

struction and character, and shall be carried in the same position as the white light mentioned in Regulation 12 (1) (a). Such steam vessel may carry a white light abaft the funnel or after-mast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

(b) Any vessel being pushed ahead or if there be more than one the foremost vessel or vessels of those being pushed ahead shall carry a bright white light of the same construction and character as the light mentioned in Regulation 12 (1) (a), excepting that such light need only be visible for a distance of one mile.

It shall be carried at a convenient height above the hull of such vessel.

(c) The sternmost of any vessels being towed astern shall show from the stern a white light of such a character as to be visible at a distance of at least one mile.

14. A vessel which from any accident is not under command shall carry at the same height as the white light mentioned in Regulation 12 (1) (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 six feet apart, and of such a character as to be visible all round the horizon at a distance of at least two miles, and shall by day carry in a vertical line one over the other not less than six feet apart, where they can best be seen, two black balls or shapes each two feet in diameter.

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

15. Steam vessels of less than 40 tons shall carry:—

(a) In the forepart of the vessel or on or in front of the funnel, where it can best be seen, and at a height of above the gunwale not less than nine feet, a bright white light constructed and fixed as prescribed in Regulation 12 (1) (a) and of such a character as to be visible at a distance of at least two miles.

(b) Green and red side-lights constructed and fixed as prescribed in Regulation 12 (1) (b) and (c) and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried not less than three feet below the white light.

16. Dhows and rowing boats, whether under oars, or sails, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

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

The white light required to be shown by this Regulation 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 one mile. Such

light shall be carried as nearly as practicable on the same level as the side-light.

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

*Steam vessels to carry whistles and bells.*

19. Every steam vessel shall be provided with an efficient whistle sounded by steam or substitute for steam, so placed that the sound shall not be intercepted by any obstruction, and also with an efficient bell.

20. In fog, mist, or heavy rainstorms, whether by day or night, the signals described in the preceding regulations shall be used as follows, viz.:—

(a) A steam vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.

The words "prolonged blast" used in this Regulation shall mean a blast of from four to six seconds' duration.

(b) A steam vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.

(c) A steam vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

(d) Sailing vessels and boats of less than 20 tons gross tonnage shall make some efficient sound-signals at intervals of not more than one minute.

(e) Whistles shall not be used by vessels under way for any other purpose than giving warning.

(f) Prolonged blasts at intervals of a few seconds may be sounded to call the attention of the master of any vessel approaching.

(g) When a steam vessel is turning round or for any other reason is not under command, or when it is unsafe or impracticable to keep out of the way of any other vessel, she shall signify the same by sounding, at intervals of not more than two minutes, three blasts in succession, viz., one prolonged blast followed by two short blasts.

*Speed of ships to be moderate in fog, &c.*

21. Every vessel shall, in a fog, mist, or heavy rainstorms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

*Vessels approaching one another.*

22. 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 regulation only applies to cases where