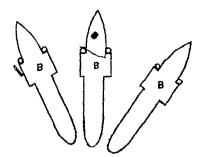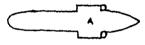# SCHEDULE A.

The following Diagrams are intended to illustrate the working of the Plan prescribed by this Act.

1st Situation.

In this situation the Steamer A will only see the *Red light* of the Vessel B, in whichsoever of the three positions the latter may happen to be, because the *green* light will be hid from view. A will be assured that the *larboard* side of B is towards him, and that the latter is therefore crossing the bows of A in *some direction to Port*. A will therefore [if so close as to fear collision] *port* his helm with confidence, and pass clear. On the other hand, the Vessel B, in either of the three positions, will see the *red, green*, and *mast-head* lights of A appear in a triangular form, by which the former will know that a Steamer is approaching *directly* towards him:—B will act accordingly.

It is scarcely necessary to remark that the *mast-head light* will always be visible in every situation till abaft the Beam.
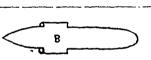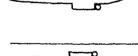
2nd Situation.

Here A will see B's *green* light only, which will clearly indicate to the former that B is crossing to starboard. Again A's *three* lights being visible to B, will apprize the latter that a Steamer is steering *directly* towards him.
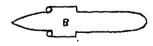
3rd Situation.

A and B will see each other's *red* light only. The screens preventing the *green* lights being seen. Both Vessels are evidently passing to *Port*.
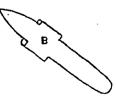
4th Situation.

Here a *green* light only will be visible to each: the screens preventing the *red* lights being seen. They are therefore passing to *Starboard*.

5th Situation.

This is a situation requiring caution:—the *red* light in view to A, and *green* to B, will inform both, that they are approaching each other in an oblique direction. A should put his helm to port, according to the standing rule mentioned in the next situation.

6th Situation.

Here the two colored lights, visible to each, will indicate their *direct* approach towards each other. In this situation it ought to be a *Standing Rule* that both should put their helms to *Port*.