

7. A steam vessel, a sailing vessel, or a barge when at anchor in the river shall carry where it can best be seen, 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; provided always that where masted vessels are lying in tiers, the outermost off-shore masted vessels only of each tier shall each carry a light similar to that required for vessels at anchor; but barges lying at the usual barge moorings in the river above Barking Creek shall not be required to exhibit such riding light.

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

This rule shall not apply to boats, wherries, punts, or canoes.

9. All vessels when employed to mark the positions of wrecks or other obstructions shall exhibit two bright lights placed horizontally not less than 6 nor more than 12 feet apart.

10. Every steam dredger moored in the river shall, between sunset and sunrise, exhibit three bright lights from globular lanterns of not less than 8 inches in diameter, the said three lights to be placed in a triangular form, and to be of sufficient power to be distinctly visible with a clear atmosphere, on a dark night, at a distance of at least one mile, and to be placed not less than 6 feet apart on the highest part of the framework, athwart-ships.

Rules concerning Fog, &c., Signals.

11. All vessels entering or being overtaken by a fog shall be navigated with the greatest caution and at a very moderate speed.

12. Every steam vessel navigating the river shall be provided with a steam whistle or other efficient steam sound signal, so placed that the sound may not be intercepted by any obstruction, and also with an efficient bell. Every sailing vessel navigating the river shall be provided with an efficient fog horn, and also with an efficient bell.

13. In fog, whether by day or night, the signals described in this rule shall be used, that is to say:—

(a.) A steam vessel 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 vessel under way shall sound her fog horn, at intervals of not more than two minutes.

(c.) All steam vessels and all sailing vessels when in the fairway of the river, and not under way, shall at intervals of not more than two minutes ring the bell.

Rules as to Speed and Mode of Navigation.

14. Every steam vessel, when approaching another vessel, so as to involve risk of collision, shall slacken her speed, and shall stop and reverse if necessary.

15. Steam vessels navigating the river between Barking Creek and London Bridge, other than river passenger steamers certified to carry passengers in smooth water only, shall never exceed a speed of seven statute miles per hour over the ground whether with or against the tide.

16. Every sailing vessel or steam vessel, overtaking any other vessel, shall keep out of the way of the overtaken vessel which latter vessel shall keep her course.

Bye-Laws and Rules Regulating the Navigation of the River between Yanilet Creek and a line drawn from Blackwall Point to Bow Creek.

Steam-whistle Signals.

17. When two steam vessels are in sight of one another, and are approaching with risk of collision, the following steam signals shall be intimations of the course they intend to take:—

(a.) One short blast of the steam-whistle of about three seconds' duration to mean "I am directing my course to starboard, and intend to pass you portside to portside." The use of this signal shall be optional.

(b.) Two short blasts of the steam-whistle, each of about three seconds' duration, to mean "I am directing my course to port, and intend to pass you starboard side to starboard side."

This latter signal shall not be used in the case provided by rule (22) where that rule can be obeyed; but it shall be compulsory to use this signal when a departure from that rule is necessary to avoid immediate danger.

18. When it is unsafe or impracticable for a steam vessel to keep out of the way of a sailing vessel, she shall signify the same to the sailing vessel by four or more blasts of the steam-whistle in rapid succession, the blasts to be of about two seconds' duration.

19. The signals by whistle mentioned in the preceding rules shall not be used on any occasion or for any purpose except those mentioned in the rules; and no other signal by whistle shall be made by any steam vessel unless it be by a prolonged blast of not less than 5 seconds' duration.

Steering and Sailing Rules.

20. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, 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.

21. If a sailing vessel, and a steam vessel are proceeding in such a direction as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

If owing to causes beyond the control of those navigating the steam vessel it is unsafe or impracticable for the steam vessel to keep out of the way of the sailing vessel, she shall signify the same to the sailing vessel by four or more blasts of the steam-whistle in rapid succession, as mentioned in rule (18); the sailing vessel shall then keep out of the way.

22. When two steam vessels proceeding in opposite directions, the one up and the other down the river, are approaching one another so as to involve risk of collision, they shall pass one another port side to port side.

23. Steam vessels navigating against the tide shall, before rounding the following points, viz., Coalhouse Point, Tilburyness, Broadness, Stoneness, Crayfordness, Cold Harbour Point, Jenning-tree Point, Halfway House Point or Crossness,