

SCHEDULE.
REGULATIONS.

PART I.

SHORT TITLE.

1. These Regulations may be cited as the Lakes Victoria and Kioga Navigation Regulations, 1921.

Application.

2. These Regulations shall be applicable to Lakes Victoria and Kioga except where the same or any of them are expressly limited to any particular lake.

Definitions.

3. In these Regulations the words and expressions hereinafter mentioned shall have the meanings hereby assigned to them respectively unless there be something in the subject or context repugnant to such construction.

The word "Lighter" means any lighter constructed to carry cargo and not propelled by any power.

The expression "Steam Vessel" includes any vessel propelled by machinery.

The expression "Under Way" applied to a vessel means that she is not at anchor nor made fast to the shore nor ground.

The word "Visible" when applied to lights means visible on a dark night with a clear atmosphere.

PART II.

SAFETY PROVISIONS.

4. During the whole time a vessel is under way a proper person must be at the wheel or tiller, and an efficient look-out kept.

5. On Lake Kioga when a lighter is being towed or pushed, all deck passengers shall, as far as is practicable, remain on it and not on board the steamer.

6. On steam vessels plying on Lake Victoria there shall be at least two lifeboats attached to davits, and as many buoyant deck seats, or other buoyant apparatus, as can be properly placed, so that with the boats there will be provision for 60 per cent. of the total persons carried on board. In addition there shall be in the case of vessels of under 200 feet in length, four lifebuoys, and in other vessels eight lifebuoys, and a life-jacket for each person on board. Provided that where, owing to the size or construction of the vessel it is unnecessary or impracticable to carry two lifeboats under davits, permission may be granted to dispense with one or both sets of davits.

7. Each steam vessel navigating Lake Kioga shall either carry on board or tow alongside a boat or boats, or good serviceable canoes sufficiently large to accommodate all Europeans on the steamer, and in addition buoyant apparatus which with the boats or canoes shall provide for 40 per cent. of the total persons on board. Lifebuoys may be included in the buoyant apparatus at the rate of one lifebuoy for two persons. There shall also be provided a life-jacket for each person carried on board the steamer.

8. Fire buckets shall be kept filled with water and shall be placed in a convenient and easily accessible place.

9. Boats shall be invariably kept with the following equipment in them :—

Oars, rudder and tiller, crutches, bailer, and plug.

The plug shall be attached by a lanyard one end of which shall be made fast to a staple in the vicinity of the plug-hole.

10. Fire and boat stations shall be exercised every 14 days.

PART III.

PROVISIONS AS TO LIGHTS AND SIGNALS AND STEERING AND SAILING.

General.

11. Nothing in these Regulations 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.

In obeying and construing the following Regulations relating to lights and signals and steering and sailing, due regard shall be had to all dangers of navigation and of collision, and to any special circumstances which may render a departure from them necessary in order to avoid immediate danger.

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

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

12. (1) A steam vessel when under way shall carry :—

(a) On or in front of the foremast, or if a vessel without a foremast, then in the forepart of the vessel, at a height above the hull of not less than 20 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.

(2) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

13. (a) 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 six feet apart. Each of these lights shall be of the same con-