2) Any ship not considered by the officials of the Company as fulfilling the conditions necessary for safe navigation.

Convoying over the whole length of the Canal by a Company's tug is compulsory for ships carrying in bulk any quantity whatever

of petroleum having a flash point below 23 degrees centigrade (73 degrees Fahrenheit). However, the Company may suspend this rule if it consider it safe to do so, all necessary precautions in such a case being duly taken.

Ships in tow, transit by day only. They must supply their own tow ropes.

## ROADS AND HARBOUR PILOT SIGNALS.

### Port Said.

#### SIGNALS TO BE MADE USE OF IN THE ROADS.

By Day: Flag S of the International Code or national pilot flag—  
“Send me a pilot to enter the harbour.”

By Night: Lights hoisted at the foremast head followed by rockets or blue lights—“Send me a pilot to enter the harbour.”

#### SIGNALS TO BE MADE BY THE HARBOUR.

A. If the weather outside does not prevent the pilot boat from going out:

By Day: Flag S of the International Code at masthead of the pilot boat—“The pilot is going out to you.”

By Night: A white rocket—“The pilot is going out to you.”

N.B.—In a rough sea preventing the pilot from coming aboard, the pilot boat must make the following signals on nearing the ship:

By Day: Signal NGS of the International Code—“Follow the pilot boat. The pilot will come aboard under the lee of the breakwater.”

By Night: A blue light—“Follow the pilot boat. The pilot will come aboard under the lee of the breakwater.”

B. If the weather outside prevents the pilot boat from going out:

By Day: Signal TJP of the International Code (hoisted at the Port Said Electric Lighthouse)—“The pilot boat cannot go out.”

By Night: A red rocket—“The pilot boat cannot go out.”

#### SIGNALS TO BE MADE USE OF IN THE HARBOUR.

By Day: Flag S of the International Code or national pilot flag—  
“Send me a pilot.”

By Night: Three white lights at the foremast head on the same halliard—“Send me a pilot.”

N.B.—Pilots for navigation in the Canal are due on board only one hour and thirty minutes after the signal has been hoisted.

## Port Thewfik.

### SIGNALS TO BE MADE USE OF IN THE ROADS.

Ships wanting the pilot use the same signals as when in the harbour at Port Said (see above).

Flag T of the International Code—"I give up my intention of mooring at the dock buoys in Port Thewfik."

N.B.—Ships made fast on the buoys of the dock are not allowed to get under way for the roads before having received a verbal order from the Company's officials.

### SIGNALS SPECIAL TO CERTAIN SHIPS.

#### GENERAL.

Ships having to hoist special signals must do so immediately on arriving off Port Said or Port Thewfik.

#### *Mail Steamers.*

By Day: A blue flag with the letter P in white in the centre.

By Night: A white light.

#### *Ships having Explosives on Board.*

By Day: A ball above a red flag.

By Night: A white light above two red lights.

#### *Ships carrying in Bulk Petroleum having a Flash Point below 73° F.*

By Day: A red flag between two balls.

By Night: Three red lights.

#### *Ships carrying in Bulk solely Petroleum<sup>1</sup> having a Flash Point between 73° F. and 150° F.*

By Day: A red flag above one ball.

By Night: Two red lights above one white light.

#### *Ships under Compulsory Quarantine.*

By Day: A yellow flag.

By Night: A red light.

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<sup>1</sup> When these ships carry a complementary cargo in barrels, drums, cases, etc., of petroleum having a flash point below 73° F. they hoist the signal for ships carrying in bulk petroleum having a flash point below 73° F.

*Ships under Voluntary Quarantine.*

By Day: Two yellow flags.

By Night: Two red lights.

*Ships with Coal Cargoes for Port Said.*

Flag J of the International Code.

SIGNALS TO BE SHOWN BY DREDGERS AT WORK IN  
PORT SAID.

By Day: A drum at the yard arm.

By Night: A white light at the masthead. Two white lights horizontally along the bulwark on one side of the dredger.

Meaning: Passage is clear on the side shown.

By Day: A drum at both yard arms.

By Night: A white light at the masthead. Two white lights horizontally along the bulwark on each side of the dredger.

Meaning: Passage is clear on both sides.

By Day: Two drums vertically at the yard arm.

By Night: A red light at the masthead.

Meaning: Passage is not clear.



## INDICES



# INDEX TO COLLISION REGULATIONS, 1910

	PAGE		PAGE
ALTERATION OF COURSE,		CONVOYS,	
for greater safety - - -	73	lights - - - - -	39
in fog - - - - -	51	COURSE,	
ANCHOR,		meaning of - - - -	64, 79
anchor watch - - - -	83	authorised or required -	78-81
duty on coming to - - -	84	COURSE AND SPEED,	
ANCHOR, SHIP AT,		alteration of - - - -	66, 67
crew on - - - - -	84, 85	meaning of - - - - -	64, 65
fishing boats fishing -	26, 28, 30	when rule as to, applies -	64-69
giving foul berth to -	84	Art. 21 not apply in fog -	68
in improper place - - -	83, 84	CREW,	
meaning of - - - - -	36, 37	sufficiency of - - - -	85
parting cables - - - -	84	CROSSING AHEAD - - - -	69
riding lights, Art. 11 -	36-38	CROSSING SHIPS,	
vessels to keep clear of -	83	in different channels - -	61
ASHORE, OR AGROUND,		steamships - - - - -	59-62
in fairway - - - - -	36	what are - - - - -	59
fog signals for - - - -	44	CROSSING RULE - - - - -	59-62
lights for - - - - -	36	DANGERS OF NAVIGATION,	
BELL,		what are - - - - -	76-78
in fog, Art. 15 - - - -	40	DEPARTURE FROM REGULATIONS,	
Turkish ships, Art. 15 -	40	manslaughter - - - -	xx
BERTH,		penalty - - - - -	xviii
foul - - - - -	84	when allowed - - - -	76-79
BOARD OF TRADE,		DISTRESS SIGNALS - - - -	88
instructions to surveyors -	7	END ON RULE,	
notices to mariners - -	77	duty of ships under - -	57, 58
BOATS,		meaning of term - - - -	57, 58
lights for - - - - -	20, 21	FAIRWAY,	
fog signals for - - - -	41	light for vessels aground -	36
CLOSE-HAULED SHIP,		meaning of - - - - -	74
fog signals for, Art. 15 -	40-43	obstructing - - - - -	75, 84
meaning of term - - - -	54-56	FISHING BOATS AND VESSELS,	
ship hove-to - - - - -	43	day signals - - - - -	27, 28
COLLISION,		fog signals - - - - -	26, 30
dangers of, Art. 27 - - -	76-78	lights for - - - - -	23-34
duty of master to stand by -	xix	right of way for - - - -	33, 75
report to Board of Trade -	xx	FLARE,	
risk of - - - - -	52, 53	for fishermen - - - -	25, 30, 38
COLLISION REGULATIONS,		to attract attention - -	5, 25, 38
where and when applicable, xvii,	1-3	to overtaking ship - -	25, 35, 38
departure from - - - -	xviii, 76-78		

	PAGE		PAGE
FOG,		LIGHTS— <i>continued.</i>	
alteration of course in	- 45-51, 83	sailing ships - - -	17-21
speed in - - -	45-52	screens - - -	7, 19
FOGHORN - - -	40, 44	ships ashore - - -	36
OG SIGNALS,		not under command -	11
Arts. 9, 15 - - -	26, 39	overtaken - - -	35
fishing boats at anchor	26, 30	under convoy - - -	39
fishing - - -	26, 30	side lights - - -	6, 12, 17-21
near fog bank - - -	42	steamships 6, 7, 11, 17, 19, 20, 36	
possible confusion of -	41	stern - - -	35, 36
sailing ship at anchor -	40	towed - - -	17, 18
becalmed - - -	42	towing - - -	9, 11
being towed or towing	43	under oars or sails -	20
hove-to - - -	43	warning - - -	5, 38
tacking - - -	43	when to be carried -	4, 82
under way - - -	40, 41	LOCAL RULES,	
steamship at anchor - -	40	collision regulations and	88
under way - - -	41-44	Log,	
telegraph ships and ships not		entry in - - -	xix
under command - - -	40	LOOK-OUT,	
unreliability of - - -	44	astern - - -	35, 83
when to be given - - -	40, 42, 43	duty of - - -	81
FOREIGN SHIPS,		glasses - - -	83
when under regulations -	xvii	neglect to keep - - -	82
GOOD SEAMANSHIP, RULE OF	81-87	not to be otherwise employed	82
GOING ABOUT,		obscured - - -	83
duty of sailing ship - -	64, 68, 69	on vessel towed - - -	83
GOVERNMENT SHIPS,		position of - - -	82
when under regulations -	xx	MASTER, DUTY OF,	
HOVE-TO,		after collision - - -	xix
duty of ship - - -	4, 43, 56	as to look-out - - -	82, 83
in fog - - -	43	as to navigation - - -	85
LATENT INSTRUMENT,		as to pilot - - -	81
duty of ship carrying -	86	MODERATE SPEED,	
LAUNCH - - -	87	what is - - -	45-47
LIGHTS,		MOTOR VESSELS - - -	3
anchor - - -	36	NARROW CHANNEL,	
bad weather, in - - -	18	what is - - -	73
clear night - - -	4	navigation in - - -	73-75, 85
fishing boats - - -	23-34	NAVIGATION,	
flare - - -	5, 25-38	dangers of - - -	76-78
masthead - 6, 7, 9, 11, 19, 20		reckless - - -	85
men of war - - -	39	NOT UNDER COMMAND, SHIPS	11-17
misleading - - -	4, 5	fog signals for - - -	40, 41, 43
obscuration of - - -	8, 9, 82, 83	lights for - - -	11
pilot boats - - -	21-23	OVERTAKEN SHIP,	
possible confusion of -	9, 82	duty of - - -	35, 36, 72
punishment for not carrying	xviii	giving room - - -	73
rowing boats - - -	20		

	PAGE		PAGE
<b>OVERTAKING SHIP,</b>		<b>STEAM VESSELS,</b>	
duty of - - -	56, 71-73	crossing - - -	59-62
what is - - -	71	definition of - - -	1, 3
<b>PILOT BOAT,</b>		lights for - - -	6, 7, 17, 19, 20
lights - - -	18, 21-23	meeting end on - - -	57, 58
steam - - -	21, 22	sailing ships - - -	62-64
fog signals for - - -	40, 41	narrow channels, in - - -	62
<b>REGULATIONS, COLLISION,</b>		navigating stern first - - -	86
departure from - xviii, 8, 76-78		signals, fog - - -	39-44
when and where they apply	xvii, 1, 2	helm - - -	78-81
<b>RISK OF COLLISION,</b>		under sail - - -	3, 39
meaning of - - -	52-56	speed - - -	45-52, 85
<b>RIVER, NAVIGATION OF</b> - - -	85	<b>STERN LIGHT,</b>	
<b>ROWING BOATS</b> - - -	20	at anchor - - -	36-38
<b>SAILING SHIP,</b>		nature of - - -	35
close-hauled - - -	52-56	when to be shown - - -	35
duty on approaching fishing		<b>STOP OR REVERSE,</b>	
boats - - -	33, 75	object and rule as to - - -	70
duty on approaching steam-		when to - - -	45, 70, 86
ships - - -	56	<b>SWELL,</b>	
hove-to - - -	4, 43, 56	doing damage - - -	85
lights - - -	8, 11, 17-21	<b>TELEGRAPH SHIPS,</b>	
running free - - -	52-56	lights and signals - - -	11, 12, 40
signals in fog - - -	39-44	duty to avoid - - -	17
speed in fog - - -	45	<b>TOWED,</b>	
with wind aft - - -	53-56	meaning of - - -	18
<b>SCREENS FOR LIGHTS,</b>		<b>TOWING,</b>	
rules as to - - -	7, 19	meaning of - - -	9
<b>SIGNALS FOR,</b>		<b>TRAWLER,</b>	
distress - - -	88	fog signals - - -	26
fog - - -	39-44	lights for - - -	23-27, 35
private - - -	39	right of way for - - -	75
sailing vessels - - -	40	<b>TUG AND TOW,</b>	
ship not able to manœuvre - 40		breach of rules by - - -	10
not under command 11-16, 40		fog signals for - - -	40, 44
ships at anchor - - -	40	lights for - - -	9, 11, 17, 18
steamships in sight - - -	78-81	<b>UNDER WAY,</b>	
stopped - - -	40	meaning of - - -	1-3, 17
under sail - - -	39	<b>VESSEL,</b>	
under way - - -	39	meaning of, - - -	2
telegraph ship - - -	11, 12, 40	under oars, lights for - - -	20
tug and tow - - -	40	<b>VISIBLE,</b>	
warning - - -	5, 38	meaning of - - -	4
<b>SPEED,</b>		<b>WAR SHIPS,</b>	
duty of sailing ship - - -	45	navigation in the vicinity	
duty of steamship as to	64-69,	of - - -	69, 77, 87
70, 83		<b>WEARING SHIP</b> - - -	73
in fog - - -	45-52	<b>WHISTLE OR SIREN,</b>	
moderate speed - - -	45-52	when to be used - - -	40, 42-44,
			78-81



## INDEX TO LOCAL RULES

	PAGE		PAGE
<b>ARUNDEL, PORT OF,</b>		<b>BELFAST—continued.</b>	
anchorage regulations: rr. 7,		ship-keeper: r. 12 - - -	107
10, 11, 14 - - -	90, 91	speed: rr. 16, 17 - - -	107
lights, anchor: r. 12 - - -	91	towage regulations: r. 30 - - -	107
speed: r. 13 - - -	91	petroleum - - - - -	108
explosive - - - - -	91	explosives - - - - -	108
<b>AVON, RIVER. See also BRISTOL.</b>		<b>BEREHAVEN,</b>	
lights for local craft: rr. 1, 2 -	91	mooring and anchorage regu-	
navigation on river: r. 2 -	92, 93	lations - - - - -	109-112
speed: r. 3 - - - - -	92	prohibited areas: rr. 6-10 -	110,
towage regulations - - - - -	92	111	
petroleum ships - - - - -	93, 94	lights for dredgers - - - - -	112
Vauxhall Bridge regulations -	96	<b>BERKELEY CANAL. See GLOUCESTER.</b>	
<b>BALTA SOUND,</b>		<b>BLYTH HARBOUR,</b>	
anchorage regulations -	97, 98	anchor buoy: r. 1 - - - - -	113
<b>BARRY DOCKS,</b>		anchorage regulations: rr. 1,	
navigation of vessels in: r. 13,		3, 4, 13 - - - - -	113, 114
14, 27, 82, 83, 85 - - -	98-100	dredgers, lights, signals: r. 11	114
approaching breakwater: rr. 8,		rules for avoiding collisions,	
77, - - - - -	99, 101	narrow channels rule: r. 7	113
navigation of entrance chan-		overtaking rule: r. 8 -	113
nel: rr. 77, 78, 79, 80, 81, 82,		speed: rr. 8, 10 -	113, 114
84 - - - - -	99-100	towage regulations: rr. 8, 9	113,
lights and signals: r. 88 -	100	114	
<b>BARROW HARBOUR AND DOCKS,</b>		petroleum - - - - -	115
application of collision regula-		<b>BOSTON, LINCOLNSHIRE,</b>	
tions: r. 5 - - - - -	101	berthing regulations - - -	117
navigation in: rr. 11, 30, 37,		Boston Dock regulations	117, 118
49, 50, 51 - - - - -	101-103	<b>BOWLING HARBOUR - - - - -</b>	153
mooring in: rr. 9, 10, 52	101, 102	<b>BRIDGWATER CANAL. See MERSEY</b>	
regulations relating to Barrow		<b>AND IRWELL NAVIGATION -</b>	299
and Walney Island ferry		<b>BRISTOL. See also AVON RIVER.</b>	
103, 104		<b>BRISTOL DOCKS. See also AVON</b>	
petroleum - - - - -	104	and BRISTOL.	
explosives - - - - -	105	berthing regulations: rr. 21,	
<b>BELFAST,</b>		30 - - - - -	94, 95
anchor buoy: r. 9 - - - - -	106	crew: r. 16 - - - - -	94
berthing regulations: rr. 3,		fenders: r. 23 - - - - -	95
4, 29 - - - - -	106, 107	moorings: r. 30 - - - - -	95
fairway, obstruction of: r. 15	107	ship-keepers: r. 19 - - -	94
ferries: r. 15 - - - - -	107	speed - - - - -	95, 96
rules for avoiding collisions:		steam vessels, rules as to: r. 20	94
r. 31 - - - - -	107	whistles - - - - -	96

	PAGE		PAGE
CALEDONIAN CANAL,		CARDIFF,	
berthing regulations: rr. 25,		vessels approaching docks - 143	
32, 34 - - - 121, 122		day signals,	
fairway: r. 7 - - - 119		at entrance to West,	
fenders: r. 11 - - - 119		East, and Roath Docks 143,	
fog: rr. 76, 78 - - - 124		Queen Alexandra Dock - 144	
lights: rr. 35, 76 - - 122, 124		night signals - - - 145	
locks, regulations as to: rr. 1,		regulations for entrance	
8-10, 13-16, 27 - 119-121		channel - - - 146-148	
rafts: rr. 24, 33 - - - 121, 122		for vessels from channel	
rules for avoiding collisions,		Dry Dock to Bute	
meeting rules: rr. 18, 71,		Docks - - - 148, 149	
73 - - - 121, 123, 124		to and from Mount	
overtaking rules: rr. 17,		Stuart Dry Docks - 149	
72 - - - 121, 123		as to vessels in docks 150	
sailing vessels: rr. 19-		Steam Packet Harbour	
21 - - - - - 121		and entrance channel 150,	
steam vessels: rr. 65-67,			151
69-78, 82-84, 86,		CARNARVON, PORT OF,	
87 - - - - - 122-128		mooring regulations: rr. 7, 18	
ship-keepers: r. 28 - - - 122		20, 29 - - - 152, 153	
speed: rr. 69, 70, 75, 82, 83,		anchor lights: r. 29 - - - 152	
86, 87 - - - - - 121, 125		buoy: r. 27 - - - 152	
towage regulations: r. 84 - 125		whistle signals: r. 28 - - - 152	
traffic at sea locks - - - 123		explosives: rr. 3, 4 - - - 153	
CANADA, DOMINION OF,		CARRON RIVER,	
collision regulations, applica-		berthing regulations: r. 4 - 153	
tion of - - - - - 126		fairway: r. 5 - - - - - 154	
rafts and harbour of Sorel - 126		lights: r. 12 - - - - - 154	
Great Lakes,		narrow channel rule: r. 2 - 153	
lights, steamship: rr. 2, 3 127		speed: rr. 10, 11 - - - 154	
towing: rr. 3, 4 127, 128		petroleum ships - - - 155	
sailing ships and		explosives - - - 154, 155	
vessels towed: rr.		CASTLE BAY, Island of Barra - 161	
5, 6 - - - - - 128		CATTEWATER HARBOUR,	
anchor: r. 7 - - - - - 128		anchorage regulations: rr. 4, 6,	
open boats: r. 8 - - - - - 129		7, 8, - - - - - - - 344	
overtaken ship: r. 9 - 129		fairway: r. 5 - - - - - 344	
tugs: r. 10 - - - - - 129		explosives - - - - - 344	
ferry boats: r. 11 - 129		petroleum ships - - - 346	
canal boats: r. 12 - 130		CHATHAM. See also MEDWAY.	
other craft: rr. 13,		anchorage regulations: rr. 10-	
14, 15 - - - - - 131, 132		17 - - - - - 164, 165	
searchlights: r. 17 - 132		fire: rr. 18-20 - - - 165	
fog signals: r. 18 - 132, 133		speed: r. 17 - - - - - 165	
speed in fog: r. 19 - 133		collision regulations - 165-168	
steering and sailing		marking of wrecks - - - 168	
rules - - - - - 133-140		CLYDE, FIRTH OF,	
whistle signals: rr. 21-24,		anchor regulations: rr. 88-91,	
25, 26, 28, 30, 39 134-140		108 - - - - - 170, 173	
distress signals: r. 40 - 140			
motor boat rules - 140-142			

	PAGE		PAGE
CLYDE, FIRTH OF— <i>continued.</i>		CORK. <i>See also</i> QUEENSTOWN.	
dredgers' lights - - -	173	anchor regulations: rr. 7, 8,	
narrow channel: r. 86 - -	169	12, 25 - - - - -	191
navigating and calling at		fairway, rules as to: rr. 1-11,	
piers: rr. 92-95 - - -	170, 171	3-6, 8, 41, 50 - - -	187-193
overtaken vessels: rr. 98-100		lights: rr. 41-45 - - -	192, 193
105 - - - - -	171, 172	petroleum ships - - -	194
rules for avoiding collisions:		rules for avoiding collisions:	
rr. 84, 85 - - - - -	169	rr. 41-52 - - - - -	192-194
speed trials: rr. 106, 107	172,	speed: rr. 49, 50 - - -	193
	173		
vessels not under command:		COWES,	
r. 97 - - - - -	171	anchor regulations: rr. 2, 3,	
		10 - - - - -	195, 196
CLYDE, RIVER,		berthing regulations: rr. 2,	
anchorage regulations: rr. 5,		3 - - - - -	118, 120, 121
6 - - - - -	175, 176	explosives: rr. 2, 3 - - -	196
berthing regulations: rr. 6,		fairway: rr. 3, 10 - - -	195
25 - - - - -	175, 177	petroleum ships: r. 4 - - -	196
dredgers, lights, signals: r. 20	176	speed: rr. 4, 14 - - -	195, 196
explosives, ships carrying:		whistle or siren: r. 12 - - -	195
rr. 10-13 - - - - -	183		
fairway: r. 5 - - - - -	174	CROMARTY, DOCKYARD PORT,	
ferries, bye-laws as to: rr. 102-		anchorage regulations - - -	198-200
106, 113 - - - - -	181, 182	dredgers - - - - -	201
fog: r. 11 - - - - -	175	ferries - - - - -	201
Glasgow Harbour bye-laws:		fire prevention - - - - -	200
rr. 35, 36, 61, 66 - - -	180, 181	limits - - - - -	197
launch, rules as to: r. 34 - - -	179		
lights - - - - -	178	DANUBE,	
look-out: rr. 1, 2 - - - - -	174	anchorage regulations: rr. 32,	
petroleum, ships carrying:		78-84 - - - - -	204, 211, 212
rr. 2, 5, 6, 8, 10 - - -	182, 183	explosives, ships carrying:	
Prince's Dock and Queen's		rr. 20, 21 - - - - -	204
Dock: rr. 1-4 - - - - -	184	fog: rr. 76, 77, 80, 82 - - -	210-212
rafts: r. 29 - - - - -	178	general provisions: rr. 1, 5 - - -	202
Rothesay Dock: rr. 1-5	184, 185	lights: rr. 66-75, 79, 88	209,
rules for avoiding collisions:			210, 212
rr. 3, 14-19 - - - - -	174-176	national flag, when to be dis-	
speed: rr. 16, 20-22 - - -	176, 177	played: r. 9 - - - - -	202
passing dredgers, etc.:		petroleum, ships carrying:	
rr. 20, 21 - - - - -	176	rr. 20, 21 - - - - -	204
towage regulations: rr. 4, 23 - - -	174,	rules for avoiding collisions:	
	177	rr. 31-84, 161-163 - - -	204-213
vessels aground or sunk	178, 179	speed: rr. 35, 40, 42, 76	205,
			206, 210
COLERAINE, PORT AND HARBOUR,		steering and sailing rules:	
anchorage regulations - - -	185, 186	rr. 45-60 - - - - -	206-209
collision regulations - - -	186	Sulina Roadstead and Port	
explosives - - - - -	187	regulations: rr. 8-25 - - -	202-204
speed - - - - -	187	Toulteha Port regulations:	
starboard side rule - - -	185, 186	rr. 99, 100 - - - - -	212
steamers passing - - - - -	185, 186		

	PAGE		PAGE
<b>DARTMOUTH,</b>		<b>GALWAY HARBOUR,</b>	
lights: r. 29 - - -	213	anchor lights: r. 3 - - -	231
speed: r. 33 - - -	214	fog signals: r. 4 - - -	232
<b>DEPTFORD,</b>		<b>GIBRALTAR,</b>	
anchorage regulations: rr.		collision regulations: rr. 2, 8,	
4-7 - - - - -	214	9 - - - - -	233, 234
<b>DOVER,</b>		moorings: rr. 1, 3, 4, 6 -	232, 233
anchorage regulations -	216, 217	<b>GLASGOW HARBOUR. See CLYDE,</b>	
dredgers' lights - - -	219	<b>RIVER.</b>	
navigation in - - - -	217, 219	<b>GLOUCESTER AND BERKELEY</b>	
vessels entering or leaving -	218	<b>CANAL,</b>	
wrecks - - - - -	219	crew: r. 2 - - - - -	235
<b>DUBLIN,</b>		explosives, ships carrying:	
anchorage regulations: rr. 8,		rr. 9, 11, 12 - - - -	238, 239
9, 29, 30 - - - - -	221, 222	fishing: r. 21 - - - -	237
explosives, ships carrying:		lights: rr. 3, 14 - - -	235, 240
rr. 1-3, 22 - - - - -	222, 223	navigation, rules of: rr. 3-	
fairway: rr. 8, 10, 21, 31	221, 222	16 - - - - -	235-237
fishing boats: r. 10 - - -	221	Sewern Bridge regulations:	
fog: rr. 5, 21 - - - -	220, 222	rr. 16-20 - - - - -	237
lights: rr. 4, 5, 20, 21 -	220, 221	ship-keepers: r. 7 - - -	238
petroleum ships - - - -	223	side-cloths: r. 2 - - -	235
rules for avoiding collisions,		tracking regulations: rr. 29,	
crossing rule: r. 2 - - -	220	30 - - - - -	238
lookout: rr. 7, 8, 20 -	221	whistle signals, etc. -	239, 240
narrow-channel rule: r. 1	220	<b>GRANGEMOUTH. See CARRON</b>	
overtaking rule: r. 3 -	220	<b>RIVER - - - - -</b>	153
speed: rr. 6, 23 - - -	221, 222	<b>HARWICH HARBOUR,</b>	
towage rules: r. 14 - - -	221	aircraft: r. 11 - - - -	242
<b>FALMOUTH HARBOUR,</b>		collision regulations: rr. 10,	
anchor buoy: r. 37 - - -	224	explosives - - - - -	243
berthing regulations: rr. 33-		12, 13 - - - - -	242, 243
38 - - - - -	223, 225	fairway: rr. 6, 13- - -	242
explosives - - - - -	224	mooring: rr. 3-5, - - -	241
<b>FLEETWOOD ON WYRE (LANCA-</b>		petroleum - - - - -	243, 244
<b>SHIRE),</b>		speed: rr. 8, 9 - - - -	242
dredging - - - - -	227	<b>HEYSHAM HARBOUR,</b>	
fishing boats - - - - -	226	dredgers: r. 30 - - - -	245
fog: r. 33 - - - - -	226	explosives - - - - -	246
mooring regulations: rr. 4, 6 -	225	fairway: r. 28 - - - -	245
speed - - - - -	226	mooring: rr. 6, 11, 16 -	244, 245
Wyre docks - - - - -	227, 228	navigation in: rr. 2, 4, 12, 15,	
<b>FORTH AND CLYDE CANAL -</b>	155-161	28, 31, 53 - - - - -	244-246
<b>FOSS RIVER NAVIGATION - - -</b>	229	petroleum - - - - -	246, 247
<b>FOWEY,</b>		<b>HOLYHEAD HARBOURS,</b>	
explosives and petroleum -	231	anchorage regulations: rr. 1,	
whistles and sirens - - -	229, 230	2, 5 - - - - -	247, 248
		explosives - - - - -	248, 249
		fairway: r. 2 - - - - -	248

	PAGE		PAGE
<b>HOLYHEAD HARBOURS</b> — <i>continued</i> .		<b>MANCHESTER AND SALFORD JUNC-</b>	
navigation into, in and out		<b>TON CANAL.</b> <i>See</i> MERSEY AND	
of - - - -	250, 251	<b>LRWELL NAVIGATION</b> - - -	299
petroleum - - -	249, 250	<b>MARYPORT,</b>	
speed: rr. 3 (a), 5 - -	248, 250	dredgers: r. 2 - - -	271
<b>HULL RIVER, KINGSTON-UPON-</b>		mooring: rr. 7, 13, 20 - -	271
<b>HULL,</b>		explosives - - -	272
mooring: rr. 11, 13, 14, 16 -	252	navigation into - - -	271
navigation: rr. 3-5, 8-10	251, 252	<b>MEDWAY,</b>	
tug and tow: rr. 6, 7 - -	252	anchor buoy: r. 5 - - -	274
<b>HUMBER,</b>		anchor regulations: rr. 5, 18,	
anchorage - - - -	261	19, 62 - - -	274, 275, 286
collision regulations - - -	257	berthing regulations: rr. 3,	
duties on board vessels -	254-256	6, 8 - - -	273, 274
lights and signals - - -	257-260	Chatham Dockyard: rr. 54,	
regatta or launch - - -	256	55 - - -	284
whistle signals - - -	260	dredgers: rr. 38, 42 (j) -	280-282
wrecks - - - -	261	explosives - - -	287
<b>IMMINGHAM DOCKS AND JETTIES,</b>		fog: rr. 40-42 - - -	281, 282
explosives - - - -	263	launch: r. 56 - - -	285
mooring - - - -	262	lights: rr. 30-39 - - -	277-281
petroleum - - - -	262	petroleum ships - - -	287
<b>IPSWICH,</b>		rafts: r. 65 - - -	286
anchor regulations: r. 8 - -	264	regattas: r. 56 - - -	285
berthing regulations: rr. 2,		Rochester bridges: rr. 50-52	284
8, 15 - - -	263, 264	rules for avoiding collisions:	
fairway: r. 15 - - -	264	rr. 13-27, 43-45, 49 -	274-277,
lights: r. 2 - - -	263	282, 283	
speed: r. 3 - - -	263	speed: rr. 16, 17 - - -	275
<b>LARNE HARBOUR,</b>		towage regulations: rr. 28, 29	277
petroleum - - - -	265	whistles: rr. 43-47 - -	282, 283
speed - - - -	264	wrecks: rr. 60, 66 - -	285, 287
<b>LERWICK HARBOUR</b> - - -		<b>MERSEY,</b>	
anchorage - - - -	265	anchor, signals for vessels at:	
speed - - - -	265	r. 7 - - - -	290
<b>LIMERICK,</b>		dredgers: rr. 15-18 - -	291, 292
dredgers: rr. 40, 41 - -	266	explosives, ships carrying,	
fog: r. 45 - - -	266	lights for, and other regu-	
lights: rr. 42, 43, 44 - -	266	lations - - -	290, 297, 298
speed: r. 40 - - -	266	fog: r. 9 - - -	290
<b>LITTLEHAMPTON.</b> <i>See</i> ARUNDEL.		launch: rr. 19-25 - -	292-294
<b>LONDONDERRY,</b>		lights, dredgers: rr. 16-18	292
anchor buoy: r. 19 - - -	267	tug and tow: rr. 3, 4 -	288,
explosives, ships carrying	269	289	
fairway: r. 50 - - -	269	vessels at anchor: r. 6 -	289
lights: r. 30 - - -	267	at stages: rr. 1, 2 -	288
rules for avoiding collisions,		under way: rr. 1, 5	288,
overtaking rule: r. 42 -	268	289	
passing rules: rr. 40, 41 -	268	rules for avoiding collisions:	
speed: rr. 13, 43-45 -	267, 268	r. 1 - - - -	288
		narrow channel rules:	
		rr. 10, 11 - - -	290, 291

	PAGE		PAGE
MERSEY— <i>continued.</i>		NEWPORT (MONMOUTH)— <i>continued.</i>	
wrecks, etc.: rr. 12-14, 26	291, 294	Alexandra Docks - - -	310-314
George's stage - - -	297	explosives - - -	310
Liverpool landing stage	295	petroleum ships - - -	309
petroleum ships - - -	299	NEWRY NAVIGATION,	
Prince's Jetty - - -	295	rules for avoiding collisions:	
MERSEY AND IRWELL NAVIGATION,		r. 8 - - -	312
berthing regulations: rr. 8-		rules for vessels entering navi-	
11, 14 - - -	300	gation: rr. 3, 4, 8 - - -	312
general regulations: rr. 2, 3, 7	300	ORWELL RIVER. <i>See</i> IPSWICH	263
lights: r. 5 - - -	300	OUSE (LOWER). <i>See also</i> HUMBER.	
rules for avoiding collisions,		aground, vessels: rr. 8, 15, 39	
meeting: rr. 12, 15-17,		316, 320	
21-23 - - -	300, 301	anchor regulations: rr. 18, 19	316
overtaking: rr. 24, 25 -	301	berthing regulations: rr. 26-29	
passing: rr. 21-23 - - -	301	318, 319	
ship-keeper: r. 4 - - -	300	dredgers: r. 7 - - -	316
speed: r. 26 - - -	301	duties on board vessels: rr.	
whistle: rr. 19, 20 - - -	301	7-10 - - -	318
METHIL HARBOUR,		fairway: rr. 18, 37 -	316, 320
ships carrying		fog: r. 18 - - -	316
explosives - - -	302	Goole Bight navigation: r. 24	317
petroleum - - -	302	Goole Docks regulations	321-323
MILFORD HAVEN. <i>See</i> PEMBROKE	326	lights: rr. 5-7, 10-12 - - -	316
NEWHAVEN HARBOUR, SUSSEX,		passenger vessels: rr. 41, 44 -	320
berthing regulations: rr. 3, 5,		regatta or launch: r. 46 -	320
6, 8 - - -	303	rules for avoiding collisions,	
collision regulations: r. 20 -	303	crossing: r. 4. - - -	315
explosives - - -	304	overtaking: r. 23 - - -	317
fairway: r. 13 - - -	303	turning: r. 14 - - -	316
petroleum ships - - -	304	speed: rr. 20, 21, 39 -	317, 320
speed: rr. 14, 15 - - -	303	towage regulations: rr. 31-37	319, 320
whistles, etc: r. 22 - - -	304	whistle signals: rr. 14-17 -	316
NEWPORT (MONMOUTH),		OUSE (UPPER) NAVIGATION,	
anchor buoy: r. 2 - - -	306	anchor buoy: r. 58 - - -	325
regulations: rr. 5, 20	306, 309	berthing regulations: rr. 24,	
berthing regulations: rr. 1, 2,		25, 28, 29 - - -	324
4, 19, 20 - - -	305, 306, 309	explosives, ships carrying:	
fog: rr. 10, 11, 22 -	307, 309	rr. 9, 11, 12 - - -	326
lights, sailing vessels: r. 8 -	307	lights: rr. 30, 60-62 -	324, 325
steam vessels: r. 6 -	307	locks, regulations: rr. 5-8,	
stern: r. 9 - - -	309	22 - - -	324, 325
tugs: r. 7 - - -	307	rules for avoiding collisions,	
vessels towed: r. 8 -	307	collision regulations,	
rules for avoiding collisions,		1884: r. 62 - - -	325
crossing: r. 14 - - -	308	meeting: rr. 31, 32, 54 -	324
entering harbour: r. 13 -	308	overtaking: r. 57 - - -	325
narrow channel: r. 12 -	308	ship-keeper: r. 9 - - -	324
overtaking: r. 18 - - -	308	speed: rr. 55, 56 - - -	325
speed: rr. 15-17, 22 -	308, 309	whistle: rr. 52, 53 - - -	324

	PAGE		PAGE
PEMBROKE,		PORTISHEAD DOCK AND PIER,	
anchor foul: r. 2 - - -	328	regulations as to - - -	96, 97
berthing regulations: rr. 2-		PORTLAND HARBOUR,	
4, 10 - - -	326, 327	anchorage regulations: rr. 16-	
electric cables: r. 9 - - -	327	19 - - -	350
fairway: r. 11. - - -	327	quarantine: r. 6 - - -	349
fishing: r. 5 - - -	327	Castleton wharves: rr. 20-24	350,
lights, dredgers: r. 5 - - -	329	351	
generally: r. 2 - - -	328	collision regulations: r. 1 - - -	351
small craft: rr. 4, 5 - - -	329	entering harbour: r. 8 - - -	353
vessels anchored: r. 3 - - -	329	general regulations: r. 1-15	348-
mine fields: rr. 8, 9 - - -	327	350	
rules for avoiding collisions:		H.M. ships: r. 9 - - -	353
r. 2 - - -	328	lights: rr. 2-7 - - -	352
sailing and steam craft:		torpedo range: r. 10 - - -	353
r. 8 - - -	330	wrecks: r. 11 - - -	353
with ships carrying Royal		PORTSMOUTH,	
Standard: r. 6 - - -	330	anchorage regulations: rr. 1-	
with H.M. ships: r. 7 - - -	330	27 - - -	356-360
ship-keepers: r. 4 - - -	327	electric cables: r. 3 - - -	356
torpedo practice: r. 9 - - -	331	ferries: rr. 15, 16 - - -	364
PIEL HARBOUR. See BARROW		fire: rr. 28-30 - - -	360
HARBOUR - - - -	101	fishing: r. 5 - - -	356
PLYMOUTH,		lights,	
anchorage regulations: rr. 1-		generally: rr. 1-5 - - -	361, 362
4, 16-19 - - -	333-336	dredgers: r. 21 - - -	365
Cattewater: r. 20 - - -	336	mining, etc: r. 10 - - -	357
Devonport: rr. 21-26	337, 338	petroleum ships: r. 30 - - -	360
Hamoaze: rr. 22-26	240, 241	rules for avoiding collisions:	
Plymouth Sound: rr. 16-		r. 1 - - -	361
19 - - -	335, 336	with fleet at Spithead:	
electric cables: r. 14 - - -	335	r. 6 - - -	362
ferries: r. 15 - - -	342	with H.M. ships: rr. 17,	
fire, prevention of: rr. 27-29	338	18 - - -	364, 365
fishing rules: rr. 5, 16 - - -	334, 342	with ships carrying Royal	
lights, rr. 2-7 - - -	339, 340	Standards: r. 7 - - -	362
mine fields: rr. 14, 15 - - -	239	with steamers: r. 19 - - -	365
rules for avoiding collisions: r. 1	339	siren, when to be used: rr. 7,	
crossing vessels: r. 16 - - -	342	8 - - -	357, 362
sailing and steam craft:		speed: rr. 9, 10 - - -	363
r. 13 - - -	341	wrecks: r. 11 - - -	363
with H.M. ships: rr. 9-		PORT OF PRESTON (RIVER RIBBLE),	
13 - - -	340, 341	anchorage regulations: rr. 27,	
sound signals: rr. 13, 14	341	28 - - -	368
siren, when to be used: r. 7 - - -	334	docking regulations: rr. 9, 15-	
torpedo practice: r. 17 - - -	342	20, 24-26, 128 - - -	366-368, 371
wrecks: r. 19 - - -	343	dredgers: r. 117 - - -	369
POOLE HARBOUR (DORSET),		look-out: r. 8 - - -	366
anchorage regulations: rr. 1,		navigation: rr. 8, 79, 80, 124,	
5, 11 - - -	346, 347	126, 127 - - -	366, 368, 370, 371
speed: r. 2 - - -	347		
towage: r. 3 - - -	347		

	PAGE		PAGE
PORT OF PRESTON (RIVER RIBBLE)		SCHELDT— <i>continued.</i>	
— <i>continued.</i>		speed: r. 35 - - -	395
speed: rr. 114, 115, 122, 123,		whistle signals: rr. 15, 16 -	391
125 - - -	369, 370	for tug and tow: rr. 17, 18	391
wrecks: r. 120 - - -	370	for large vessels: rr. 1-7	396
explosives - - -	371		
PORT TALBOT,		SHEERNESS. <i>See</i> CHATHAM <i>and</i>	
docks, admission to, depar-		MEDWAY.	
ture from: rr. 5-17 -	373, 374		
vessels in: rr. 18-26 -	374, 375	SHOREHAM,	
QUEENSTOWN. <i>See also</i> CORK.		anchorage regulations: rr. 1,	
anchor regulations: rr. 5-11	375,	2, 11 - - -	397, 398
	376	explosives: r. 10 - - -	398
RAMSGATE,		speed: rr. 9, 13 - - -	398
collision regulations: r. 2 -	377	SOLENT NAVIGATION. <i>See</i> COWES	
entering harbour: rr. 2, 10, 11	377,	<i>and</i> RYDE.	
	378		
explosives: rr. 5, 6, 7 -	379	SOUTHAMPTON,	
petroleum ships: rr. 3, 5 -	379	anchorage regulations: rr.	
		3, 4, 12 - - -	400, 401
ROSYTH,		explosives: r. 1 - - -	402
anchorage regulations: rr. 2-		fairway: r. 3 - - -	401
11 - - -	380, 381	launch, rules as to: r. 18 -	401
lights for dredgers: r. 3 -	383	lights,	
mining experiments: r. 13 -	382	anchor: rr. 1, 2 - - -	400
rules for avoiding H.M. ships:		generally: r. 8 - - -	400
r. 1 - - -	382	petroleum ships, light: r. 1 -	402
rules for steamers: r. 4 -	383	rules for avoiding collisions,	
rules for Forth Bridge: r. 2 -	383	with steam vessels: r. 4 -	401
		speed: rr. 11, 19 - - -	401
RUNCORN AND WESTON CANAL.			
<i>See</i> MERSEY AND IRWELL		SUEZ CANAL,	
NAVIGATION.		anchorage regulations: rr.	
RYDE,		14-16, 21, 24 (6) 533-535,	537
anchorage regulations - - -	383	general regulations: rr. 1-5	
		531, 532	
SCAPA FLOW,		lights: rr. 23, 26 - - -	536, 537,
anchorage regulations: rr. 2-10		539-541	
385, 386		mail steamers: r. 1 - - -	531
lights for dredgers - - -	386	navigation at night: rr. 23, 26	535,
mining experiments: r. 12 -	386	537	
		by day: r. 21 - - -	535
SCHELDT,		pilotage regulations: r. 3 -	532
collision regulations: rr. 19-33		rules for avoiding collisions:	
392-394		rr. 17, 28 - - -	534, 538
dredgers: r. 12 - - -	390	signals: r. 1 - - -	531, 539-541
explosives, notes - - -	394, 395	speed: rr. 24, 25 - - -	536, 537
fairway: rr. 11, 13, 37 -	390, 395	towage regulations: rr. 19, 29	
lights, anchor: rr. 11, 36	390, 395	535, 538	
fishing vessels: r. 9 -	389	watch: r. 24 - - -	536
rafts: r. 10 - - -	389	whistles: r. 20 - - -	535
sea-going vessels: r. 5 -	388		
other vessels: rr. 6, 8 -	388	SUIR, RIVER. <i>See also</i> WATERFORD.	
vessels aground: r. 13 -	390	lights, local craft: rr. 1, 2 -	403
wrecks: r. 13 - - -	390	sea-going vessels: r. 3 -	403

	PAGE
SUNDERLAND, PORT OF, RIVER WEAR,	
petroleum ships: r. 4 - -	404
Sunderland Dock regulations	404, 405
SWANSEA HARBOUR,	
anchorage regulations: rr. 7-	
11, 14, 15, 23 - -	408, 409
collision regulations: r. 6 -	408
lights and signals,	
harbour - - -	406
King's Dock - - -	407
New Cut - - -	406
North Dock - - -	406
Prince of Wales Dock -	407
South Dock - - -	406
petroleum ships - - -	409-413
THAMES (LOWER),	
aground: rr. 9, 16, 25, 45,	
48-50 -	418, 420, 422, 430
anchorage regulations: rr. 14,	
15, 43, 48-51	419, 420, 429-431
application, extent of: r. 3 -	414
barges, lighters: rr. 5, 10-14,	
28, 55, 61	414, 418, 419, 424, 431, 432
crews of: r. 61 - - -	432
Battersea Bridge: r. 55 -	431
definitions: r. 5 - - -	414
dredgers: rr. 18, 21	421, 422, 435
drifting: r. 28 (c) - - -	424
explosives regulations - - -	447
red flag: rr. 17, 33 - - -	447
fairway: rr. 16, 28 (h) -	420, 424
above Chelsea Bridge:	
r. 59 - - -	432
Deptford and Woolwich:	
r. 51 - - -	431
Gravesend Reach: r. 43	429
above Richmond Lock:	
rr. 9, 44 - - -	418, 429
ferries: rr. 7 (g), 35 - - -	417, 427
fog: rr. 28, 29 - - -	423, 424
freeboard: r. 55 - - -	431
lights: rr. 6-14, 16-19, 30	416-421, 425
London Bridge: rr. 7, 16, 58	416, 420, 432
look-out: r. 42 - - -	428
master on bridge: r. 53 -	431
mooring regulations: rr. 14, 43,	
51, 52, 56, 64 -	419, 429, 431, 433

	PAGE
THAMES (LOWER)—continued.	
not under command: rr. 24,	
28 (f) - - -	422, 424
passengers: r. 53 - - -	431
petroleum: r. 11 - - -	418, 448
anchorage regulations:	
rr. 3, 4 - - -	448
red flag: rr. 5, 10 - - -	448
rafts, floats, rr. 10-13, 46	418, 419, 430
regattas, etc.: rr. 67, 80 -	434
Richmond lock regulations:	
rr. 74-76 - - -	434
rules for avoiding collisions:	
rr. 23-29, 31-42 -	422-429
sailing vessels: rr. 4, 10, 21, 22,	
28, 30, 32 -	414, 418, 422, 424-426
signals, day: rr. 15, 16, 20-	
30 - - -	420-426
signals, fog: rr. 28-30 -	423-426
special circumstances: rr. 33,	
41 - - -	426, 428
speed: rr. 29, 36, 60 -	425, 427, 432, 435
St. Katharine's Dock: r. 26 -	424
steam launch: rr. 5, 8, 67 -	415, 417, 434
Tower Bridge: rr. 26, 30	423, 425
tonnage burden - - -	433
towage regulations: rr. 7 (f),	
10-12, 26, 28 (d), 46, 57-61,	
65 - - -	417-419, 423, 424, 430-433
turning round: rr. 23, 28 (e)	422, 424
wrecks: rr. 17, 45, 47 -	421, 430
THAMES (UPPER),	
aground - - -	442
anchorage regulations: rr. 9,	
11, 36 (d), 38	437, 438, 441, 442
petroleum ships - - -	448
barges, lighters: rr. 24, 27,	
36 -	438-441, 443, 449
crews of, r. 27 - - -	439
Chelsea, Albert Bridge: r. 24	438
definitions: r. 4 -	436, 447, 448
explosives regulations - - -	447
red flag: rr. 17, 33- - -	447
fairway: r. 38 - - -	442
ferries: r. 68 - - -	446
fog: rr. 36-39 -	440-442, 449

	PAGE		PAGE
THAMES (UPPER)— <i>continued.</i>		TYNE,	
Kingston Bridge: r. 24	438	anchor regulations: rr. 5, 6,	
lights: r. 54	440, 444, 445	7, 16, 37 - -	453, 455, 459
on petroleum barges	449	berthing regulations: rr. 5, 6,	
locks, regulations: rr. 62-66	446	7, 9, 10, 35, 44, 88	453, 454,
look-out: r. 14	438		459, 461, 462
master on bridge: r. 14	438	dredgers, rules as to: rr. 40-	
mooring regulations: rr. 12,		44 - - - -	459-461
20, 59	438, 440, 445	explosives - - - -	464
not under command: rr. 36 (e),		fairway: rr. 35, 36	459
40 - - - -	441, 442	fog: rr. 18, 39, 46	456
passengers: r. 14	438	general regulations: rr. 78-	
petroleum - - - -	448	91 - - - -	462
anchorage regulations:		hoppers, rules as to: rr. 73,	
rr. 3, 4 - - - -	448	74 - - - -	461
red flag: rr. 5, 10	448	lights: rr. 12-17	454-456
rafts, floats: r. 7	437	look-out: r. 46	461
regattas, etc.: rr. 79, 82	446, 447	Northumberland and Albert	
Richmond Lock, above: rr.		Edward Dock: rr. 35, 102-	
50, 51, 60	444, 445	145 - - - -	459, 462-464
rules for avoiding collisions:		petroleum - - - -	465
rr. 37, 39, 40, 42, 44-46,		rules for avoiding collisions,	
48-50, 52	441-444	crossing rules: rr. 21, 22	457
sailing vessels: rr. 36, 40, 44,		meeting rule: r. 23	457
45 - - - -	440-443	narrow-channel rule: r. 19	456
signals, day: rr. 39, 42, 43	440,	overtaking rule: r. 28	458
	442, 443	steam and sailing vessels	
fog: rr. 36, 38, 39	440-442	or tugs: rr. 24, 29	457, 458
special circumstances	440	vessels entering and	
speed: rr. 37, 49, 50, 53	441,	leaving river: r. 20	456
	444	ship-keepers: r. 78	462
Teddington, rules above: rr.		signals: r. 18, 27	456, 458
14, 54, 61	438, 444, 445	speed: rr. 25, 26, 39, 40, 41	458,
tonnage burden: r. 27	439		459
towage regulations: rr. 22, 24,		staiths, river and dock:	
25, 27, 36 (e), 67, 73	438, 439,	rr. 102-145	462-464
	441, 446, 448, 449	towage regulations: rr. 13, 14,	
turning round: r. 40	442	29-34, 47, 73	455, 458, 459, 461
wrecks: rr. 9, 61	437, 445		
		UNITED STATES OF AMERICA,	
TRENT. <i>See also HUMBER RULES</i>		INLAND WATERS,	
(1910) and HUMBER BYE-		boundary lines of high	
LAWS (1910).		seas - - - -	465-470
ægre: r. 5 - - - -	450	fishing boats: rr. 9, 26	474, 477
anchorage regulations: rr. 4,		fog: rr. 15, 18 (9)	474, 477
5, 6 - - - -	450	lights,	
definitions: r. 2 - - - -	449	for barges, canal boats	482-
ferries: rr. 14, 15 - - - -	451		485
fishing: rr. 4, 5, 7, 8	450	dredges, etc. - - - -	487
mooring regulations: rr. 4, 5,		ferries - - - -	481
6, 9, 13 - - - -	450, 451	fishing boats: r. 9	473, 474
towage regulations: rr. 10-12		motor boats - - - -	489
	451	overtaken vessel: r. 10	474

	PAGE
UNITED STATES OF AMERICA, IN- LAND WATERS— <i>continued.</i>	
lights,	
pilot boats: r. 8 - -	473
rafts: r. 9 - -	474, 488
rowing boats: r. 7 - -	473
sailing vessels: r. 5 - -	472
small craft: r. 6 - -	472
steam vessels: r. 2 - -	471
tugs and tows: rr. 2, 3	472, 482
warships, etc.: r. 30 - -	478
wreck-marking vessels - -	486
steering and sailing rules,	
narrow channels: r. 25 - -	477
overtaking vessels: r. 24-	477
sailing vessels: r. 17 - -	475
steam vessels: rr. 18-21,	
23 - - -	475, 477
signals,	
“cross”: r. 2 - - -	479
danger: r. 18 (3) - -	476, 479
distress: r. 31 - - -	478
fog: r. 15 - - -	474, 475
overtaking: r. 18 (8) - -	477
points and bends, at: r.	
18 (5) - - -	476
vessels in sight: rr. 18	
(9), 28 - - -	477-479
steam vessels and motor boats,	
special regulations - -	478
UNITED STATES OF AMERICA, GREAT LAKES.	
fog: rr. 13, 14 - - -	497
lights,	
anchor: r. 9 - - -	496
ferries: r. 7 - - -	493, 496
open boats: r. 11 - -	496
overtaken vessels: r. 12 -	496
produce boats: r. 10 - -	496
rafts: r. 10 - - -	496
searchlights - - -	494
small vessels: r. 8 - -	496
steam vessels: r. 3 - -	496
tugs and tows: rr. 4-7	493, 496
unauthorised - - -	495
warships: r. 13 - - -	496
steering and sailing rules,	
narrow channels: rr. 24,	
25 - - -	497
sailing vessels: r. 16 - -	497
steam vessels: rr. 1-10,	
17-23 - - -	491, 492, 497

	PAGE
UNITED STATES OF AMERICA, GREAT LAKES— <i>continued.</i>	
signals,	
“cross”: rr. 3, 26 - -	491
danger: rr. 2, 8, 10, 26	
491, 492, 497	497
docking: r. 7 - - -	492
fog: rr. 13, 14, 15 - -	492, 497
narrow channel: rr. 5, 9,	
24 - - -	492, 497
overtaking: r. 8 - - -	492
passing: rr. 4, 5, 10	491, 492
points and bends: r. 6	492
UNITED STATES OF AMERICA, WESTERN RIVERS,	
fog: rr. 12, 13, 15, 21	502, 503, 510, 511
lights,	
anchor: rr. 10, 12, 13,	
15 - - -	509, 510
barges, etc.: r. 15 - -	503-505
ferries - - -	503, 504
fishing boats: rr. 12,	
15 ( <i>d</i> ) - - -	509, 510
open boats: r. 13 - -	506, 510
overtaken sailing vessel:	
r. 25 - - -	511
pilot boats: r. 11 - -	509
rafts: rr. 12, 15 ( <i>d</i> )	505, 509, 510
small craft: r. 9 - - -	509
steamers,	
coasting: r. 7 - - -	508
ocean: r. 3 - - -	507
river: r. 6 - - -	508
with one chimney - -	504
searchlights - - -	506
tugs and tows: rr. 4, 8	504, 505, 508, 509
unauthorised - - -	506
warships: r. 14 - - -	510
signals,	
“cross”: r. 2 - - -	499
danger: rr. 1, 2, 4, 9 - -	499, 500, 502
docking: r. 7 - - -	500
fog: rr. 12, 13, 15	502, 503, 510
narrow channels: r. 3 - -	500
overtaking: r. 8 - - -	501
passing: rr. 1, 10 - -	498, 502
points and bends, at: r. 6	500

	PAGE		PAGE
UNITED STATES OF AMERICA,		WEAVER NAVIGATION,	
WESTERN RIVERS— <i>continued.</i>		berthing regulations: rr. 7, 8,	
steering and sailing rules,		9 - - - - -	519
Cairo Point, at: r. 1 -	499	explosives: rr. 36, 9-13 -	524
course and speed: r. 9 -	501	fenders: r. 3 - - - -	519
crossing: rr. 5, 8, 9, 19	500,	freeboard: r. 3 - - -	519
501, 511		lights: rr. 9, 14-16, 27, 28	520-523
meeting: rr. 1, 2, 4, 10,		lock regulations: rr. 10, 12-14,	
17, 18	499, 500,	16, 26, 29, 35 - - -	520-523
	502, 511	rules of the road: rr. 19-25	521,
narrow channels: r. 3 -	500		522
overtaking: rr. 8, 22 -	501,	ship-keeper: r. 8 - - -	520
	511	speed: rr. 13, 16, 21-23, 25	521,
			522
WARKWORTH HARBOUR,		towage regulations: rr. 5, 27-	
anchor buoy: r. 3 - - -	513	29 - - - - -	519, 522, 523
regulations: r. 4 - - -	513	whistle: r. 29 - - - -	523
berthing regulations: rr. 2, 3		WHITBY - - - - -	524
	513	WINDERMERE LAKE,	
lights: rr. 5, 6 - - - -	513	ferry-boats: r. 21 - - -	528
ship-keeper: r. 8 - - - -	514	fog: r. 8 - - - - -	527
towage regulations: rr. 7, 18	514	lights: rr. 1-7 - - - -	525-527
		mooring regulations: r. 7 -	527
WATERFORD. <i>See</i> SUIR, RIVER.		small craft: r. 5 - - - -	526, 527
anchor regulations: r. 10 -	515	speed: rr. 8, 16, 22 - -	527-529
berthing regulations: rr. 1, 2,		steering and sailing rules: r. 9	528
6, 11, 16-18, 20, 23 -	514-516	tug and tow: rr. 3, 4 - -	526
explosives: rr. 2, 3, 5 -	516, 517	whistle: rr. 13, 18, 20 -	528
fairway: rr. 18, 22 - - -	516	WISBECH,	
lights,		anchor buoy: r. 5 - - - -	530
river craft: rr. 1, 2 -	518	mooring regulations: rr. 2, 4,	
steam tugs, etc.: r. 3 -	518	8, 9, 12, 13, 19 - - -	529-531
rules for avoiding collisions:		navigation regulations: rr. 3,	
rr. 24-26 - - - - -	517	16 - - - - -	529, 531
ship-keepers: r. 3 - - - -	515	tug and tow: r. 4 - - - -	530
speed: rr. 32, 25 - - - -	516, 517		

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REGULATIONS

FOR

PREVENTING COLLISIONS AT SEA

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## NOTE BY THE BOARD OF TRADE.

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The Order in Council of 13th October, 1910, reproduces the regulations for preventing collisions at sea and the regulations relating to distress signals which have been in force since 1897, and also embodies, in articles 8 and 9 respectively, the regulations as to the lights of steam pilot vessels and the lights and signals of fishing-vessels which were enacted by Order in Council in 1892 and 1906 respectively. It also applies the regulations, with certain reservations, to the vessels of a large number of foreign countries.

No alteration has been made in the requirements of the regulations affecting British vessels.

The previous Orders in Council respecting collision regulations and signals of distress are now obsolete.

AT THE COURT AT ST. JAMES'S,

the 13th day of October, 1910.

PRESENT,

THE KING'S MOST EXCELLENT MAJESTY  
IN COUNCIL.

---

Whereas by Section 418 of the Merchant Shipping Act, 1894, His Majesty is empowered from time to time on the joint recommendation of the Admiralty and the Board of Trade by Order in Council to make regulations for preventing collisions at sea, in the said Act referred to as Collision Regulations:

And whereas by Section 424 of the said Act it is provided that whenever it is made to appear to His Majesty in Council that the Government of any foreign country is willing that the said regulations or any of them should apply to the ships of that country when beyond the limits of British jurisdiction, His Majesty may, by Order in Council, direct that those regulations shall, subject to any limitation of time, conditions and qualifications contained in the Order, apply to the ships of the said foreign country, whether within British jurisdiction or not, and that such ships shall for the purpose of such regulations be treated as if they were British ships:

And whereas by Section 434 of the said Act His Majesty is empowered from time to time by Order in Council to make rules as to signals of distress:

And whereas by Section 734 of the said Act it is provided that where it has been made to appear to His Majesty that the Government of any foreign country is desirous that any of the provisions of that Act which do not apply to the ships of that country, should so apply, and there are no special provisions in the Act for that application, His Majesty in Council may order that such of those provisions as are in the Order specified shall (subject to the limitations, if any, contained therein) apply to the ships of that country, and to the owners, masters, seamen, and apprentices of those ships, when not locally within the jurisdiction of the government of that country, in the same manner in all respects as if those ships were British ships:

And whereas by Section 738 of the said Act it is provided that where His Majesty has power under that Act or any Act amending the same, to make an Order in Council His Majesty may from time to time make that Order in Council and by Order in Council revoke, alter or add to any Order so made :

And whereas by the said last-mentioned Section it is further provided that subject to any special provisions of that Act upon the publication of any such Order the Order shall as from the date of its publication or any later date mentioned in the Order take effect as if it were enacted by Parliament :

And whereas by an Order in Council dated the 27th day of November, 1896, regulations for preventing collisions at sea and as to distress signals were made as regards British ships and boats, and by a subsequent Order dated the 7th day of July, 1897, these regulations were extended, subject to the limitations stated in the Order, to the ships of the several countries specified in Schedule III. to the last mentioned Order :

And whereas by Orders in Council dated respectively the 18th day of August, 1892, the 7th day of July, 1897, and the 4th day of April, 1906, other regulations for the prevention of collisions were made as regards British ships :

And whereas it is expedient to consolidate the regulations which have been made as regards British ships :

And whereas it has been made to appear to His Majesty that the Governments of the several countries mentioned in Schedule II. hereto annexed are willing that the regulations and rules contained in Schedule I. should, subject to the qualifications mentioned in the aforesaid Schedule I. and to the proviso in the case of Chinese ships that the application of the regulations and rules shall be limited to ships of foreign type, apply to the ships of those countries when beyond the limits of British jurisdiction :

And whereas the provisions of Section one of the Rules Publication Act, 1893, have been complied with :

Now therefore, His Majesty, by virtue of the powers conferred on Him by the aforesaid Act, and on the joint recommendation of the Admiralty and the Board of Trade, and by and with the advice of His Privy Council, is pleased to direct that the collision regulations and the rules as to signals of distress contained in Schedule I. to this Order shall apply to all British ships :

And His Majesty is also pleased to direct that the said regulations and rules shall, subject to the aforesaid qualifications and to the proviso in the case of Chinese ships that the regulations and rules will be applicable only to ships of foreign type, apply to the ships of the countries named in Schedule II. to this Order whether they are within British jurisdiction or not, and that such ships shall for the purpose of such regulations and rules be treated as if they were British ships :

And His Majesty is further pleased to direct that this Order shall come into operation on and after the 13th day of October, 1910, and that as and from the coming into operation of this Order the Orders in Council specified in Schedule III. to this Order shall be revoked and the same shall be revoked accordingly.

*Almeric FitzRoy.*

## SCHEDULE I.

*Preliminary.*

These Rules shall be followed by all vessels upon the high seas and in all waters connected therewith, navigable by sea-going vessels.

In the following Rules every steam vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

The word "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these Rules when she is not at anchor, or made fast to the shore or aground.

*Rules concerning Lights, &c.*

The word "visible" in these Rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

Article 1. The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

Article 2. A steam vessel when under way shall carry—

- (a.) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than 20 feet, and if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than 40 feet, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.
- (b.) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- (c.) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to throw the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.
- (d.) The said green and red side-lights shall be fitted with inboard screens projecting at least 3 feet forward

from the light, so as to prevent these lights from being seen across the bow.

- (e.) A steam vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least 15 feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

Article 3. A steam vessel when towing another vessel shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds 600 feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Article 2 (a), except the additional light, which may be carried at a height of not less than 14 feet above the hull.

Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

Article 4.—(a.) A vessel which from any accident is not under command shall carry at the same height as the white light mentioned in Article 2 (a), where they can best be seen, and, if a steam vessel, in lieu of that light, two red lights, in a vertical line one over the other, not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles; and shall by day carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each 2 feet in diameter.

(b.) A vessel employed in laying or in picking up a telegraph cable shall carry in the same position as the white light mentioned in Article 2 (a), and if a steam vessel, in lieu of that light, three lights in a vertical line one over the other, not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon, at a distance of at least 2 miles. By day she shall carry in a vertical line one over the other, not less than 6 feet apart, where they can best be seen, three shapes not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(c.) The vessels referred to in this Article when not making way through the water, shall not carry the side lights, but when making way shall carry them.

(d.) The lights and shapes required to be shown by this Article are to be taken by other vessels as signals that the vessel showing them is not under command and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Article 31.

Article 5. A sailing vessel under way, and any vessel being towed, shall carry the same lights as are prescribed by Article 2 for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

Article 6. Whenever, as in the case of small vessels under way during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept at hand lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

Article 7. Steam vessels of less than 40, and vessels under oars or sails of less than 20, tons gross tonnage, respectively, and rowing boats, when under way, shall not be obliged to carry the lights mentioned in Article 2 (a) (b) and (c), but if they do not carry them they shall be provided with the following lights:—

1. Steam vessels of less than 40 tons shall carry:

(a) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Article 2 (a), and of such a character as to be visible at a distance of at least 2 miles.

(b) Green and red side-lights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

2. Small steamboats, such as are carried by sea-going vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the combined lantern, mentioned in sub-division 1 (b).

3. Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

4. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

The vessels referred to in this Article shall not be obliged to carry the lights prescribed by Article 4 (a), and Article 11, last paragraph.

Article 8. Pilot-vessels, when engaged on their station on pilotage duty, shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their side-lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board, may show the white light instead of carrying it at the masthead, and may, instead of the coloured lights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

A steam pilot-vessel exclusively employed for the service of pilots licensed or certified by any pilotage authority or the Committee of any pilotage district, when engaged on her station on pilotage duty and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of eight feet below her white masthead light a red light visible all round the horizon and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles, and also the coloured side-lights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and at anchor she shall carry, in addition to the lights required for all pilot boats, the red light above mentioned, but not the coloured side-lights.

Pilot-vessels, when not engaged on their station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

Article 9.\*† Fishing-vessels and fishing-boats, when under way and when not required by this Article to carry or show the lights herein-after specified shall carry or show the lights prescribed for vessels of their tonnage under way.

(a.) Open boats, by which it is to be understood boats not protected from the entry of sea water by means of a continuous deck, when engaged in any fishing at night with outlying tackle extending not more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light.

Open boats, when fishing at night, with outlying tackle extending more than 150 feet horizontally from the boat into the seaway, shall carry one all-round

\* This article does not apply to Chinese or Siamese vessels.

† The expression "Mediterranean Sea" contained in sub-sections (b) and (c) of this Article includes the Black Sea and the other adjacent inland seas in communication with it.

white light, and in addition, on approaching or being approached by other vessels, shall show a second white light at least 3 feet below the first light and at a horizontal distance of at least 5 feet away from it in the direction in which the outlying tackle is attached.

- (b.)\* Vessels and boats, except open boats as defined in subdivision (a), when fishing with drift-nets, shall, so long as the nets are wholly or partly in the water, carry two white lights where they can best be seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 feet and not more than 15 feet, and so that the horizontal distance between them, measured in a line with the keel, shall be not less than 5 feet and not more than 10 feet. The lower of these two lights shall be in the direction of the nets, and both of them shall be of such a character as to show all round the horizon, and to be visible at a distance of not less than 3 miles.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea† sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights; should they, however, not carry it, they shall show in the same position (in the direction of the net or gear) a white light, visible at a distance of not less than one sea mile, on the approach of or to other vessels.

- (c.) Vessels and boats, except open boats as defined in subdivision (a), when line-fishing with their lines out and attached to or hauling their lines, and when not at anchor or stationary within the meaning of subdivision (h), shall carry the same lights as vessels fishing with drift-nets. When shooting lines, or fishing with towing lines, they shall carry the lights prescribed for a steam or sailing vessel under way respectively.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea† sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights; should they, however, not carry it, they shall show in the same position (in the direction of the lines) a white light, visible at a distance of not less than one sea mile on the approach of or to other vessels.

- (d.) Vessels, when engaged in trawling, by which is meant the dragging of an apparatus along the bottom of the sea—

1. If steam vessels, shall carry in the same position as the white light mentioned in Article 2 (a).

\* Dutch vessels and boats when engaged in the "kol," or hand-line, fishing will carry the lights prescribed for vessels fishing with drift nets.

† Also, as regards Russian vessels, in the seas (excluding the Baltic) bordering the coasts of Russia.

a tricoloured lantern so constructed and fixed as to show a white light from right ahead to two points on each bow, and a green light and a red light over an arc of the horizon from two points on each bow to two points abaft the beam on the starboard and port sides respectively; and not less than 6 nor more than 12 feet below the tricoloured lantern a white light in a lantern, so constructed as to show a clear uniform and unbroken light all round the horizon.

2. If sailing vessels, shall carry a white light in a lantern, so constructed as to show a clear uniform and unbroken light all round the horizon, and shall also, on the approach of or to other vessels, show where it can best be seen a white flare-up light or torch in sufficient time to prevent collision.

All lights mentioned in sub-division (d) 1 and 2 shall be visible at a distance of at least 2 miles.

- (e.) Oyster dredgers and other vessels fishing with dredge-nets shall carry and show the same lights as trawlers.
- (f.) Fishing-vessels and fishing-boats may at any time use a flare-up light in addition to the lights which they are by this Article required to carry and show, and they may also use working lights.
- (g.) Every fishing-vessel and every fishing-boat under 150 feet in length, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile.

Every fishing-vessel of 150 feet in length or upwards, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile, and shall exhibit a second light as provided for vessels of such length by Article 11.

Should any such vessel, whether under 150 feet in length, or of 150 feet in length or upwards, be attached to a net or other fishing gear, she shall on the approach of other vessels show an additional white light at least 3 feet below the anchor light, and at a horizontal distance of at least 5 feet away from it in the direction of the net or gear.

- (h.) If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall in daytime haul down the day-signal required by sub-division (k); at night show the light or lights prescribed for a vessel at anchor; and during fog, mist, falling snow, or heavy rain-storms make the signal prescribed for a vessel at anchor. (See sub-division (d), and the last paragraph, of Article 15.)
- (i.) In fog, mist, falling snow, or heavy rain-storms, drift-net vessels attached to their nets, and vessels when

trawling, dredging, or fishing with any kind of dragnet, and vessels line fishing with their lines out, shall, if of 20 tons gross tonnage or upwards, respectively, at intervals of not more than one minute make a blast; if steam vessels, with the whistle or siren, and if sailing vessels, with the fog-horn; each blast to be followed by ringing the bell. Fishing 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 one minute.

- (k.) All vessels or boats fishing with nets or lines or trawls, when under way, shall in daytime indicate their occupation to an approaching vessel by displaying a basket or other efficient signal where it can best be seen. If vessels or boats at anchor have their gear out, they shall, on the approach of other vessels, show the same signal on the side on which those vessels can pass.

The vessels required by this Article to carry or show the lights herein-before specified shall not be obliged to carry the lights prescribed by Article 4 (a), and the last paragraph of Article 11.

Article 10. A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be shown by this Article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of 12 points of the compass, viz., for 6 points from right aft on each side of the vessel, so as to be visible at a distance of at least 1 mile. Such light shall be carried as nearly as practicable on the same level as the side-lights.

Article 11. A vessel under 150 feet in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 1 mile.

A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20, and not exceeding 40, feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than 15 feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed by Article 4 (a).

Article 12. Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these Rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal.

Article 13. Nothing in these Rules shall interfere with the operation of any special rules made by the Government of any

nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by shipowners, which have been authorized by their respective Governments and duly registered and published.

Article 14. A steam vessel proceeding under sail only, but having her funnel up, shall carry in daytime, forward, where it can best be seen, one black ball or shape 2 feet in diameter.

*Sound-Signals for Fog, &c.*

Article 15. All signals prescribed by this Article for vessels under way shall be given :

1. By "steam vessels" on the whistle or siren.

2. By "sailing vessels and vessels towed" on the fog-horn.

The words "prolonged blast" used in this Article, shall mean a blast of from 4 to 6 seconds' duration.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell.\* A sailing vessel of 20 tons gross tonnage or upwards shall be provided with a similar fog-horn and bell.

In fog, mist, falling snow, or heavy rain-storms, whether by day or night, the signals described in this Article shall be used as follows, viz. :—

- (a.) A steam vessel having way upon her, shall sound, at intervals of not more than 2 minutes, a prolonged blast.
- (b.) A steam vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than 2 minutes, 2 prolonged blasts, with an interval of about 1 second between them.
- (c.) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (d.) A vessel, when at anchor, shall, at intervals of not more than 1 minute, ring the bell rapidly for about 5 seconds.
- (e.) A vessel, when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to manœuvre as required by these Rules shall, instead of the signals prescribed in sub-divisions (a) and (c) of this Article, at intervals of not more than two minutes, sound three blasts in succession, viz. :

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\*.In all cases where the Rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small sea-going vessels.

one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

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, &c.*

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.
- (c.) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d.) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e.) A vessel which has the wind aft shall keep out of the way of the other vessel.

Article 18. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This Article only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve

\* 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.

risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own: and, by night, to cases in which each vessel is in such a position as to see both the side-lights of the other.

It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Article 19. When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Article 20. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

Article 21. Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed.

*Note.*—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (See Articles 27 and 29.)

Article 22. Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Article 23. Every steam vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Article 24. Notwithstanding anything contained in these Rules, every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, *i.e.*, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these Rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward or abaft this direction

from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

Article 25. In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fair-way or mid-channel which lies on the starboard side of such vessel.

Article 26. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This Rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing-vessels or boats.

Article 27. In obeying and construing these Rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above Rules necessary in order to avoid immediate danger.

*Sound Signals for Vessels in Sight of one Another.*

Article 28. The words "short blast" used in this Article shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam vessel under way, in taking any course authorized or required by these Rules, shall indicate that course by the following signals on her whistle or siren, viz. :—

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going full speed astern."

*No Vessel under any circumstances to neglect proper Precautions.*

Article 29. Nothing in these Rules shall exonerate any vessel, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

*Reservation of Rules for Harbours and Inland Navigation.*

Article 30. Nothing in these Rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river, or inland waters.

*Distress Signals.*

Article 31. When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, viz. :—

In the daytime—

1. A gun or other explosive signal fired at intervals of about a minute;
2. The International Code signal of distress indicated by NC;

3. The distant signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball;
  4. A continuous sounding with any fog-signal apparatus.
- At night—

1. A gun or other explosive signal fired at intervals of about a minute;
2. Flames on the vessel (as from a burning tar-barrel, oil-barrel, &c.);
3. Rockets or shells, throwing stars of any colour or description, fired one at a time, at short intervals;
4. A continuous sounding with any fog-signal apparatus.

#### SCHEDULE II.

*List of countries to which the regulations contained in Schedule I. apply, subject to the limitations and conditions stated in the Order and the Schedule.*

Argentine Republic.	Egypt.	Peru.
Austria-Hungary.	France.	Portugal.
Belgium.	Germany.	Roumania.
Brazil.	Greece.	Russia.
Bulgaria.	Guatemala.	Siam.
Chile.	Italy.	Spain.
China.	Japan.	Sweden.
Costa Rica.	Mexico.	Turkey.
Denmark.	Netherlands.	United States.
Ecuador.	Norway.	Venezuela.

#### SCHEDULE III.

*Orders in Council revoked.*

Date.	Subject.
14th August, 1879.	Approving new regulations for British vessels, and applying them to the vessels of certain foreign countries.
27th November, 1880.	Applying the regulations of 1879 to the vessels of certain other foreign countries.
9th September, 1884.	Applying the regulations of 1884 to French vessels.
30th December, 1884.	Applying the same regulations to the vessels of certain other foreign countries.
19th May, 1885.	Applying the same regulations to the vessels of certain other foreign countries.
9th July, 1885.	Applying the same regulations to Turkish vessels.
17th September, 1885.	Applying the same regulations to Chilian vessels.
18th August, 1892.	Approving regulations as to the lights of British steam pilot vessels.
27th November, 1896.	Approving new regulations for British ships.
7th July, 1897.	Directing that the Order of 1892 shall be construed as referring to the regulations of 1896.
7th July, 1897.	Applying the regulations of 1896 to the vessels of certain foreign countries.
4th April, 1906.	Approving new regulations for British fishing vessels.

Telegrams, "Potter, Minories, London."

**J. D. POTTER,**

ADMIRALTY AGENT FOR CHARTS,

AND

PUBLISHER OF NAUTICAL WORKS.

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145. MINORIES,

LONDON, E. 1.

# ADMIRALTY CHARTS.

(Published by the Hydrographic Department.)

## INCORRECT CHARTS.

The attention of the Board of Trade has frequently been called to cases in which British vessels have been endangered or wrecked through Masters attempting to navigate them by means of antiquated or otherwise defective Charts.

The Board of Trade desire, therefore, to direct the especial attention of Shipowners and their Servants and Agents to the necessity of seeing that the Charts taken or sent on board their Ships are corrected down to the time of sailing. Neglect to supply a Ship with proper Charts will be brought prominently before the Court of Inquiry in the event of a wreck occurring from that cause.

## EXAMINATION OF SHIPS' CHARTS.

J. D. Potter undertakes the examination of Ships' sets of charts after every voyage, or at stated periods; and will report to the Owners the necessary new editions required to bring the sets up to date. The fee for this examination is 21/- per 100 charts.

J. D. Potter does not undertake the correction of these old charts.

## ALTERATION IN SYSTEM OF DATING CHARTS FOR CORRECTIONS.

**Date of alteration.**—Notices dated 1st May 1918.

The existing system of dating Admiralty charts for Admiralty Notices to Mariners is to be superseded by the following:—

When a chart is corrected for an Admiralty Notice to Mariners, the year and the number of the Notice is to be inserted in the bottom left-hand corner of the chart, thus:—1918—2, 17, 46, etc.

**Remarks**—Charts which have been cancelled for any cause other than the issue of a new edition, will carry in the bottom left-hand corner in brackets the date of such cancelling, thus:—

1918—2, 17, 46 (X. 21) 50, 62, etc.; 1919—(I. 26). 40, 72, etc.

*Notations enclosed in square lines thus : 6.18 are references for use at the Admiralty only.*

# ADMIRALTY CHARTS,

(Published by the Hydrographic Department)

**R**EPORT OF PROCEEDINGS of the International Hydrographic Conference London, June, 1919 (published by His Majesty's Stationery Office, 1920) when Fifty-one Delegates representing Twenty-five States attended in General Meeting at the invitation of the British Government. This Report will be found most interesting reading to the Nautical profession. It contains over two hundred pages of evidence and reports dealing with the examination of many questions of practical and scientific interest in connection with navigation and marine survey, and is a comprehensive summary of the proceedings of one of the most important international conferences held for the purpose of improving the hydrographic services of the Governments of the Maritime States. ... .. 10 6

The International Hydrographic Bureau entered upon its functions in July 1921.

A 16 page Pamphlet (Gratis).

## WRECKS—Uniform System for Correction of Charts.

With a view to establishing a uniform system for the correction of charts in regard to sunken wrecks, the procedure, as detailed in Notice to Mariners, No. 1066 of the year 1921, will in future be adopted and gradually introduced on the charts.

**NOTE.**—For the latest information respecting alteration of system for corrections on the Admiralty Charts, reference should be made to the Sailing Directions (Pilot Books) under the heading of "GENERAL NAVIGATION," following the Contents of the volume; also to the Current Monthly Notices under the heading of "GENERAL NOTICES" issued by the Board of Trade, Mercantile Marine Department.

## ADMIRALTY CHARTS.

- Official Catalogue of Admiralty Charts, Plans, and Sailing Directions. A Vol. of 330 pages and 45 Index Charts ... .. No charge.
- On the Correction and Use of Charts, Light Lists, and Sailing Directions. 40 pp., bound red cloth ... .. No charge.

In the London *Daily Express* of the 14th July, 1921 the following paragraph appeared:—

### Chartless U.S. Navy.

The United States Navy hydrographic records show that there are 1,200 points on the globe which can be reached only by the use of British Admiralty Charts.

# ADMIRALTY CHARTS.

(Published by the Hydrographic Department)

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ATLAS. Meteorological Charts for the Atlantic Ocean  
contains the following charts:—

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# ADMIRALTY CHARTS.

(Published by the Hydrographic Department)

Probably there are but few persons connected with the Nautical World who have not heard of the Hydrographic Department of the Admiralty. A large number, however, must naturally be unaware of the immense amount of work done by the Officers associated with this vast but unpretentious establishment—vast on account of the wide scope of its operations, unpretentious by reason of the quiet and business-like way in which the whole of its important duties are carried out. On the second floor of the new building in Whitehall, known as the Admiralty, are to be found the Officers who painstakingly inform “those who go down to the sea in ships” where they can navigate their vessels in safety, and where they cannot do so.

It appears from the “Encyclopædia Britannica” that nautical (loxodromic or compass) maps made their first appearance in Italy in the 13th century, the oldest which has been preserved coming from Pisa, and belonging to the middle of that century, and when the loxodromic maps came into existence, handbooks with sailing directions accompanied them. In England the word “map” became applicable only to a land map, and the sea map became known as a “chart.” As early as the 14th century this expression appears to have been used to distinguish a sea map, but it is stated it did not become general till the 16th century. In 1583 one Lucas Janszoon Waghenaer, of Enkhuyzen, who belonged to the School of Mercator, became the founder of nautical map collections. In Holland a Cartographer to the States-General was appointed in 1633, and it was his duty to examine the ships’ logs and so amend the maps.

Prior to 1795 the Royal Navy of England and its Mercantile Marine were dependent for their supplies of charts and sailing directions, upon surveys made by Captains Cook, Lane, Gould, Hurd (afterwards Hydrographer), Vancouver (one of Cook’s best lieutenants), Flinders, and Mackenzie. Up to about 1790 the surveys made appear to have been of a semi-official character notwithstanding the fact that those engaged in the work were employed and paid by the Admiralty.

By an Order in Council in the year 1795, a Hydrographical Office was established, and a Hydrographer appointed, whose duties, as defined by the said Order were “to take charge and custody of such plans and charts as then were, or should thereafter be, deposited in the Admiralty, and to select and compile such information as might appear to be requisite for the purpose of improving navigation.”

The gentleman selected by Earl Spencer in 1795 for the post of first Hydrographer was Mr. Alexander Dalrymple, an officer in the East India Company’s Service.

In 1786 the Catalogue of that Company comprised 347 Charts between England, the Cape, India, and China.

Mr. Dalrymple commenced his official duties at the Admiralty with one assistant and a draughtsman.

It may be interesting to give the Staff of Officers at present (1920) engaged in this Department:—

The Hydrographer, Assistant Hydrographer, Chief Civil Assistant, Superintendent of Charts, Assistant Superintendent of Charts, Superintendent of Sailing directions, Superintendent of Chart Issues, Superintendent of Meteorological Branch, Superintendent of Tidal Work, twelve Naval Assistants to the Hydrographer, Director of Navigation and seven Assistants, sixteen Cartographers, Staff Clerks Second Division Clerks, Assistant Clerks, Draughtsmen. Women Clerks and others; total exceeds One Hundred and Fifty Officials.

The valuable work performed by the Hydrographic Department of the Admiralty may be gleaned from a perusal of the Report made by the Hydrographer, and published yearly in July.

In 1920 there were ten Surveying Ships and various Dockyard Launches employed in Hydrographical surveys in many parts of the Globe. The number of officers and men engaged being one thousand and twenty-four.

During the eleven years 1910-1920 no fewer than four thousand seven hundred and forty six rocks and shoals dangerous to navigation were reported.

The general public have little knowledge in regard to the system upon which not only the Admiralty Charts are compiled and distributed, but kept up-to date. A chart is in one sense never complete and the work of the Hydrographer can never attain finality. The earth that is beneath the waters is plastic and shifting. Shoals and rocks are thrown up or disappear, the tearing currents cut continually new paths for their merchant passage, no coast the world over has entire permanence of outline. These tasks of a science invaluable to human intercourse deserve to be more fully understood and appreciated.

It is essential that every chart issued under the authority of the Admiralty should be absolutely correct at the date on which it is sold, so far as the information to hand up to that date permits. The primary function of the surveying service and the Hydrographic Office is to compile and issue charts for the use of His Majesty's ships, but those in authority are fully alive to the fact that correct charts are a *sine qua non* for the merchant service, and that the merchant service is not in a position to supply itself with such charts. The Admiralty, accordingly appointed an Agent, whose duty it is to sell all Charts, Sailing Directions, Light Lists, and other publications issued by the Hydrographic Office.† In addition, there are numerous Sub-Agencies in all the principal Home and Foreign Ports where these Publications are always to be obtained.

The Admiralty Charts are used not only on board almost every vessel of the British mercantile marine, but in the Navies of many foreign countries and nearly all the merchant vessels of the world, whatever flag they may fly. The work of the Surveying Department of the Navy, whether on board the vessels specially detailed for surveying duties or in the Hydrographic Office at the Admiralty, is accordingly, work of very considerable importance.

There are already published over three thousand nine hundred charts; and this number is being added to by new charts at the rate of about fifty each year. In 1830 the first official Catalogue of Charts was issued, and the total number of Charts then catalogued was 962.

From the figures shown on page 23 some idea may be formed of the extent of the work done by this Department, and the very large increase which has taken place in it.

A writer in the *Nautical Magazine*, Sept. 1921, remarks—In forty years the number (charts) has increased more than tenfold, and within the last eight years have more than doubled. One Government Department at least would seem to have ample justification for such an expansion in the number of its staff as has taken place in recent years.

Tide Tables, Light Lists, Distance Tables, and Books of Sailing Directions have been issued for every sea. These publications are in very great request by the Mercantile Marine and Foreign Naval Powers, and many thousands of copies are yearly required to meet these demands. The British Admiralty, of course, retaining large quantities for the needs of the Royal Navy.

The Notices to Mariners issued by the Hydrographer in the year 1885 amounted to 243. Ten years later the figures had grown to 738 of such Notices; for the year 1905, 1,392 were necessary and in 1919 there were 2,311 issued.

# LIST OF NAUTICAL WORKS.

PUBLISHED BY

J. D. POTTER.

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In submitting this catalogue of Nautical Works to students and others, the Publisher would remind them that as the titles of books sometimes give but an imperfect idea of contents, he has invoked the aid of an expert of long and varied experience in Navigation and kindred subjects to somewhat amplify the information given on the title pages of some of the vols., which will assist in the better  
∴ selection of books. ∴

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# ALTITUDE TABLES.

s. d.

**Computed for Intervals of Four Minutes** between the Parallels of Latitude 31° and 60° and Parallels of Declination 0° and 24°, designed for the Determination of the Position Line at all Hour Angles without Logarithmic Computation, by *Frederick Ball, M.A. (late Scholar of Exeter College, Oxford), Chaplain and Naval Instructor in His Majesty's Fleet* ... .. 18 0

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**Alt-Azimuth Tables.** Latitude limits 30° to 64°. Declination limits 23° to 64° published by *Imray, Norie & Wilson* (1922) ... .. 20 0

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**Code Name. DAVIS D.**  
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