

Thames Conservancy.

Bye-Laws and Rules for the Regulation of the Navigation of the River Thames.

NOTICE is hereby given, that the Conservators of the River Thames, having taken into consideration the objections and representations which have been made to them respecting the proposed Bye-laws and Rules for the regulation of the navigation of the River Thames published in the London Gazette of the 31st October, 1879, and in the Times newspapers of the 1st and 6th November, 1879, have made alterations and additions to the 7th, 11th, and 17th Bye-laws and Rules, and as so altered or added to the said Bye-laws and Rules will now stand as follows:—

Bye-laws numbered 28, 29, with sub-sections (a) (b) (c) (d) (e) (f) (g) (h) (i) (j), and 32, with sub-sections (a) (b) (c) (d), 33, 34, 35, with sub-sections (a) and (b), and 46 allowed by Order of Her Majesty in Council on the 5th February, 1872, and the Bye-law so allowed on the 20th November, 1872, and Bye-laws numbered 1, 4, 5, so allowed on the 17th March, 1875, and Bye-law No. 5, so allowed on the 11th July, 1877, shall after these present Bye-laws have been allowed by Order of Her Majesty in Council be, and the same are hereby repealed.

The word "vessel" shall mean any ship, lighter, barge, boat, wherry, punt, canoe, and any kind of craft whatever, whether navigated by steam or otherwise.

The word "river" shall mean that part of the River Thames which is within the jurisdiction of the Conservators between Cricklade, in the county of Wilts, and Yantlet Creek, in the county of Kent.

1. In obeying and construing the following rules, due regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the rules necessary in order to avoid immediate danger.

2. Nothing in the following rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Bye-law for the Regulation of the Navigation of the River.

3. Every steam vessel navigating the river shall be navigated with care and caution, and at a speed and in a manner which shall not endanger the safety of other vessels or moorings, or cause damage thereto, or to the banks of the river. Special care and caution shall be used in navigating such steam vessel when passing vessels employed in dredging or removing sunken vessels or other obstructions.

If the safety of any vessel or moorings is endangered or damage is caused thereto or to the banks of the river by a passing steam vessel, the onus shall lie upon the owner of such steam vessel to show that she was navigated with care and caution, at such speed and in such manner as directed by this rule.

*Bye-laws and Rules for the Regulation of the Navigation of the River between Yantlet Creek and Teddington Lock.**Rules concerning Lights.*

4. The lights mentioned in the following Rules, numbered 5 to 10 and no others, shall be carried in all weathers, from sunset to sunrise.

5. A steam vessel when under way shall carry:

(a.) On or before the foremast, or if there be no

foremast, on a staff at the forepart of the vessel at a height above the hull of not less than 20 feet, and if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, a bright white light, so constructed as to show a uniform and unbroken light over an arc of the horizon of 20 points of the compass; so fixed as to throw the light 10 points on each side of the vessel, viz., from right ahead to 2 points abaft the beam on either side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles. Provided that steam vessels which navigate both above and below London Bridge, shall not be required to carry their lights at a greater height than 12 feet above the hull.

Steam vessels navigating only above London Bridge, may carry the white light at any convenient height above the stem.

(b.) On the starboard side, a green light so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least one mile;

(c.) On the port side, a red light, so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the port side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least one mile.

(d.) The said green and red side lights shall be fitted in such a manner as to prevent these lights from being seen across the bow.

(e.) A steam vessel, when towing another vessel shall, in addition to her side lights, carry two bright white lights in a vertical line one over the other, not less than four feet apart. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light which other steam vessels are required to carry.

(f.) A steam vessel towing may also carry a light showing astern as a guiding light to the vessel or vessels towed, but this light must be so screened as not to be visible further forward than four points abaft her beam.

6. A sailing vessel under way, or being towed, shall only carry the side lights provided by (b) and (c) of Rule 5 for a steam vessel under way.

7. A steam vessel, a sailing vessel, or a barge when at anchor in the river shall carry where it can best be seen, at a height not exceeding 20 feet above the hull, a white light, in a globular lantern of not less than 8 inches in diameter, and so constructed as to show a clear uniform and unbroken light, visible all round the horizon, at a distance of at least one mile; provided always that where masted vessels are lying in tiers, the outermost off-shore masted vessels only of each tier shall each carry a light similar to that required for vessels at anchor; but barges lying at the usual barge moorings in the river above Barking Creek shall not be required to exhibit such riding light.

8. A vessel which is being overtaken by another vessel below Barking Creek shall show from her stern to such last-mentioned vessel a white light, or a flare-up light.

This rule shall not apply to boats, wherries, punts, or canoes.

9. All vessels when employed to mark the positions of wrecks or other obstructions shall ex-