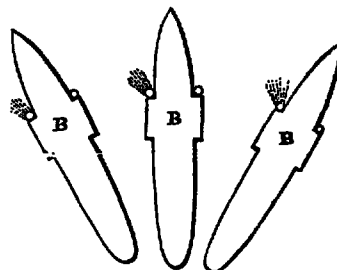
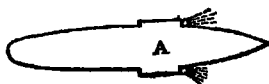


DIAGRAMS INTENDED TO ILLUSTRATE THE WORKING OF THIS MODE OF FITTING LIGHTS.

1ST SITUATION.

In this situation the Steamer A. will only see the Red Light of the Vessel B. in whichever 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 Port 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 apprise 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 from being seen. Both Vessels are evidently passing to Port.



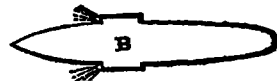
4TH SITUATION.

Here a Green light only will be visible to each; the screens preventing the Red Lights from being seen. They are therefore passing to Starboard.



5TH SITUATION.

Here the two coloured Lights, visible to each, will indicate their direct approach towards each other. In this situation both should put their helms to Port.



DIRECTIONS FOR FITTING THE LIGHTS.

The manner of fixing the Coloured Lights is to be particularly attended to. They should be fitted, each, with a screen of wood, on the inboard side, in order to prevent both being seen at the same moment from any direction but that of right-a-head.

This is important, for without the screens (a principle first introduced with this plan) any plan of bow-lights would be ineffective as a means of indicating the direction of steering.

This will be readily understood by a reference to the preceding illustrations, where it will appear evident, that in any situation in which two vessels may approach each other in the dark, the coloured lights will instantly indicate to both the relative course of each—that is, each will know whether the other is approaching directly or crossing the bows, either to starboard or to port. This intimation is all that is required to enable vessels to pass each other in the darkest night, with almost equal safety as in broad day, and for the want of which so many lamentable accidents have occurred.

Patterns of the Lanterns to be carried, and of the mode in which the Screens are to be fitted, may be seen at the Custom Houses of the principal Commercial Ports of the United Kingdom.

By command of their Lordships,

W. A. B. HAMILTON.

NOTE.—The system of Night Lights laid down in the above Regulations has been adopted in Her Majesty's Service, and by the Governments of the principal Foreign Maritime Nations.