

answered; but if the first alarm signal of such pilot be not answered he is to consider the channel clear and govern himself accordingly.

RULE VI. The signals, by the blowing of the steam-whistle, shall be given and answered by pilots in compliance with these rules, not only when meeting "head and head," or nearly so, but at all times when passing or meeting at a distance within half a mile of each other, and whether passing to the starboard or port.

RULE VII. When two steamers are approaching the narrows known as "Hell Gate," on the East River, at New York, side by side, or nearly so, running in the same direction, the steamer on the right or starboard hand of the other (when approaching from the west), when they shall have arrived abreast of the north end of Blackwell's Island, shall have the right of way, and the steamer on the left or port side shall check her way and drop astern. In like case when two steamers are approaching from the east, and are abreast at Negro Point, the steamer on the right or starboard hand of the other shall have the right of way, and shall proceed on her course without interference, and the steamer on the port side of the other shall keep at a safe distance astern (not less than three lengths) until both steamers have passed through the difficult channel.

RULE VIII. When steamers are running in the same direction, and the pilot of the steamer which is astern shall desire to pass on the right or starboard hand of the steamer ahead, he shall give one short blast of the steam whistle as a signal of such desire and intention, and shall put his helm to port; and the pilot of the steamer ahead shall answer by the same signal, or, if he prefer to keep on his course he shall give two short and distinct blasts of the steam-whistle, and the boat wishing to pass must govern herself accordingly, but the boat ahead shall in no case attempt to cross her bow or crowd upon her course.

N. B.—The foregoing rules are to be complied with in all cases except when steamers are navigating a crowded channel or in the vicinity of wharves. Under such circumstances steamers must be run and managed with great caution, sounding the whistle, as may be necessary, to guard against collision or other accidents.

SECTION 4233, Revised Statutes.—*Rule twenty-four.* In construing and obeying these rules due regard must be had to all dangers of navigation, and to any special circumstances which may exist in any particular case rendering a departure from them necessary in order to avoid immediate danger.

RULE IX. All double-ended ferry boats on lakes and seaboard shall carry a central range of clear, bright, white lights, showing all around the horizon, placed at equal altitudes forward and aft; also such side lights as specified in section 4233, Revised Statutes, Rule III, paragraphs B and C.

Local inspectors in districts having ferry-boats shall, whenever the safety of navigation may require, designate for each line of such boats a certain light, white or colored, which shall show all around the horizon, to designate and distinguish such lines from each other, which light shall be carried on a flag staff amidship, fifteen feet above the white range lights.

The line dividing jurisdiction between pilot rules on western rivers and lakes and seaboard at New Orleans shall be the lower limits of the city.

EXTRACTS FROM THE REVISED STATUTES.

SEC. 4233. The following rules for preventing collisions on the water shall be followed in the navigation of vessels of the Navy and of the mercantile marine of the United States.

STEAM AND SAIL VESSELS.

RULE I. Every steam-vessel which is under sail, and not under steam, shall be considered a sail vessel; and every steam-vessel which is under steam, whether under sail or not, shall be considered a steam-vessel.

LIGHTS.

RULE II. The lights mentioned in the following rules, and no others, shall be carried in all weathers, between sunset and sunrise.

RULE III. All ocean-going steamers, and steamers carrying sail, shall, when under way, carry—

(A) At the foremast head, a bright, white light, of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of twenty points of the compass, and so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side.