



BOARD OF TRADE

CONTROL OF STEAMERS & DHOWS ON LAKES

1021

23RD FEBRUARY

No objection to issue of proposed O.I.N.C. but submits suggestions for amendment of certain sections. Encloses copy of International Collision Regulations.

Last previous Paper

70/3396

(Delayed for file last in box)

The Secretary
S.S. - 14/2/20

See also 70/3396.

We have the O. I. C. board.

... we have 3 sets of rules, including

... the latter rule, may

... the latter rule, may

... the latter rule, may

... the latter rule, may

... the latter rule, may

... the latter rule, may

W.S.

New Navigation

28/9/21

cannot find any other...
made under the 1903... but if there were
any they must have been under here

I incline to think that we had better in
the present case follow the Niger Treaty
of 1903 - it schedules the decs in the
Oyle which gives a Soft power to
alter amend or revoke them.

Various points as to the offence, occur
to me and it is perhaps save
- certain amount of usult. writing
if Mr. Bottrick, is discuss with
my at his convenience

50007

WA 8/2/21

to me
12/2/21

W. P. C. C. C.

Please look
I am kind
The
Reputation

Foot - from 56867, with 13-4/1

Handwritten scribbles and signatures at the bottom of the page.

Mr. Cottam
The Secretary
Sir H. ...

I have now spent a ...
which is attached the ...
prepared by the Dept.
The ... required a ...
connections and I have ...
agreed to the ...
There seems to be no ...
either F.O. or B of T ...
Dunc schedule

J.K.
24/3/21

(Delayed owing to ...
book 1

Wms.
31. ...

Gen 1/4/21

at ...
H. J. R.
1/11/21

Any further communication should be addressed to:-

THE ASSISTANT SECRETARY,
as and to be given opposite.

The following letter and number are to be used:-

M. 23327/20.

Telegraphic Address:

BOARD TRADE, MARINE, PARL.
LONDON.

Telephone No. 3840 Victoria.



BOARD OF TRADE

(MARINE DEPARTMENT),

GREAT GEORGE STREET,

LONDON, S.W.1.

23rd February 1921.

Sir,

With reference to your letters of the 29th December 1920 and of the 1st February 1921 (3396/1921) respecting the introduction of legislation to control steamers and show navigating Lakes Victoria, Nyanza and Kioga in East Africa, I am directed by the Board of Trade to state for the information of Mr. Secretary, Archill, that they see no objection to the issue of an Order in Council, as suggested.

The Board recommend, however, that the following clauses should be substituted for clauses 6, 7 and 8:-

6. On steam vessels plying on Lake Victoria Nyanza there shall be at least two lifeboats attached to davits, and as many more as may be necessary, 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 lifejacket 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

The Under Secretary, of State,
Colonial Office,
S.W.1.

all/

all Europeans on the steamer, and in addition buoyant apparatus which with the boats or canoes shall provide for 20 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 lifejacket for each person carried on board the steamer.

Clauses 12 to 30 appear to be a modified version of the International Regulations for preventing collisions at sea. The Board appreciate that certain modifications may be necessary for the purpose of adapting the International Regulations to local conditions, but I am to suggest that except where the local conditions clearly necessitate such modification, the rules should follow as closely as possible the international regulations, which are the result of the experience of all maritime countries extending over a period of many years. With this object in view, I am to suggest the following amendments:-

Clause 14. The heading is inexact, but appears unnecessary and might be disposed with. The last paragraph would more appropriately follow paragraph (a).

Clause 15. Second Paragraph: the word "these" should apparently be "the".

Clause 16. The word "or" should be inserted before the words "on or in front of".

The paragraph headed "Steam Vessels to carry Whistles" should apparently be included in Clause 20, or, alternatively, should have a separate number.

Clause 20. A definition of "prolonged blasts" might be inserted such as is given in article 15 of the International Regulations.

Paragraph (d) is presumably intended to apply to Steam Vessels; if so it would more appropriately follow Paragraph (b). If, however, it is intended to apply to Sailing Vessels also, provision should be made for such vessels to carry bells.

It would probably be safer in prescribing sound signals for a vessel not under command (Paragraph g.) to follow Article 15 (e) of the International Regulations.

Clauses 21, 22 and 23 would be clearer if they included explanations such as are given, respectively, in Articles 15, 18 and 24 of the International Regulations.

The second part of Clause 24 should apparently form a separate Clause, and should be followed by the note now appended to Clause 25.

A copy of the International Collision Regulations is enclosed for reference.

I have the honour to be,
Sir,
Your obedient Servant,

G. Baker

*bell's
these gmt*

ORDER IN COURT

REGULATIONS

PREVENTING COLLISIONS AT SEA

NOW IN FORCE

ISSUED IN PURSUANCE OF

I. F. MERCHANT SHIPPING ACT, 1894.



PRINTED BY THE STATIONERY OFFICE,
Under the authority of His Majesty's Stationery Office,
at the Stationery Office, 25, Abchurch Lane, London, E.C. 4.
W.C. J. and
1919
Printed by R. Mortimer, Ltd., 10, Abchurch Lane, London, E.C. 4.

(Reprinted 1919.)

Price 1d. Net.

NOTE BY THE BOARD OF TRADE

The Order in Council of 13th October, 1894, reproduces the regulations for preventing collisions at sea and the regulations relating to distress signals which have been in force since 1897, and also the regulations, in respect of fishing vessels and the lights and signals of fishing vessels respectively, the regulations as to the lights and signals of fishing vessels and the lights and signals of fishing vessels which were enacted by Order in Council in 1892 and 1893 respectively. It also applies the regulations in respect of reservations, to the vessels of a large number of foreign countries.

No alteration has been made in the requirements of the regulations affecting British vessels.

The previous Orders in Council respecting the regulations and signals of distress are no longer in force.

PASSED

HIS MOST EXCELLENT MAJESTY
IN COUNCIL

Whereas by Section 413 of the Merchant Shipping Act, 1894, His 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, in the said Act referred to as Collision Regulations:

And whereas by Section 424 of the said Act it is provided that whenever it is made to appear to His Majesty in Council that the Government of any foreign country is willing that the said regulations or any of them should apply to the ships of that country when beyond the limits of British jurisdiction, His Majesty may, by Order in Council, direct that those regulations shall, subject to any limitation of time, conditions and qualifications contained in the Order, apply to the ships of the said foreign country, whether within British jurisdiction or not, and that such ships shall for the purpose of such regulations be treated as if they were British ships:

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

And whereas by Section 734 of the said Act it is provided that where it has been made to appear to His Majesty that the Government of any foreign country is desirous that any of the provisions of that Act which do not apply to the ships of that country should so apply, and there are no special provisions in the Act for that purpose, His Majesty in Council may order that such of those provisions as are in the Order specified shall (subject to the limitations if any contained therein) apply to the ships of that country, and to the owners, masters, seamen, and apprentices of those ships when not locally within the jurisdiction of the Government of that country, in the same manner in all respects as if those ships were British ships:

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 a clear atmosphere.

Article 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.

Article 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

And whereas His Majesty has power under that Act or any Act amending the same, to make an Order in Council His Majesty may from time to time, or add to any Order so made:

And whereas the said last-mentioned Section it is further provided in any special provisions of that Act upon the subject of such Order the Order shall, as from the date of its publication or any later date mentioned in the Order or any later date mentioned in the Order

enacted by Parliament:—
in an Order in Council dated the 27th day of October, 1896, regulations for preventing collisions at sea and in boats, and by a subsequent Order dated the 7th day of July, 1897, the regulations were extended, subject to the limitations stated in Schedule III. to the ships of the several countries specified in the Order, to the ships of the several countries mentioned in the Order in Council dated respectively the 13th day of August, 1892, the 7th day of July, 1897, and the 4th day of April, 1906, other regulations for the prevention of collisions were made as regards British ships:

And whereas it is expedient to consolidate the regulations which have been made as regards British ships:

And whereas the regulations and rules of the several countries mentioned in Schedule II. hereto amended are willing that the qualifications contained in Schedule I. and to the proviso in the mentioned regulations, subject to the qualifications and case of Chinese ships that the application of the regulations and rules shall be limited to ships of foreign type, apply to the ships of those countries when beyond the limits of British jurisdiction:

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

Now therefore, His Majesty, by virtue of the powers conferred on Him by the aforesaid Act, and on the joint recommendation of the Admiralty and the Board of Trade, and with the advice of His Privy Council, is pleased to direct that the collision regulations and the rules as to signals of distress concision regulations in Schedule I. to this Order shall apply to all British ships:

And His Majesty is also pleased to direct that the said regulations and rules shall, subject to the aforesaid qualifications and to the proviso in the case of Chinese ships that the regulations and rules will be applicable only to ships of foreign type, apply to the ships of the countries named in Schedule II. to this Order whether they are within British jurisdiction or not, and that such ships shall for the purpose of such regulations and rules be treated as if they were British ships:

And His Majesty is further pleased to direct that this Order shall come into operation on and after the 13th day of October, 1910, and that as and from the coming into operation of this Order the Orders in Council specified in Schedule III. to this Order shall be revoked and the same shall be revoked accordingly.

from the light, so as to prevent these lights from being seen across the bow.

(c.) 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.

Article 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 of the towing vessel top of the tow, measuring from the stern, exceeds 600 feet. Each of the stern of the last vessel towed, and character, and 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.

Article 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 of 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 2 feet in diameter, 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 signals that the vessel showing them is not under command and cannot therefore get out of the way.

These signals are not signals of distress, and requiring assistance. See the signals are contained in Article 37.

Article 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 not carry.

Article 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 by 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 of these respective sides.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be pointed up, side with the colour of the light they respectively contain, and shall be provided with proper screens.

Article 7. Steam vessels of less than 40 tons 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. Size of 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 sailing 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 (c), and Article 11, last paragraph.

Article 8. Pilot-vessels, when engaged on their station on pilotage duty, shall not show the lights required for sailing 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.

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.

A steam pilot-vessel exclusively employed for the service of pilots licensed or certified by any pilotage authority or the Committees of any pilotage district, when engaged on her station on pilotage duty and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of eight feet below her white masthead light a red light visible all round the horizon 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 also the coloured side-lights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and at anchor she shall carry, in addition to the lights required for all pilot boats, the red light above mentioned, but not the coloured side-lights.

Pilot-vessels, when not engaged on their station on pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

Article 9.† Fishing-vessels and fishing-boats, when under way and when not required by this Article to carry or show the lights herein-after specified shall carry or show the lights prescribed for vessels of their tonnage under way.

- (a.) Open boats, by which it is to be understood boats not protected from the entry of sea water by means of a continuous deck, when engaged in any fishing at night with outlying tackle extending not more than 150 feet horizontally from the boat into the seaway, shall carry one all-round white light.
- Open boats, when fishing at night, with outlying tackle extending more than 150 feet horizontally from the boat into the seaway, shall carry one all-round

* This article does not apply to Chinese or Siamese vessels.
 † The expression "Mediterranean Sea" contained in sub-sections (b) and (c) of this Article includes the Black Sea and the other adjacent inland seas in communication with it.

white
 apprae
 light at
 horizon
 in
 stru

(6.) Ver
 div
 ions
 o

more
 distance
 keel, shall be
 10 feet
 the directio
 such a ch
 and to be vi

Within
 bordering t
 fishing vessels
 not be obliged
 should they, how
 he to
 carry, when
 visible at a distance
 than one sea mile,
 on the approach of or to other vessels.

on, on approaching or being
shall show a second white
the first light and at a
least 5 feet away from it
which the outlying tackle is

open boats as defined in sub-
section with drift-nets, shall, so
fully or partly in the water,
where they can best be seen,
show so that the vertical dis-
tance between the two lights
shall be not less than 6 feet and
so that the horizontal dis-
tance measured in a line with
the keel shall be not more than
5 feet and not more than
two feet and both of them shall be of
the same size and shall be
shown all round the horizon,
and of not less than 3 miles.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lights prescribed for vessels of their tonnage, but should they, however, carry them, they shall show them in the direction of the net or other fishing gear, and of not less than one sea mile, on the approach of or to other vessels.

- (c.) Vessels and boats, except open boats as defined in sub-division (a), when line-fishing with their lines out and attached to or hauling their lines, and when not at anchor or stationary within the meaning of sub-division (b), shall carry the same lights as vessels fishing with drift-nets. When shooting lines, or fishing with towing-lines, they shall carry the lights prescribed for a steam or sailing vessel under way respectively.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea sailing fishing vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights; should they, however, not carry it, they shall show a white light, visible at a distance of not less than one sea mile on the approach of or to other vessels.

- (d.) Vessels, when engaged in trawling, by which is meant the dragging of an apparatus along the bottom of the sea—
 1. If steam vessels, shall carry in the same position as the white light mentioned in Article 2 (a).

* Dutch vessels and boats when engaged in the "kol" or hand-line, fishing will carry the lights prescribed for vessels fishing with drift nets.
 † Also, as regards Russian vessels, in the seas (excluding the Baltic) bordering the coasts of Russia.

...blasts for
...by all
...and
...under and only, if
...forward, here
...direction

Article 15. Signals prescribed by this Article for vessels under way shall be given:

1. By "short blasts" on the whistle or siren.
2. By "sailing vessels and vessels under way" 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 other motive power, 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 or more and upwards shall be provided with a similar fog-horn and bell.

In fog, mist, falling snow, or heavy rain, when her 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, 1 prolonged blast.
- (b) A steam vessel under way, but stopped and having at 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 without wind about 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 picking up a telegraph cable, and a vessel under way which is unable to get out of the way of an approaching vessel through no fault of her own, shall, in addition to the signals prescribed in this Article, at intervals of not more than two minutes, sound the following signals:—

* In all cases when the bell is substituted on board of a small sea-going vessel.

...blasts for
...by all
...and
...under and only, if
...forward, here
...direction

Code of Ships to be Observed in Fog

Article 16. In a fog, mist, falling snow, or heavy rain, when her by day or night, the signals described in this Article shall be used, as follows, viz.:

Precautions to be Taken in Fog

Article 17. When two sailing vessels are approaching each other, 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.
8. When two steam vessels are meeting end on, or so as to involve risk of collision, each shall alter (to starboard), so that each may pass on the port side of the other.

...only applies in cases where vessels are meeting or nearly on, in such a manner as to involve risk of collision.

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 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 anywhere but ahead.

Article 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.

Article 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.

Article 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.)

Article 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.

Article 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.

Article 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 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.

Article 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.

Article 26. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or in fishing the right of obstructing a fairway used by vessels other than fishing-vessels or boats.

Article 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.

Article 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.

Article 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.

Retraction of Rules for Harbour and Inland Navigation.

Article 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.

Distress Signals.

Article 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 NC;

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;
- A continuous sounding with any fog-signal apparatus.

SCHEDULE II.

List of countries to which the regulations contained in Schedule I. apply, subject to the limitations and conditions stated in the Order and the Schedule.

Argentine Republic.	Egypt.	Peru.
Austria-Hungary.	France.	Portugal.
Belgium.	Germany.	Romania.
Brazil.	Greece.	Russia.
Bulgaria.	Guatemala.	Siam.
Chile.	Italy.	Spain.
China.	Japan.	Sweden.
Costa Rica.	Mexico.	Turkey.
Denmark.	Netherlands.	United States.
Ecuador.	Norway.	Venezuela.

SCHEDULE III.

Orders in Council revoked.

Date.	Subject.
14th August, 1879.	Approving new regulations for British vessels, and applying them to the vessels of certain foreign countries.
27th November, 1880.	Applying the regulations of 1879 to the vessels of certain other foreign countries.
9th September, 1884.	Applying the regulations of 1884 to French vessels.
30th December, 1884.	Applying the same regulations to the vessels of certain other foreign countries.
19th May, 1885.	Applying the same regulations to the vessels of certain other foreign countries.
9th July, 1885.	Applying the same regulations to Turkish vessels.
17th September, 1885.	Applying the same regulations to Chilean vessels.
18th August, 1892.	Approving regulations as to the lights of British steam pilot vessels.
27th November, 1896.	Approving new regulations for British ships.
7th July, 1897.	Directing that the Order of 1892 shall be construed as referring to the regulations of 1896.
7th July, 1897.	Applying the regulations of 1896 to the vessels of certain foreign countries.
4th April, 1906.	Approving new regulations for British sailing vessels.

DRAFT ORDER IN COUNCIL.

Effect

Navigation on Lakes Victoria and

N.A. 24th Dec. 51
Bottling, 18. 31.
Shackley, away
Si H Road

WHEREAS the Colony of Kenya is

settlement within the meaning of

Settlements Act 1887:

WHEREAS by treaty, grant, usage,

or other lawful means His

Majesty has power and jurisdic-

tion in the Uganda Protectorate and

territory:

and it is expedient to

regulate the safety

and control navigation on and over

the waters of Lakes Victoria (Nyanza) and

Kioga as hereinafter defined:

NOW THEREFORE His Majesty, by

virtue and in exercise of the powers by

the British Settlements Act 1887 and the

Foreign Jurisdiction Act, 1890, or other-

wise, in His Majesty vested, is pleased,

by and with the advice of His Privy

Council, to order, and it is hereby

ordered,

ordered, as follows:-

1. This Order may be cited as the Lake Victoria Nyanza and Kioga Navigation Order in Council 1921.

2. In this Order and in any Regulations made under this Order, unless the context otherwise requires -

The expression "Territories within the limits of this Order" includes the Colony of Kenya, the Uganda Protectorate and the Tanganyika Territory.

The expressions "Lake Victoria" and "Lake Kioga" respectively include the said Lakes and all their navigable affluents, branches and outlets in the Territories within the limits of this Order.

The expression "vessel" includes any kind of ship, boat, lighter, canoe or other craft, other than a public ship.

The expression "Secretary of State" means one of His Majesty's Principal Secretaries of State.

Handwritten notes:
The expression "vessel" includes any kind of ship, boat, lighter, canoe or other craft, other than a public ship.

The expression "Court of

Competent Jurisdiction" means any Court empowered under the respective laws of the Territories within the limits of this Order to impose for any offence the punishment of imprisonment for six months.

3. Subject to the provisions of this Order and of any Regulations made under this Order, vessels navigating Lakes Victoria and Kioga shall in all respects be subject to the law in force in that portion of the Territories within the limits of this Order in which they happen from time to time to be.

4. Vessels may navigate Lake Victoria and Lake Kioga subject to the

provisions contained in the Schedule hereto and in any Regulations made at the command of this Order.

Secretary of State

Regulations

into effect and may at any time

alter amend or revoke all or any of

such Regulations as occasion may re-

quire. All such Regulations and such

alterations amendments and revocations

thereof shall have the same force and

effect for all purposes as if the same

had been made by Order in Council and

shall come into operation in such manner

and on such date as shall be provided

in the Regulations.

6. Any person who acts in

contravention of this Order or of any

Regulations made thereunder shall upon

conviction be liable to a fine not

exceeding six months

imprisonment or to a fine not exceeding

one hundred pounds or to both such

imprisonment and fine as the Court of Competent Juris-

diction may order any person who is

convicted within the local limits of its jurisdic-

tion and is charged with an offence

ORDER IN COUNCIL

WHEREAS the Government of Kenya, the Uganda

Protectorate and the Tanganyika Territory

have agreed to bring before the

Legislative Council of Kenya, the Uganda

Protectorate and the Tanganyika Territory

an Order in Council for the purpose of

enabling the Government of Kenya, the Uganda

Protectorate and the Tanganyika Territory

to make Regulations for the purpose of

enabling the Government of Kenya, the Uganda

Protectorate and the Tanganyika Territory

to make Regulations for the purpose of

enabling the Government of Kenya, the Uganda

Protectorate and the Tanganyika Territory

to make Regulations for the purpose of

enabling the Government of Kenya, the Uganda

Protectorate and the Tanganyika Territory

to make Regulations for the purpose of

enabling the Government of Kenya, the Uganda

Protectorate and the Tanganyika Territory

to make Regulations for the purpose of

enabling the Government of Kenya, the Uganda

Protectorate and the Tanganyika Territory

SCHEDULE.

REGULATIONS.

Part I

Preliminary Short title and commencement.

1. These regulations may be cited as the Lakes Victoria and Kioga Navigation Regulations, 1921 and shall come into force at once.

Sub of Dinc
21A

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.

Sub of Dinc
21A

The word "vessel" includes any ship, lighter, dredge, launch, pile driver, show-boat or craft whatever whether navigated by steam or otherwise. 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.

= new para

The expression "Commander" when used in relation

to a vessel shall mean the person who is in command of the vessel at the time when the offence is committed. The expression "owner" shall mean the person who is the owner of the vessel at the time when the offence is committed.

SCHEDULE.

REGULATIONS.

Part I

Preliminary Short title and commencement.

1. These regulations may be cited as the Lakes Victoria and Kioga Navigation Regulations, 1921 and shall come into force at once.

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 "vessel" includes any ship, lighter, dredger, launch, pile driver, tug, boat or craft whatever whether navigated by steam or otherwise. 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 "Commander" when used in

relation

3rd of Dec
1921

3rd of Dec
1921

New para

I cannot find "Commander"
used in any of the regulations
"Commander" occurs in reg. 117 but refers
to the person in charge of the boat
and not the ship
1921

relation to any vessel means the person being in charge, command or management of the vessel for the time being.

The expression "Authorized Official" means any person authorized by the Governor to carry out or to supervise the carrying out of any of the provisions of these regulations.

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

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 lock out kept.

5. On Lake Kioke 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 passengers carried on board. In addition there shall be in the case

*any person
authorized
by the
Governor
to carry out
or to supervise
the carrying out
of any of the
provisions of
these regulations.*
MR

174

of vessels of under 200 feet in length four life buoys 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 lifejacket 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

PART III.

Provisions as to lights and signals and steering and sailing.

General.

11. 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.

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.

Following the ... shall be considered

be considered a sailing vessel, and every vessel under steam whether under sail or not shall be considered a steam vessel.

12. (a) On a steam vessel, when under way, shall be carried in front of the funnel, or in front of the vessel without a funnel, a red light, the diameter 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 10 points of the compass, so fixed as to throw the light 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 3 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 3 miles.

(d) The red, 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.

13. (a) A steam-vessel when towing another vessel astern, 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 construction and character, and shall be carried in the same position as the white light mentioned in ^{Article 12 (1)} Article 12 (a). Such steam-vessel may carry a white light abaft the funnel or aftermast for the vessel to be steered 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 ^{Article 12 (1)} Article 12 (1) (a) ^{existing} 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 a vessel being towed astern shall show from the stern a white light of such 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 ^{Article 12 (1)} Article 12 (a) where they can best be seen, and, if a steam-vessel, in

... of that light, one red light, in a vertical line one over the other, not less than 5 feet apart, and of such a character as to be visible all round the object, at a distance of at least 2 miles. And shall by day carry in a vertical line one over the other not less than 3 feet apart, while they can best be seen, two black balls or shapes each two feet in diameter.

The vessels referred to in this ^{regulation} Article, 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} Article 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 100 tons shall carry:-

(a). In the forepart of the vessel or bow 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 ^{regulation} Article 13 (b) 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 ^{regulation} Articles 13 (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

hand

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.

16. Prows 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 ^{rule} ~~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 one mile. Such light shall be carried as nearly as practicable on the same level as the side lights.

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

for a short period that the sound shall be
repeated by the whistle. ^{in practice}
efficient bell.

29. In fog, mist, or heavy rainstorms, whether
by day or night, the signals described in this ^{the preceding}
Article shall be used as follows, viz:-

(1) A steam-vessel having way upon her shall
sound, at intervals of not more than 2 minutes, a
prolonged blast.

The words "prolonged blast" used in
this Article shall mean a blast of from 4 to 6
seconds' duration.

(b) A steam-vessel under way, but stopped and
having no way upon her, shall sound, at intervals
of not more than 2 minutes, two prolonged blasts,
with an interval of about 1 second between them.

(c) A vessel when at anchor shall, at intervals
of not more than one minute, ring the bell rapidly
for about 5 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 1
minute.

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

(f) ^{Whistles} Long 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}
for any other reason is not under command, when
it is unsafe or impracticable to keep out to sea,

... of any other vessel she shall signify the same by sounding, at intervals of not more than 3 minutes, three blasts in succession, viz: one prolonged blast followed by two short blasts.

Speed of ships to be moderate in fog, etc.

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 ^{due} hawing, 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.

Visual 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} article only applies to spaces where vessels are meeting end on, in such 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, so close in which, by day, each vessel sees the mast of the

other

not to be used at my house - the speed and course, vessels
NA

77
other in a line, or nearly in a line with her own, and, by night, to cases in which a 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 anywhere but ahead.

23. When two steam-vessels are ~~crossing~~ ^{passing} 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.

24. 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.

25. Where by any of these ~~rules~~ ^{articles} one of two vessels is to keep out of the way, the other shall keep her course and speed.

Provided that
~~When~~ 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.

sailing

26. When two sailing vessels are approaching each other so as to involve risk of collision, the following rules shall apply.

(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.

27. 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.

28. Every steam-vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her if necessary, check her speed or stop or reverse.

29. Notwithstanding anything contained in these rules, every vessel, overtaking any other,

shall

Sailing Vessels

26. When two sailing vessels are approaching each other so as to involve risk of collision, the following ^{regulations} rules shall apply.

(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.

27. Every vessel which is directed by these ^{regulations} rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

28. Every steam vessel which is directed by these ^{regulations} rules to keep out of the way of another vessel shall, on approaching her if necessary slacken her speed or stop or reverse.

29. Notwithstanding anything contained in these ^{regulations} rules, every vessel, overtaking any other, shall

~~Sailing vessels and power vessels~~

26. When two sailing vessels are approaching each other so as to involve risk of collision, the following ^{regulations} shall apply.

(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.

27. Every vessel which is directed by these ^{regulations} rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

28. Every steam vessel which is directed by these ^{regulations} rules to keep out of the way of another vessel shall, on approaching her if necessary slacken her speed or stop or reverse.

29. Notwithstanding anything contained in these ^{regulations} rules, every vessel, overtaking any other,

shall

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 ^{regulations} 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 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.

30. In narrow channels, steam-vessels shall when it is practicable, keep to that side of the channel which lies on the starboard side of such vessel.

31. On Lake Kioya when rounding points, or in sharp bends, narrow or intricate channels, or when the current is strong or for any other reason there is danger of collision, the vessel navigating against the stream must keep clear of any vessel approaching from the opposite direction.

Sound signals for vessels in sight of one another.

The words "short blasts" used in this ^{regulation} article shall mean a blast of about one second's duration.

32. When vessels are in sight of one another, a steam-vessel under way, in taking any course authorized or required by these ^{regulations} 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".

sound signals for vessels in sight of one another.

The words "short blasts" used in this ^{regulation} article shall mean a blast of about one second's duration.

33. When vessels are in sight of one another, a steam-vessel under way, in taking any course authorized or required by these ^{regulations} 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".

Preliminary short title and commencement.

1. These regulations may be cited as the Large Victoria and Kluge Navigation Regulation 1926 and shall come into force at once.

Application.

2. These regulations shall be applicable to Large Victoria and Kluge except where the same or any of them are expressly limited to any particular class.

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 "vessel" includes any ship, lighter, drifter, launch, pile driver, dhow, boat or craft whatever whether navigated by steam or otherwise; 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 "commander" when used in

relation

Preliminary about title and commencement.

1. These regulations may be cited as the London Victoria and King Navigation regulations 1936 and shall come into force at once.

Application.

2. These regulations shall be applicable to London Victoria and King except where the same or any of them are expressly limited to any particular case.

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 "vessel" includes any ship, lighter, dredge, launch, pile driver, derrick boat or craft whatever whether navigated by steam or otherwise; and the word lighter means any lighter constructed to carry cargo and not propelled by any power the expression "motor vessel" includes any vessel propelled by machinery.

The expression "Commander" when used in relation

related to any vessel means the person in charge, command or management of the vessel for the time being.

The expression "authorized official" means any person authorized by the Governor to carry out or to supervise the carrying out of any of the provisions of these regulations.

The expression "under way" applied to a vessel means that she is not at anchor nor made fast to the shore nor aground.

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

PART VI.

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

6. On steam vessels plying on Lake Victoria Nyanga 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 pro-

relation to any vessel means the person being in charge, command or management of the vessel for the time being.

The expression "in charge" includes any person authorized by or to supervise the operations of the vessel in accordance with the provisions of these regulations.

The expression "under way" applied to a vessel means that she is not at anchor nor made fast to the shore nor aground.

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 watch shall be kept at the wheel of all craft and a night look-out kept.

5. All life-liners when a lighter is being used by passengers shall, as far as practicable, remain on it and not go on deck.

6. On steam power vessels on Lake Victoria there shall be at least two lifeboats, one forward and one aft, and as many deck seats as can be properly placed on the vessel. The lifeboats shall be properly stowed on board. In addition there shall be at least one

of vessels of under 200 feet in length four life buoys and in other vessels eight lifebuoys, and a life boat for each vessel on board. Provided that where owing to the size or construction of the vessel it is impracticable to carry two lifeboats, 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 use alongside a boat or boats, or good serviceable canoes sufficient in number to accommodate all Europeans on the steamer, and in addition buoyant apparatus which will float or canoes shall provide for 40 per cent of the total persons on board. Lifebuoys may be used for the buoyant apparatus at the rate of one lifebuoy for two persons. There shall also be provided a lifejacket 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. A plug shall be invariably kept with the boiler or equipment in steam.

10. The plug shall be attached by a lanyard

11. The plug shall be attached by a lanyard which shall be made fast to the boiler in such a manner as to prevent the plug from being lost.

12. The plug shall be attached by a lanyard

and shall be liable for the same.

PART III.

Provisions as to lights and signals and steering and sailing.

General.

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 vessel.

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

be considered as
under stand with
considered as a

(a) A steam
carry on or in front
vessel without a forecastle
of the vessel, at a height above the hull of not
less than 25 feet, a bright white light, so
constructed as to show an unbroken light over an
arc of the horizon of 30 points of the compass
so fixed as to throw the light 10 points on each
side of the vessel, viz. 5 points 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 3 miles.

(c) On the port side a red light, so con-
structed 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 3 miles.

(d) The said green and red side-lights shall
be fitted with inboard screens projecting at least

4 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 astern, in addition to her side lights, shall 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 construction and character, and shall be carried in the same position as the white light mentioned in Article 12 (a). Such steam-vessel may carry a 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.

(b) Any vessel being pushed ahead or if there is 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 article 12 (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 a vessel 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 Article 12 (a) where they can best be seen, and, if a steam-vessel, in

to be visible all round
 the horizon a distance of at least 2 miles
 shall be day or night a vertical line one
 other not less than 6 feet apart, when at sea
 best be seen, two black balls or shapes, each two
 feet in diameter.

The vessels mentioned in this Article,
 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 Article 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.

16. Steam-vessels of less than 40 tons shall
 carry:-

In the forepart of the vessel or on or in
 front of the funnel, where it can best be seen, a
 red or white light, a gunwale of not less than
 9 feet, a bright white light constructed and
 used as prescribed in (a) and of such a
 diameter as to be visible at a distance of at
 least 2 miles.

Green and red lights as prescribed
 and of such a diameter as to be visible at a
 distance of at least 1 mile. As a complete lantern
 showing a green light and a red light.

ahead to 2 points abaft the beam on their respective sides. Such lantern shall be carried not less than 5 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.

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 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 one mile. Such light shall be carried as nearly as practicable on the same level as the side lights.

17. A vessel when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 40 feet above the hull, a white light on 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 such lights

Such vessels shall be provided with a whistle or other sound signal as prescribed by the rules or substitute

for steam so placed that the sound shall not be intercepted by any obstruction, and also with an efficient bell.

30. IN fog, mist, or heavy rainstorms, 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.

The words "prolonged blast" used in this article shall mean a blast of from 4 to 6 seconds' duration.

(b) A steam-vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than 2 minutes, two prolonged blasts, with an interval of about 1 second between them.

(c) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about 5 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 1 minute.

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

(f) Long 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 the other vessel and shall signify the same by sounding, at intervals of not more than 2 minutes, three short blasts in succession, viz: one prolonged blast followed by two short blasts.

Speed of ships to be moderate in fog, etc.

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

A steam vessel having, 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.

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 article only applies to cases where vessels are meeting end on, in such 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
 on her own course; or by night, to cases where the
 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
 a red light without a green light, or a green
 light without a red light, is seen ahead, or where
 green and red lights are seen together.

23. When two steam-vessels are or are about to
 involve risk of collision, the vessel which has the
 the other on her own starboard side shall keep out
 of the way of the other.

24. 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.

25. Where by any of these rules one of the
 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.

Every 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 astern shall keep out of the way of the other vessel.

Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case so require, crossing ahead of the other.

Every steam-vessel which is directed by these rules to keep out of the way of another shall, on approaching her if necessary, reduce speed or stop or reverse.

Every vessel which is directed by these rules to keep out of the way of another shall, on approaching her if necessary, reduce speed or stop or reverse.

sound signals for vessels in sight of one another.

The words "short blasts" used in this article shall mean a blast of about one second's duration.

32. 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".

DRAFT ORDER IN COUNCIL.

Safety of Navigation on Lakes Victoria and Kioga.

WHEREAS the Colony of Kenya is a British Settlement within the meaning of the British Settlements Act 1887:

AND WHEREAS by treaty, grant, usage, sufferance and other lawful means His Majesty the King has power and jurisdiction within the Uganda Protectorate and the Tanganyika Territory:

AND WHEREAS it is expedient to make provision for regulating the safety and control of navigation on and over the waters of Lakes Victoria Nyanza and Kioga as hereinafter defined:

NOW THEREFORE His Majesty, by virtue and in exercise of the powers by the British Settlements Act 1887 and the Foreign Jurisdiction Act 1890, or otherwise, in His Majesty vested, is pleased, by and with the advice of His Privy Council, to order, and it is hereby

ordered

ordered, as follows:-

1. This Order may be cited as the Victoria Nyansa and Kioga Navigation Order in Council 1921.

2. In this Order and in any Regulations made under this Order, unless the context otherwise requires -

The expression "territories within the limits of this Order" includes the Colony of Kenya, the Uganda Protectorate and the Tanganyika Territory.

The expressions "Lake Victoria" and "Lake Kioga" respectively include the said lakes and all their navigable affluents, branches and outlets in the territories within the limits of this Order.

The expression "vessel" includes any kind of ship boat lighter canoe or other raft, other than a public ship.

The expression "Secretary of State" means one of His Majesty's Principal Secretaries of State.

[The right page of the document is extremely faded and contains illegible text. It appears to be a continuation of the legal text from the left page, possibly detailing regulations or provisions related to the navigation order.]

Regulations for carrying this Order into effect and may from time to time alter amend or revoke all or any of such Regulations as occasion may require. All such Regulations and such alterations amendments and revocations thereof shall have the same force and effect for all purposes as if the same had been made by Order in Council, and shall come into operation in such manner and on such date as shall be provided by such Regulations.

6. Every person who acts in contravention of this Order or of any Regulations made thereunder shall upon conviction be liable to a penalty not exceeding £100 or 500 shillings (whichever is the less) for each offence committed by him within the local limits of the jurisdiction and is charged with an offence against

against this Order or any Regulations made thereunder committed in any part of the Territories within the limits of this Order to be brought before a Court of Law and enquire of hear and determine such charge as if such offence had been committed within the local limits of the jurisdiction of such Court.

The respective Governors of the Territories shall be empowered to make such Regulations as may be necessary for carrying into effect the provisions of this Order and of any Regulations made thereunder and to alter amend or revoke all or any of such Regulations as occasion may require. All such Regulations and such alterations amendments and revocations thereof shall have the same force and effect for all purposes as if the same had been made by Order in Council, and shall come into operation in such manner and on such date as shall be provided by such Regulations.

His Majesty may from time to time by Order in Council

RECORD OFFICE

Regulations for carrying this Order into effect and may from time to time alter amend or revoke all or any of such Regulations as occasion may require. All such Regulations and such alterations amendments and revocations thereof shall have the same force and effect for all purposes as if the same had been made by Order in Council, and shall come into operation in such manner and on such date as shall be provided by such Regulations.

8. Every person who acts in contravention of this Order or of any Regulations made thereunder shall upon conviction be liable to a penalty not exceeding £100 or 12 months imprisonment or both as the court may think fit. This section shall apply to any person within the local limits of the jurisdiction and to any person who commits an offence against

against this Order or any Regulations made thereunder committed in any part of the Territories within the limits of this Order to be brought before it, and enquire of facts and determine such charge as if such offence had been committed within the local limits of the jurisdiction of such court.

The respective Governors of the Territories shall be empowered to make such Regulations as may be necessary for carrying into effect the provisions of this Order and of any Regulations made thereunder and to alter amend or revoke all or any of such Regulations as occasion may require. All such Regulations and such alterations amendments and revocations thereof shall have the same force and effect for all purposes as if the same had been made by Order in Council, and shall come into operation in such manner and on such date as shall be provided by such Regulations.

His Majesty King George the Fifth

SCHEDULE

REGULATIONS.

Primary short title and commencement.

1. These regulations may be cited as the Lakes Victoria and Kioga navigation regulations 1914 and shall come into force at once.

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 to the subject or context requiring to such construction.

The word "vessel" includes any ship, barge, dredger, launch, pile driver, dhow, boat or craft whatever whether navigated by steam or otherwise; the word "lighter" means a vessel instructed to carry cargo and not propelled by any power over the expression "steam vessel" includes any vessel propelled by machinery.

The expression "Commander" shall be used in

relation

relation to any vessel means the person being in charge, command or management of the vessel at the time being.

The expression "Authorized Official" means any person authorized by the Governor to carry out or to supervise the carrying out of any of the provisions of these regulations.

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

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 of 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 Nyanza 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 provided for 50 per cent of the total persons carried on board. In addition there shall be in the case

of vessels of under 300 feet in length four life buoys 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 lifejacket 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. Hosts shall be invariably kept with the following equipment in them:

axe, 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 Host stations shall be exercised

Provisions for lights and signals and steering and sailing

General.

11. Masters in these rules shall discharge any vessel, or the owner, or charter, 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 seafaring, or by the special circumstances of any case.

In obeying and executing the following regulations relative 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 the rules necessary in order to avoid immediate danger.

The lights from the lights shall be carried with the lights from sunset to sunrise and during the day no other lights which may be mistaken for the lights prescribed shall be exhibited.

When a vessel is at anchor, the lights shall be exhibited from sunset to sunrise and during the day no other lights which may be mistaken for the lights prescribed shall be exhibited.

be considered a sailing vessel, and every vessel under steam whether under sail or not shall be considered a steam vessel.

18. (a) A steam vessel when under way shall carry 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 30 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 3 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 3 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 3 miles.

(d) The white, 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.

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 construction and character, and shall be carried in the same position as the white light mentioned in Article 12 (a). Such steam-vessel may carry a 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.

(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 Article 12 (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 a vessel 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 Article 12 (a) where they can best be seen, and, if a steam-vessel, in

for steam so placed that the sound shall not be intercepted by any obstruction, and also with an efficient bell.

80. In fog, mist, or heavy rainstorms, 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.

By the words "prolonged blast" used in this Article shall mean a blast of from 4 to 6 seconds' duration.

(b) A steam-vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than 2 minutes, two prolonged blasts, with an interval of about 1 second between them.

(c) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about 5 seconds.

(d) Sailing vessels and boats of less than 20 tons gross tonnage shall make some efficient sound at intervals of not more than 1 minute.

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

(f) Long whistles at intervals of 2 for 2 or 3 may be used 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 unwise or impracticable to keep out of the way

way of any other vessel she shall signify the same by sounding, at intervals of not more than 3 minutes, three blasts in succession, viz: one prolonged blast followed by two short blasts.

Speed of ships to be moderate in fog, etc.

31. 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 having, 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.

32. 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, in such 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.

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 anywhere but ahead.

23. 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.

24. 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.

25. 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 shall take such action as will best avoid collision.

Sailing vessels approaching each other.

26. When two sailing vessels are approaching each other so as to involve risk of collision, the following rule shall apply.

(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.

27. 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.

28. Every steam-vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her if necessary alter her speed or stop or reverse.

29. Notwithstanding anything contained in these rules, every vessel, overtaking any other,

shall

111
sound signals for vessels in sight of one another.

The words "short blasts" used in this article shall mean a blast of about one second's duration.

12. 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 altering my course to Starboard".

Two short blasts to mean, "I am altering my course to Port".

Three short blasts to mean, "I am going full speed astern".