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**PICKFORD & BLACK, Ship Brokers and Steamship Agts., Halifax, N. S.**

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ROBERT H. COGSWELL'S

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Macdonald & Co., Manufacturers of Patent Roller Bushings, Halifax.

A steam vessel hearing, 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.

**STEERING AND SAILING RULES.**

ART. 17.—When two sailing ships are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows, viz :—

(a) A ship which is running free shall keep out of the way of a ship which is close hauled.

(b) A ship which is close hauled on the port tack shall keep out of the way of a ship which is close hauled on the starboard tack.

(c) When both are running free with the wind on different sides, the ship 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 ship which is to windward shall keep out of the way of the ship which is to leeward.

(e) A ship which has the wind aft shall keep out of the way of the other ship.

ART. 18.—If two ships under steam 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, or nearly on in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both kept on their respective courses, pass clear of each other.

The only cases to which it does apply are, when each of the two vessels are end on, or nearly end on to each 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 head 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.

ART. 19.—If two vessels under steam are crossing, so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the sailing ship.

ART. 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.

ART. 21.—Where by any of these rules one or 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 vessels 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 the collision. (See articles 27 and 29)

ART. 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.

ART. 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 and reverse.

ART. 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, in reference to the vessel