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Marine (1897) Department.

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G.O., No. 120 Mar

DATED 12 February 1897

12/2/97

[Despatch Abstract.]

1 Collisions: Orders directing the publication in the London Gazette and all Coast District Gazettes in English and the Vernaculars of the orders of Her Majesty in Council containing Regulations for preventing — at Sea and as to Signals of distress.

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BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
331/97				333. 19-6-06			
398/97	— G.O 267 dated 19-3-97						
1466 of 97	— G.O. 953 dt 22-11-97						
182 of 98	— G.O. 153 dt 3-3-98.						
217 of 98	— " 152 dt 3-3-98						

Government {1897} of Madras.

MARINE.

Recd. } 1897. *Enclosures*

Regd. *Spare copies*

G.O., No. 120, 12th February 1897.

FEBRUARY.

Collisions

Orders directing the publication in the Fort St. George and all Coast District Gazettes, in English and the Vernaculars, of the orders of Her Majesty in Council containing regulations for preventing — at sea and as to signals of distress.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following papers :—

From the Government of India, Finance and Commerce Department, dated Calcutta, the 19th January 1897, No. 308 S.R.

Despatch from Her Majesty's Secretary of State for India, to His Excellency the Right Honourable the Governor-General of India in Council, dated India Office, London, 17th December 1896, No. 166, Revenue.

I forward, for the information of your Excellency's Government, copy of a lettter from the Board of Trade, with two copies of the Order in Council referred to therein, and to direct your special attention to their suggestions as to the distribution of copies of the order.

Dated 7th December 1896.

Enclosures.

From C. BOYLE, Esq., Board of Trade (Marine Department), to the Under Secretary of State, India Office, dated 7, Whitehall Gardens, London, S.W., 7th December 1896, No. M.-20710.

I am directed by the Board of Trade to transmit, for the information of the Secretary of State for India in Council, the enclosed copies of an Order in Council, dated 27th November 1896, by which important alterations are made in the international regulations for preventing collisions at sea.

The new regulations have been accepted by the principal Maritime Powers and will come into operation on the 1st July 1897. It is, therefore, important that the masters and officers of all British vessels should be made acquainted with the new rules before that date, and the Board are causing notices to be distributed at all ports in the United Kingdom, and at some of the principal consular ports abroad. In order to make the distribution as complete as possible, I am to suggest that the Government of India may be moved to cause copies of the new order to be furnished to the Masters of all British vessels in Indian ports which are not expected to be in the United Kingdom before the 1st July 1897.

At the Court at *Osborne House, Isle of Wight*, the 11th day of *August*, 1884.

Present:

The Queen's Most Excellent Majesty in Council.

Whereas by Order in Council made in pursuance of the Merchant Shipping Act Amendment Act, 1862, and dated the fourteenth day of August, one thousand eight hundred and seventy-nine, Her Majesty, on the joint recommendation of the Admiralty and the Board of Trade, was pleased to direct that on and after the first day of September, one thousand eight hundred and eighty, the regulations for preventing collisions at sea contained in an Order in Council dated the ninth day of January, one thousand eight hundred and sixty-three, and the additions by an Order in Council dated the thirteenth day of June, one thousand eight hundred and sixty-eight, made thereto, should be annulled, and that there should be substituted therefor the new regulations contained in the First Schedule to the said first-named Order in Council, and that the same should from and after the first day of September, one thousand eight hundred and eighty, apply to ships of the countries mentioned in the said Second Schedule thereto, whether within British jurisdiction or not.

And whereas by the Orders in Council dated respectively the twenty-fourth day of March, one thousand eight hundred and eighty, the twenty-sixth day of August, one thousand eight hundred and eighty-one, the eighteenth day of August, one thousand eight hundred and eighty-two, the twenty-third day of August, one thousand eight hundred and eighty-three, and the second day of February, one thousand eight hundred and eighty-four, Her Majesty was pleased to direct that the operation of the article numbered 10 of the new regulations contained in the First Schedule of the said Order in Council of the fourteenth day of August, one thousand eight hundred and seventy-nine, should be suspended from time to time.

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty that, so far as regards British ships and boats, the regulations hereinafter set forth shall be substituted for the regulations contained in the First Schedule to the said Order in Council of the fourteenth day of August, one thousand eight hundred and seventy-nine.

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said recited Act, and by and with the advice of Her Privy Council, is pleased to direct that, on and after the first day of September, one thousand eight hundred and eighty-four, the regulations contained in the schedule, hereto shall, so far as regards British ships and boats, be substituted for the regulations contained in the First Schedule to the said Order in Council of the fourteenth day of August, one thousand eight hundred and seventy-nine.

Schedule referred to in this Order.

Regulations for preventing Collisions at Sea.

Art. 1.—In the following rules every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

Rules concerning Lights.

Art. 2.—The lights mentioned in the following articles numbered 3, 4, 5, 6, 7, 8, 9, 10 and 11 and no others, shall be carried in all weathers, from sunset to sunrise.

Art. 3.—A sea-going steam ship when under way shall carry—

(*a*) 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 ship exceeds 20 feet, then at a height above the hull not less than such breadth, a bright white light, so constructed as to show an 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 ship, *viz.*, from right ahead to two points abaft the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.

(*b*) On the starboard side a green light, so constructed as to show an 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 on a dark night, with a clear atmosphere, at a distance of at least two miles.

(*c*) On the port side a red light, so constructed as to show an 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 on a dark night, with a clear atmosphere, at a distance of at least two 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.

Art. 4.—A steam ship, when towing another ship 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, so as to distinguish her from other steam ships. Each of these lights shall be of the same construction and character, and shall be carried in the same position, as the white light which other steam ships are required to carry.

Art. 5.—(*a*) A ship, whether a steam ship or a sailing ship, which from any accident is not under command, shall at night carry, in the same position as the white light which steam ships are required to carry, and, if a steam ship, in place of that light, three red lights in globular lanterns, each not less than 10 inches in diameter, in a vertical line one over the other, not less than three feet apart, 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 shall by day carry in a vertical line one over the other, not less than three feet apart, in front of but not lower than her foremast head, three black balls or shapes, each two feet in diameter.

(*b*) A ship, whether a steam ship or a sailing ship employed in laying or in picking up a telegraph cable, shall at night carry in the same position as the white light which steam ships are required to carry, and, if a steam ship, in place of that light, three lights in globular lanterns each not less than 10 inches in diameter, in a vertical line over one another, 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 that the red lights shall be visible at the same distance as the white light. By day she shall carry in a vertical line one over the other not less than six feet apart, in front of but not lower than her foremast head, three shapes not less than two feet in diameter, of which the top and bottom shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(*c*) The ships referred to in this Article, when not making any 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 ships as signals that the ship showing them is not under command, and cannot therefore get out of the way. The signals to be made by ships in distress and requiring assistance are contained in Article 27.

Art. 6.—A sailing ship under way, or being towed, shall carry the same lights as are provided by Article 3 for a steam ship under way, with the exception of the white light, which she shall never carry.

Art. 7.—Whenever, as in the case of small vessels during bad weather, the green and red side lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, 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.

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.

Art. 8.—A ship, whether a steam ship or a sailing ship, when at anchor, shall carry, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light, in a globular lantern of not less than eight 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 one mile.

Art. 9.—A pilot vessel, when engaged on her station on pilotage duty, shall not carry the light 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.

A pilot vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships.

Art. 10.—Open boats and fishing vessels of less than 20 tons net registered tonnage, 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 boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the 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.

The following portion of this Article applies only to fishing vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre:—

(*a*) All fishing vessels and fishing boats of 20 tons net registered tonnage, or upwards, when under way and when not required by the following regulations in this Article to carry and show the lights therein named, shall carry and show the same lights as other vessels under way.

(*b*) All vessels when engaged in fishing with drift nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 feet and not more than 10 feet; and so that the horizontal distance between them measured in a line with the keel of the vessel shall be not less than 5 feet and not more than 10 feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character, and contained in lanterns of such construction as to show all round the horizon, on a dark night with a clear atmosphere, for a distance of not less than three miles.

(*c*) A vessel employed in line fishing with her lines out shall carry the same lights as a vessel when engaged in fishing with drift nets.

(*d*) If a vessel when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog signal for a vessel at anchor.

(*e*) Fishing vessels and open boats may at any time use a flare-up in addition to the lights which they are by this Article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag net shall be shown at the after part of the vessel, excepting that, if the vessel is hanging by the stern to her trawl, dredge, or drag net, they shall be exhibited from the bow.

(*f*) Every fishing vessel and every open boat when at anchor between sunset and sunrise shall exhibit a white light visible all round the horizon at a distance of at least one mile.

(*g*) In fog, mist, or falling snow, a drift net vessel attached to her nets and a vessel when trawling, dredging or fishing with any kind of drag net, and a vessel employed in line fishing with her lines out, shall at intervals of not more than two minutes make a blast with her fog horn and ring her bell alternately.

Art. 11.—A ship which is being overtaken by another shall show from her stern to such last-mentioned ship a white light or a flare-up light.

Sound signals for fog, etc.

Art. 12.—A steam ship 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 fog horn to be sounded by a bellows or other mechanical means, and also with an efficient bell.* A sailing ship shall be provided with a similar fog horn and bell.

In fog, mist, or falling snow, whether by day or night, the signals described in this Article shall be used as follows; that is to say,—

(*a*) A steam ship under way shall make with her steam whistle, or other steam sound signal, at intervals of not more than two minutes, a prolonged blast.

(*b*) A sailing ship under way shall make with her fog horn, at intervals of not more than two minutes, 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.

(*c*) A steam ship and a sailing ship, when not under way, shall at intervals of not more than two minutes ring the bell.

Speed of Ships to be moderate in fog, etc.

Art. 13.—Every ship, whether a sailing ship or steam ship, shall, in a fog, mist, or falling snow, go at a moderate speed.

Steering and Sailing Rules.

Art. 14.—When two sailing ships 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 ship which is running free shall keep out of the way of a ship which is close-hauled.

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

(*c*) When both are running free with the wind on different sides, the ship 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 ship which is to windward shall keep out of the way of the ship which is to leeward.

(*e*) A ship which has the wind aft shall keep out of the way of the other ship.

Art. 15.—If two ships under steam 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.

* In all cases where the regulations require a bell to be used, a drum will be substituted on board Turkish vessels.

This article only applies to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships 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 ships is end on, or nearly end on, to the other; in other words, to cases in which, by day, each ship 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 ship 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 ship sees another ahead crossing her own course or by night to cases where the red light of one ship is opposed to the red light of the other or where the green light of one ship 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.

Art. 16.—If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Art. 17.—If two ships, one of which is a sailing ship and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

Art. 18.—Every steam ship, when approaching another ship, so as to involve risk of collision, shall slacken her speed or stop and reverse, if necessary.

Art. 19.—In taking any course authorized or required by these regulations, a steam ship under way may indicate that course to any other ship which she has in sight 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 "I am going full speed astern."

The use of these signals is optional, but if they are used the course of the ship must be in accordance with the signal made.

Art. 20.—Notwithstanding anything contained in any preceding Article, every ship, whether a sailing ship or a steam ship, overtaking any other, shall keep out of the way of the overtaken ship.

Art. 21.—In narrow channels every steam ship 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 ship.

Art. 22.—Where by the above rules one of two ships is to keep out of the way, the other shall keep her course.

Art. 23.—In obeying and construing these rules due regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

No ship, under any Circumstances, to neglect proper Precautions.

Art. 24.—Nothing in these rules shall exonerate any ship, 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.

Art. 25.—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 navigation.

Special Lights for Squadrons and Convoys.

Art. 26.—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 ships sailing under convoy.

Art. 27.—When a ship is in distress and requires assistance from other ships or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, that is to say:

In the day time—

(1) A gun 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.

At night—

(1) A gun fired at intervals of about a minute;
(2) Flames on the ship (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.

(Signed) C. L. PEEL.

(Signed) J. F. FINLAY,
Secretary to the Government of India.

At the Court at *Windsor*, the 27th day of *November*, 1896.

Present:

The Queen's Most Excellent Majesty in Council.

Whereas by Section 418 of the Merchant Shipping Act, 1894, Her 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:

And whereas by Section 434 of the said Act Her Majesty is empowered from time to time by Order in Council to make rules as to signals of distress:

And whereas by an Order in Council dated the 11th day of August, 1884, and expressed to be made in pursuance of the Merchant Shipping Act Amendment Act, 1862, and on the joint recommendation of the Admiralty and the Board of Trade, Her Majesty was pleased to direct that, on and after the 1st day of September, 1884, the regulations contained in the schedule thereto (being regulations for preventing collisions at sea and as to signals of distress) should be substituted for the regulations contained in the First Schedule to an Order in Council made under the same Act and on such joint recommendations as aforesaid and dated the 14th day of August, 1879:

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty that the Regulations for Preventing Collisions at Sea contained in the schedule to the said Order in Council dated the 11th day of August, 1884, except the Article numbered 10 in such regulations should, on and after the 1st day of July, 1897, be annulled, and that the Regulations for Preventing Collisions at Sea contained in Schedule I hereto annexed should, on and after the last-mentioned date, be substituted therefor, with the exception aforesaid and come into operation as regards British ships and boats:

And whereas it has been made to appear to Her Majesty that it is expedient that the regulations or rules as to signals of distress contained in the Schedule to the said Order in Council dated the 11th day of August, 1884, should, on and after the said 1st day of July, 1897, be annulled, and that the rules as to signals of distress contained in Schedule II hereto annexed should, on and after the last-mentioned date, be substituted therefor and come into operation as regards British ships and boats:

And whereas the provisions of Section 1 of the Rules Publication Act, 1893, have been complied with:

Now, therefore, Her Majesty, by virtue of the power vested in Her by Section 418 of the Merchant Shipping Act, 1894, and on the joint recommendation of the Admiralty and the Board of Trade, and by and with the advice of Her Privy Council, is pleased to direct that, on and after the 1st day of July, 1897, the Regulations for Preventing Collisions at Sea contained in the Schedule to the said Order in Council dated the 11th day of August, 1884, except the Article numbered 10 in such regulations, shall be annulled, and the Regulations for Preventing Collisions at Sea contained in Schedule I hereto annexed shall be substituted therefor (with the exception aforesaid) and come into operation as regards British ships and boats:

And Her Majesty is further pleased, by virtue of the power vested in Her by Section 434 of the Merchant Shipping Act, 1894, and by and with the advice of Her Privy Council, to direct that, on and after the 1st day of July, 1897, the Regulations or Rules as to signals of distress contained in the schedule to the said Order in Council dated the 11th day of August, 1884, shall be annulled and the rules as to signals of distress contained in Schedule II hereto annexed shall be substituted therefor and come into operation as regards British ships and boats.

(Signed) C. L. PEEL.

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 clear atmosphere.

Art. 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.

Art. 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 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.

Art. 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.

Art. 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 signal 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.

Art. 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.

Art. 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.

Art. 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 steam boats, 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.

Art. 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 mast head, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 15 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 station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

Art. 9.*

Art. 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 will deal with regulations affecting fishing boats, and will be the subject of another Order, which will be submitted to Her Majesty for approval at a later date.

Art. 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*).

Art. 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.

Art. 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.

Art. 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.

Art. 15. All signals prescribed by this Article for vessels under way shall be given:

1. By "steam vassels" 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 2 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 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.

Art. 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.

* 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.

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.

Art. 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 as the wind aft shall keep out of the way of the other vessel.

Art. 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 any where but ahead.

Art. 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.

Art. 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.

Art. 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.)

Art. 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.

Art. 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.

Art. 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 on 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.

Art. 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.

Art. 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.

Art. 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.

Art. 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.

Art. 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.

Art. 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.

Schedule II.

Distress Signals.

Art. 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 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. 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.

(Signed) J. F. FINLAY,
Secretary to the Government of India.

Ordered that the Orders in Council be published in the *Gazette of India*,

Despatch from the Secretary of State for India, No. 166 (Revenue), dated the 17th December 1896.
Letter from the Board of Trade, No. M.-20710, dated the 7th December 1896.

that copy with copy of the papers noted in the margin be forwarded to the Governments of Madras, Bombay and Bengal and to the Chief Commissioner of Burma, in continuation of the communi-

cation from this Department, No. 391, dated the 28th January 1880, with the request that the suggestions made in paragraph 2 of the Board's letter may be given effect to, and

Despatch from the Secretary of State for India, No. 166 (Revenue), dated the 17th December 1896.
Letter from the Board of Trade, No. M.-20710, dated the 7th December 1896.

that copy with copy of the marginally-noted papers be forwarded in continuation of No. 391, dated the 28th January 1880, to the Foreign Department for communication to the Native States and to the Military (Marine) Department.

(Signed) J. E. O'CONOR,
Asst. Secy. to the Government of India.

Order—No. 120, Marine, dated 12th February 1897.

Ordered to be published in the Fort St. George and all Coast District Gazettes, in English and the Vernaculars.

2. The Presidency Port Officer will arrange for copies of the new orders to be furnished to the masters of all British vessels in Indian ports which are not expected to be in the United Kingdom before the 1st July 1897, and will apply direct to the Superintendent, Government Press, for the number of copies in pamphlet form which he may require for distribution.

3. Great care will be necessary to secure accuracy of translation, especially as regards the nautical terms used. The translations should, therefore, be made in direct communication with the Presidency Port Officer, who will arrange to test the accuracy and clearness of the Vernacular versions of the rules. The translations of the existing regulations will afford some help, but should the assistance of professional experts be needed for the technical terms, it should be engaged.

4. The Presidency Port Officer will examine the revised regulations with a view to seeing whether any modification will be necessary in the illustrative diagrams approved in G.O., No. 190, Marine, dated 13th May 1880. If so, an amended pamphlet of the abridged rules should be issued.

5. Copies of both the English and Vernacular pamphlets should be sent to Port Officers for free distribution to all masters of vessels, including native craft, with express intimation that the revised rules will come into force on the 1st July 1897. A similar notice should be printed on the outside of the pamphlets, both English and Vernacular.

6. The Resident in Travancore and Cochin will, under orders in the Political Department, take the requisite action in regard to vessels touching at ports in those States. The Superintendent, Government Press, will supply the Resident with the requisite number of copies of the pamphlet, English and Vernacular.

(True Extract.)

Under Secretary to Government.

To the Superintendent, Government Press.
" Presidency Port Officer.
" Resident in Travancore and Cochin, through the Political Department.

" Collectors of Coast Districts.
" Tamil Translator to Government.
" Telugu " "
" Malayalam " "
" Canarese " "
" Hindustani " "

Exd. A. Streeramooloo.

Marine
PUBLIC WORKS DEPARTMENT.

The Hon'ble Mr. Bliss C.I.E
urgent
Print urgently

Collisions at Sea

PROCEEDINGS OF THE MADRAS GOVERNMENT.

No 120 marginal of 12 February 1897

READ the following

From the Government of India
Finance & Commerce Dept: } No. 6. No. 308-S.R dy 19 Jany/97.

Ordered to be publ=
=lished in the Fort St. George
and all Coast District
Gazettes, in English and the
Vernaculars.

2. The Presidency Port
officer will arrange for copies
of the new orders to be fur=
=nished to the masters of
all British vessels in Indian
ports which are not expect=
=ed to be in the united
Kingdom before the 1st July
1897, and will apply direct
to the Supt: Government Press
for the number of copies in
pamphlet form which he
may require for distribution

Great

× Already published in the Fort St. George Gazette of the 2nd Febry 1897

(The Hon'ble the Chief Secy: to Govt: for favour of Counter-initials with reference to Para-6)

40—300—6-3-96.

3. Great care will be necessary to secure accuracy of translation especially as regards the nautical terms used. The translations should, therefore, be made in direct communication with the Presidency Port officer, who will arrange to test the accuracy and clearness of the Vernacular versions of the Rules. The translations of the existing regulations will afford some help, but should the assistance of professional experts be needed for the technical terms, it should be engaged.

4. The Presidency Port officer will examine the revised Regulations with a view to seeing whether any modification will be necessary in the illustrative diagrams approved in G.O 190 Marine d/ 13th May 80. If so, an amended pamphlet of

Mr. Ma former recd: I believe the word "port" was translated by the Vernacular word for "harbour"; so that the native vessels on the W. Coast took to carrying their light and different sides according as they were going up or down the Coast!!

HS
11/2/97

of the abridged rules should be issued.

5. Copies of both the English and Vernacular pamphlets should be sent to Port officers for free distribution to all masters of vessels, including native craft, with express intimation that the revised rules will come into force on the 1st July 1897. A similar notice should be printed on the outside of the pamphlets, both English & Vernacular.

6. The Resident in Travancore & Cochin will, under orders in the Political Dept, take the requisite action in regard to vessels touching at ports in those States. The Supt: Govt: Press will supply the Resident with the requisite number of copies of the Pamphlet, English & Vernacular.

8/2/97

The Supt: Govt: Press
" P. P. O.
" Resident in T & C, through the Pol: Dept:
" Collectors of Coast Dists
" Tamil Translator to Govt:
" Telugu — do —
" Malayalam — do —
" Canarese — do —
" Hindustani — do —

9.2.97

urgent

Marine (1897) Department.

CURRENT No. 146

Order

From The Govt: of India
Finance & Commerce
Deptt:.

No. 308 S.R.

Dated 19.1.97
Received 3.2.97
Enclosures 4
Spare copies

SUBJECT.

Regulations for preventing Collisions at Sea and as to Signals of distress:— Forwdg copy of Orders of H. M. in Council containing

Issue soon— 1/2/97
19/1/97
W

W/C
The Hon'ble has seen the draft & with minor changes he assumes that he has no objection to issue.
2/2/97

Requisition for paying 1550 on the S. negs. 4/2/97
Recd 8.2.97
7★ 11/2/97

M 4.
1,000—8-8-96.

BACK PAPERS.

G.O.	No.	Department.	Date.
400	Copy	Mar	23-7-86
601	"	"	7-12-80
450	"	"	10-9-80
361	"	"	21-7-80
190	"	"	13-6-80
110	"	"	22-3-80
60	"	"	13-2-80
561	"	"	30-10-25
560	"	"	31-10-25

FURTHER PAPERS.

G.O.	No.	Department.	Date.
	953	Mar:	22-11-97

No. 302 - S.R. 1 P

Government of India.

Finance and Commerce Department.

Calcutta, the 19th January 1897.

SECR. GOVT. MADRAS. RECD. 27 JAN 97 REV. DEPT.

Read the following Orders of Her Majesty in Council dated respectively the 11th August 1884 and the 27th November 1896 containing regulations for preventing collisions at Sea and as to Signals of distress.

9 P

Ordered that the Orders in Council be published in the Gazette of India: that copy with copy of the papers noted in the margin be forwarded to the Governments of Madras, Bombay and Bengal and to the Chief Commissioner of Burma, in continuation of

Despatch from the Secretary of State for India No. 166 (Revenue) of the 17th December 1896.
Letter from the Board of Trade No. M 20710 of 15th December 1896.

the

India Office.

Revenue
No. 166.

London, 17th December 1896.

To His Excellency the Right Honourable the
Governor General of India in Council.

My Lord,

I forward for the information
of Your Excellency's Government copy
Dated 7th December 1896 } of a letter from the Board of Trade,
with two copies of the Order in Council
referred to therein, and to direct your
special attention to their suggestions
as to the distribution of copies of
the Order.

I have &c:

Sd/ George Hamilton.

Mr. 20710.

35 P

Board of Trade (Marine Department)
7. Whitehall Gardens,
London, S.W.
7th December 1896.

Sir,

I am directed by the Board of Trade to transmit, for the information of the Secretary of State for India in Council the enclosed copies of an Order in Council dated 27th November 1896, by which important alterations are made in the international regulations for preventing collisions at Sea.

The new regulations have been accepted by the principal Maritime Powers and will come into operation on the 1st July 1897. It is, therefore, important that the Masters and Officers of all British vessels should be made acquainted with the new rules before that date, and the Board are causing notices to be distributed at all ports in the United Kingdom, and at some of the principal Consular ports abroad. In order to make the distribution as complete as possible, I am to suggest that the Government of India may be moved to cause copies of the new Order to be furnished to the Masters of all British vessels in Indian ports which are not expected to be in the United Kingdom before the 1st July 1897.

I have &c.
Sd Courtenay Boyle

The Under Secretary of State,
India Office.

P.W. 2.4
14.6.97

At the Court at *Osborne House, Isle of Wight*, the 11th day of *August*, 1884.

PRESENT:

The Queen's Most Excellent Majesty in Council.

Whereas by Order in Council made in pursuance of the Merchant Shipping Act Amendment Act, 1862, and dated the fourteenth day of August, One thousand eight hundred and seventy-nine, Her Majesty, on the joint recommendation of the Admiralty and the Board of Trade, was pleased to direct that on and after the first day of September, one thousand eight hundred and eighty, the Regulations for preventing Collisions at Sea contained in an Order in Council dated the ninth day of January, one thousand eight hundred and sixty-three, and the additions by an Order in Council dated the thirteenth day of June, one thousand eight hundred and sixty-eight, made thereto, should be annulled, and that there should be substituted therefor the new Regulations contained in the first schedule to the said first-named Order in Council, and that the same should from and after the first day of September, one thousand eight hundred and eighty, apply to ships of the countries mentioned in the said second schedule thereto, whether within British jurisdiction or not.

And whereas by the Orders in Council dated respectively the twenty-fourth day of March, one thousand eight hundred and eighty, the twenty-sixth day of August, one thousand eight hundred and eighty-one, the eighteenth day of August, one thousand eight hundred and eighty-two, the twenty-third day of August, one thousand eight hundred and eighty-three, and the second day of February, one thousand eight hundred and eighty-four, Her Majesty was pleased to direct that the operation of the Article numbered 10 of the New Regulations contained in the first schedule of the said Order in Council of the fourteenth day of August, one thousand eight hundred and seventy-nine, should be suspended from time to time.

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty that, so far as regards British ships and boats, the regulations hereinafter set forth shall be substituted for the regulations contained in the first schedule to the said Order in Council of the fourteenth day of August, one thousand eight hundred and seventy-nine.

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said recited Act, and by and with the advice of Her Privy Council is pleased to direct that, on and after the first day of September, one thousand eight hundred and eighty-four, the regulations contained in the schedule, hereto shall, so far as regards British ships and boats be substituted for the regulations contained in the first schedule to the said Order in Council of the fourteenth day of August, one thousand eight hundred and seventy-nine.

Schedule referred to in this Order.

Regulations for preventing Collisions at Sea.

Art 1. In the following rules every steam ship which is under sail and not under steam is to be considered a sailing ship; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

Rules concerning Lights.

Art 2. The lights mentioned in the following Articles numbered 3, 4, 5, 6, 7, 8, 9, 10 and 11 and no others, shall be carried in all weathers, from sunset to sunrise.

Art. 3. A seagoing steam ship when under way shall carry :—

(*a*) 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 ship exceeds 20 feet, then at a height above the hull not less than such breadth, a bright white light, so constructed as to show an 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 ship, *viz.*, from right ahead to two points abaft the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.

(*b*) On the starboard side a green light, so constructed as to show an 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 on a dark night, with a clear atmosphere, at a distance of at least two miles.

(*c*) On the port side a red light, so constructed as to show an 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 on a dark night, with a clear atmosphere, at a distance of at least two 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.

Art. 4. A steam ship when towing another ship 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, so as to distinguish her from other steam ships. Each of these lights shall be of the same construction and character, and shall be carried in the same position, as the white light which other steam ships are required to carry.

Art. 5. (*a*) A ship, whether a steam ship or a sailing ship, which from any accident is not under command, shall at night carry, in the same position as the white light which steam ships are required to carry, and, if a steam ship, in place of that light, three red lights in globular lanterns, each not less than 10 inches in diameter, in a vertical line one over the other, not less than three feet apart, 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 shall by day carry in a vertical line one over the other, not less than three feet apart, in front of but not lower than her foremast head, three black balls or shapes, each two feet in diameter.

(*b*) A ship, whether a steam ship or a sailing ship employed in laying or in picking up a telegraph cable, shall at night carry in the same position as the white light which steam ships are required to carry, and, if a steam ship, in place of that light, three lights in globular lanterns each not less than 10 inches in diameter in a vertical line over one another, 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 that the red lights shall be visible at the same distance as the white light. By day she shall carry in a vertical line one over the other not less than six feet apart, in front of but not lower than her foremast head, three shapes not less than two feet in diameter, of which the top and bottom shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(*c*) The ships referred to in this Article, when not making any 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 ships as signals that the ship showing them is not under command, and cannot therefore get out of the way. The signals to be made by ships in distress and requiring assistance are contained in Article 27.

Art. 6. A sailing ship under way, or being towed, shall carry the same lights as are provided by Article 3 for a steam ship under way, with the exception of the white light, which she shall never carry.

Art. 7. Whenever, as in the case of small vessels during bad weather, the green and red side lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, 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.

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.

Art. 8. A ship, whether a steam ship or a sailing ship, when at anchor, shall carry, where it can best be seen, but at a height not exceeding 20 feet above the hull, a white light, in a globular lantern of not less than 8 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 one mile.

Art 9. A pilot vessel, when engaged on her station on pilotage duty, shall not carry the light 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.

A pilot vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships.

Art. 10. Open boats and fishing vessels of less than 20 tons net registered tonnage, 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 boat and vessel shall in lieu thereof have ready at hand a lantern with a green glass on the 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.

The following portion of this Article applies only to fishing vessels and boats when in the sea off the coast of Europe lying north of Cape Finisterre :—

(*a*) All fishing vessels and fishing boats of 20 tons net registered tonnage, or upwards, when under way and when not required by the following regulations in this Article to carry and show the lights therein named, shall carry and show the same lights as other vessels under way.

(*b*) All vessels when engaged in fishing with drift nets shall exhibit two white lights from any part of the vessel where they can be best seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 feet and not more than 10 feet; and so that the horizontal distance between them measured in a line with the keel of the vessel shall be not less than 5 feet and not more than 10 feet. The lower of these two lights shall be the more forward, and both of them shall be of such a character, and contained in lanterns of such construction as to show all round the horizon, on a dark night with a clear atmosphere, for a distance of not less than three miles.

(*c*) A vessel employed in line fishing with her lines out shall carry the same lights as a vessel when engaged in fishing with drift nets.

(*d*) If a vessel when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall show the light and make the fog signal for a vessel at anchor.

(*e*) Fishing vessels and open boats may at any time use a flare-up in addition to the lights which they are by this Article required to carry and show. All flare-up lights exhibited by a vessel when trawling, dredging, or fishing with any kind of drag net shall be shown at the after part of the vessel, excepting that, if the vessel is hanging by the stern to her trawl, dredge, or drag net, they shall be exhibited from the bow.

(*f*) Every fishing vessel and every open boat when at anchor between sunset and sunrise shall exhibit a white light visible all round the horizon at a distance of at least one mile.

(*g*) In fog, mist, or falling snow, a drift net vessel attached to her nets and a vessel when trawling, dredging or fishing with any kind of drag net, and a vessel employed in line fishing with her lines out, shall at intervals of not more than two minutes make a blast with her fog horn and ring her bell alternately.

Art. 11. A ship which is being overtaken by another shall show from her stern to such last-mentioned ship a white light or a flare-up light.

Sound signals for fog, etc.

Art. 12. A steam ship 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 fog horn to be sounded by a bellows or other mechanical means, and also with an efficient bell.* A sailing ship shall be provided with a similar fog horn and bell.

In fog, mist, or falling snow, whether by day or night, the signals described in this Article shall be used as follows; that is to say,—

(*a*) A steam ship under way shall make with her steam whistle, or other steam sound signal, at intervals of not more than two minutes, a prolonged blast.

(*b*) A sailing ship under way shall make with her fog horn, at intervals of not more than two minutes, 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.

(*c*) A steam ship and a sailing ship, when not under way, shall at intervals of not more than two minutes ring the bell.

Speed of Ships to be moderate in Fog, etc.

Art. 13. Every ship, whether a sailing ship or steam ship, shall, in a fog, mist, or falling snow, go at a moderate speed.

Steering and Sailing Rules.

Art. 14. When two sailing ships 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 ship which is running free shall keep out of the way of a ship which is close-hauled.

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

(*c*) When both are running free with the wind on different sides, the ship 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 ship which is to windward shall keep out of the way of the ship which is to leeward.

(*e*) A ship which has the wind aft shall keep out of the way of the other ship.

Art. 15. If two ships under steam 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 ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two ships 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 ships is end on, or nearly end on, to the other; in other words, to cases in which, by day, each ship 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 ship 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 ship sees another ahead crossing her own course or by night to cases where the red light of one ship is opposed to the red light of the other or where the green light of one ship 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.

Art. 16. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Art. 17. If two ships, one of which is a sailing ship and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

Art. 18. Every steam ship, when approaching another ship, so as to involve risk of collision, shall slacken her speed or stop and reverse, if necessary.

Art. 19. In taking any course authorised or required by these regulations, a steam ship under

* In all cases where the Regulations require a bell to be used, a drum will be substituted on board Turkish vessels.

way may indicate that course to any other ship which she has in sight 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 "I am going full speed astern."

The use of these signals is optional, but if they are used the course of the ship must be in accordance with the signal made.

Art. 20. Notwithstanding anything contained in any preceding Article, every ship, whether a sailing ship or a steam ship, overtaking any other, shall keep out of the way of the overtaken ship.

Art. 21. In narrow channels every steam ship 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 ship.

Art. 22. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course.

Art. 23. In obeying and construing these rules due regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

No Ship, under any Circumstances, to neglect proper Precautions.

Art. 24. Nothing in these rules shall exonerate any ship, 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.

Art. 25. 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 navigation.

Special Lights for Squadrons and Convoys.

Art. 26. 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 ships sailing under convoy.

Art. 27. When a ship is in distress and requires assistance from other ships or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, that is to say :

In the daytime—

1. A gun 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.

At night—

1. A gun fired at intervals of about a minute ;
2. Flames on the ship (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.

C. L. PEEL.

J. F. FINLAY,
Secretary to the Government of India.

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140/97

G. I. C. P. O.—No. 730 F. & C. D.—27-11-97.—150.

AT THE COURT AT WINDSOR.

The 27th day of November, 1896.

PRESENT :

The Queen's Most Excellent Majesty in Council.

Whereas by Section 418 of the Merchant Shipping Act, 1894, Her 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 :

And whereas by Section 434 of the said Act Her Majesty is empowered from time to time by Order in Council to make rules as to signals of distress :

And whereas by an Order in Council dated the 11th day of August, 1884, and expressed to be made in pursuance of the Merchant Shipping Act Amendment Act, 1862, and on the joint recommendation of the Admiralty and the Board of Trade, Her Majesty was pleased to direct that, on and after the first day of September, 1884, the regulations contained in the Schedule thereto (being regulations for preventing collisions at sea and as to signals of distress) should be substituted for the regulations contained in the First Schedule to an Order in Council made under the same Act and on such joint recommendations as aforesaid and dated the 14th day of August, 1879 :

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty that the Regulations for preventing collisions at sea contained in the Schedule to the said Order in Council dated the 11th day of August, 1884, except the Article numbered 10 in such Regulations, should, on and after the 1st day of July, 1897, be annulled, and that the Regulations for Preventing Collisions at Sea contained in Schedule I hereto annexed should, on and after the last-mentioned date, be substituted therefor, with the exception aforesaid and come into operation as regards British ships and boats :

And whereas it has been made to appear to Her Majesty that it is expedient that the Regulations or Rules as to signals of distress contained in the Schedule to the said Order in Council dated the 11th day of August, 1884, should, on and after the said first day of July, 1897, be annulled, and that the rules as to signals of distress contained in Schedule II hereto annexed should, on and after the last-mentioned date, be substituted therefor and come into operation as regards British ships and boats :

And whereas the provisions of Section one of the Rules Publication Act, 1893, have been complied with :

Now, therefore, Her Majesty, by virtue of the power vested in Her by Section 418 of the Merchant Shipping Act, 1894, and on the joint recommendation of the Admiralty and the Board of Trade, and by and with the advice of Her Privy Council, is pleased to direct that, on and after the 1st day of July, 1897, the Regulations for Preventing Collisions at Sea contained in the Schedule to the said Order in Council dated the 11th day of August, 1884, except the Article numbered 10 in such Regulations, shall be annulled, and the Regulations for Preventing Collisions at Sea contained in Schedule I hereto annexed shall be substituted therefor (with the exception aforesaid) and come into operation as regards British ships and boats :

And Her Majesty is further pleased, by virtue of the power vested in Her by Section 434 of the Merchant Shipping Act, 1894, and by and with the advice of Her Privy Council, to direct that, on and after the 1st day of July, 1897, the Regulations or Rules as to signals of distress contained in the Schedule to the said Order in Council dated the 11th day of August, 1884, shall be annulled and the rules as to signals of distress contained in Schedule II hereto annexed shall be substituted therefor and come into operation as regards British ships and boats.

C. L. PEEL.

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 clear atmosphere.

ART. 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.

ART. 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.

ART. 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.

ART. 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 vestical 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 signal 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.

ART. 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.

ART. 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.

ART. 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 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 two 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.

ART. 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 15 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 station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

ART. 9.*

ART. 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.

ART. 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*).

ART. 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.

ART. 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.

ART. 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, etc.

ART. 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.

* *This Article will deal with regulations affecting fishing boats, and will be the subject of another Order, which will be submitted to Her Majesty for approval at a later date.*

† 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.

(*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, *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.

Speed of Ships to be Moderate in Fog, etc.

ART. 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.

ART. 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.

ART. 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 any where but ahead.

ART. 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.

ART. 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.

ART. 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.)

ART. 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.

ART. 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.

ART. 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.

ART. 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.

ART. 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.

ART. 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.

ART. 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.

ART. 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.

ART. 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.

SCHEDULE II.

Distress Signals.

ART. 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 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. 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.

J. F. FINLAY,
Secretary to the Government of India.

G. I. C. P. O.—No. 730 F. & C. D.—27-1-97—150

10 P 2

the communication from this Department
No. 391, dated the 28th January 1880. with the
request that the suggestions made in paragraph
E & P. 60 / 17-2-80 2 of the Board's letter may be given effect
to and
that copy with copy of the marginally
noted papers be forwarded in continuation
Remark from the Secretary of State for India's No. 166 (Revenue) dated 1st December 1880. Date from the Board's Draft No. M 20/5 of the 7th December. of No. 391. dated the 28th January 1880. to
the Foreign Department for communication
to the Native States and to the Military
(Marine) Department.

I have &c.

J. Ro' Cook

(Assistant Secretary to the Govt. of India

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10 P 2

the communication from this Department
No. 391, dated the 28th January 1880. with the
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noted papers be forwarded in continuation
of No. 391 dated the 28th January 1880. to
the Foreign Department for communication
to the Native States and to the Military
(Marine) Department.

Despatch from the Secretary of State for India
No. 166 (Revenue) dated
the 17th December 1880.
with enclosure from the Board
of Trade No. M 20/3
of 16th December.

I &c 60/10-2-80

J. R. Cross
Assistant Secretary to the Govt. of India

Home E. 2/146/97

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