

day of March one thousand eight hundred and eighty, apply to ships belonging to their respective countries when beyond the limits of British jurisdiction.

And whereas the said Government of Japan is desirous that Article numbered 12 of the said Regulations should as applied to Japanese ships be modified as follows, viz.: that it shall not be necessary for the fog horn, by the said Article required to be provided and used on board steam and sailing ships as a sound signal for fog, &c., to be sounded by a bellows or other mechanical means when the same is carried on board ships belonging to Japan.

And whereas the said Government of Turkey is desirous that the said Article numbered 12 of the said Regulations shall as applied to Turkish ships be modified as follows, viz.: that, in lieu of and in substitution for the bell required by the said Article to be provided and used as a sound signal for fog, &c., there may be placed and kept on board Turkish ships an efficient drum which shall be sounded under the same circumstances and at the same intervals as by the said Article a bell is required to be rung.

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 from and after the first day of September one thousand eight hundred and eighty the said new Regulations for preventing collisions at sea, a copy whereof is hereunto appended, contained in the first schedule of the said recited Order in Council of the fourteenth day of August one thousand eight hundred and seventy-nine shall subject to the provisions of the said recited Order in Council of the twenty-fourth day of March one thousand eight hundred and eighty apply to ships belonging to the following countries; that is to say,

Brazil;	Japan; and
Ecuador;	Turkey,
Hawaii;	

whether within British jurisdiction or not.

Provided, however that as regards (1) Japanese and (2) Turkish ships, the Article numbered 12 of the said Regulations shall be modified as follows, viz.:

(1) It shall not be necessary for the fog horn by the said Article required to be provided and used on board steam and sailing ships as a sound signal for fog, &c., to be sounded by a bellows or other mechanical means when the same is carried on board ships belonging to Japan;

And (2) It shall not be necessary for the bell, required by Article numbered 12 of the said Regulations to be provided and used on board steam and sailing ships as a sound signal for fog, &c., to be placed and kept on board Turkish ships, but that in lieu thereof and in substitution therefor, there may be placed and kept on board such Turkish ships an efficient drum which shall be sounded under the same circumstances and at the same intervals as by the said Article a bell is required to be rung.

C. L. Peel.

REGULATIONS for Preventing Collisions at Sea, referred to in the foregoing Order.

Preliminary.

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 2 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 2 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 three 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 three 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 ship, whether a steam ship or a sailing ship, when employed either in laying or in picking up a telegraph cable, or 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 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.

These shapes and lights are to be taken by approaching ships as signals that the ship using them is not under command, and cannot therefore get out of the way.

The above ships, when not making any way through the water, shall not carry the side lights, but when making way shall carry them.

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.