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PICKFORD & BLACK'S W. I. S. S. Line between Turk's Island & Jamaica.

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NAUTICAL ALMANAC.

61

A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20, and not exceeding 40 feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall not be less than 15 feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing on her certificate of registry.

A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed by article 4 (a).

ART. 12.—Every vessel may, if necessary, in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress signal.

ART. 13.—Nothing in these rules shall interfere with the operation of any special rules made by the government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition or recognition signals adopted by ship-owners, which have been authorized by their respective governments and duly registered and published.

ART. 14.—A steam vessel proceeding under sail only, but having her funnel up, shall carry in day-time, forward, where it can best be seen, one black ball or shape 2 feet in diameter.

SOUND SIGNALS FOR FOG, & C

ART. 15.—A steam vessel shall be provided with an efficient whistle or siren, sounded by steam, or some substitute for steam, 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 gross tonnage or upwards shall be provided with a similar fog-horn and bell. In fog, mist, falling snow, or heavy rain storms, 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.

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

(c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast, when on the port tack two blasts in succession, and when with the wind abaft 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 five seconds.

(e) A vessel, when towing a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to manoeuvre as required by these rules, shall, instead of the signals prescribed in sub-divisions (a) and (c) of this article, at intervals of not more than 2 minutes, sound three blasts in succession, viz: one prolonged blast, followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

Sailing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals, but if they do not, they shall make some other efficient sound-signal at intervals of not more than 1 minute.

SPEED OF SHIPS TO BE MODERATE IN FOG, & C

ART. 16.—Every vessel shall, in a fog, mist, falling snow, or heavy rain-storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

Pickford & Black, Agents Funch, Edge & Co., New York.

Macdonald & Co., Manufacturers of Brass Binnacles and Stands, Halifax.—See adv. p. 4 cover.

Marine Steam Engines, at MACDONALD & CO'S.—See cover.