

INFORMATION CONCERNING THE PILOT REGULATIONS OF DIFFERENT PORTS, QUARANTINE REGULATIONS, THE REGULATIONS OF IMMIGRATION, INTERNATIONAL REGULATIONS TO PREVENT COLLISIONS AT SEA, ETC.

RULES AND REGULATIONS FOR THE GOVERNMENT OF PILOTS, ADOPTED BY THE UNITED STATES BOARD OF SUPERVISING INSPECTORS JUNE, 1871, AND AMENDED JANUARY, 1875, JANUARY, 1881, AND JANUARY, 1882.

All pilots of steamers navigating seas, gulfs, lakes, bays, or rivers (except the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries), when meeting or approaching each other, whether by day or by night, and as soon as fully within sound of the steam-whistle, shall observe and comply with the following

REGULATIONS.

RULE I. When steamers are approaching each other "head and head," or nearly so, it shall be the duty of each steamer to pass to the right or port side of the other; and the pilot of either steamer may be first in determining to pursue this course, and thereupon shall give, as a signal of his intention, one short and distinct blast of his steam-whistle, which the pilot of the other steamer shall answer promptly by a similar blast of his steam-whistle, and thereupon such steamers shall pass to the right, or port side, of each other. But if the course of such steamers is so far on the starboard of each other as not to be considered by pilots as meeting "head and head," or nearly so, the pilot so first deciding shall immediately give two short and distinct blasts of his steam-whistle, which the pilot of the other steamer shall answer promptly by two similar blasts of his steam-whistle, and they shall pass to the left, or on the starboard side, of each other.

NOTE.—In the night steamers will be considered meeting "head and head" so long as both the colored lights of each are in view of the other.

RULE II. When steamers are approaching each other in an oblique direction they shall pass to the right of each other, as if meeting "head and head," or nearly so, and the signals by whistle shall be given and answered promptly, as in that case specified.

RULE III. If, when steamers are approaching each other, the pilot of either vessel fails to understand the course or intention of the other, whether from signals being given or answered erroneously, or from other causes, the pilot so in doubt shall immediately signify the same by giving several short and rapid blasts of the steam-whistle; and if the vessels shall have approached within half a mile of each other, both shall be immediately slowed to a speed barely sufficient for steering-way until the proper signals are given, answered, and understood, or until the vessels shall have passed each other.

RULE IV. When steamers are running in a fog or thick weather it shall be the duty of the pilot to cause a long blast of the steam-whistle to be sounded at intervals not exceeding one minute.

Steamers, when drifting or at anchor in the fair way of other vessels in a fog or thick weather, shall ring their bells at intervals of not more than two minutes.

RULE V. Whenever a steamer is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steamer approaching from the opposite direction can not be seen for a distance of half a mile, the pilot of such steamer, when he shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the steam-whistle, which signal shall be answered by a similar blast given by the pilot of any approaching steamer that may be within hearing. Should such signal be so answered by a steamer upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and