

over an arc of the horizon of ten 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 at a distance of at least one mile.

(c) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten 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 at a distance of at least one mile.

(d) The said green and red side lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

(e) A steam vessel when under way may carry an additional white light, similar in construction to the light mentioned in sub-section (a). These two lights shall be so placed in line with the keel, that one shall be at least 15 feet higher than the other, and in such a position with reference to each other, that the lower light shall be forward of the upper one. The vertical distance between the lights shall be less than the horizontal distance.

#### Steamer when Towing to have two White Lights.

(f) A steam vessel when towing another vessel or when attached for the purpose of towing or manœuvring such 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.

Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

#### Light for Lighters in Tow.

11.—(a) The master of a steam vessel shall not by night tow any lighter, float, or raft of timber unless a white light of such a character as to be visible at a distance of at least a mile is exhibited on the stern or afterpart of such lighter, float, or raft of timber. Provided that if there be more than one such lighter, float, or raft of timber being towed in line, the white light above referred to shall be exhibited on the stern or afterpart of the sternmost or last of such line.

(b) The master of a steam vessel shall not by night tow any lighter, lashed alongside unless a white light is exhibited on the side of such lighter furthest from such steam vessel.

#### Vessel aground in or near the Fairway.

15. A vessel, other than a lighter of one hundred feet or upwards in length, aground in or near the fairway, shall by night exhibit in the forward part of such vessel three lights placed vertically, of which the centre one is to be red, and the other two white, such lights to be visible all round the horizon at a distance of at least one mile, and by day, shall exhibit two black balls, or shapes not less than two feet in diameter, which shall be placed vertically in the forward part of the vessel not less than six feet apart.

A vessel of one hundred and fifty feet or upwards in length, shall by night, in addition to the above-mentioned lights, exhibit the after light required to be carried by a vessel at anchor.

The lights, or balls, or shapes mentioned in this Bye-law shall be so placed that the lowermost in the forward part of the vessel shall be at a height of not less than twenty feet, and not more than forty feet above the hull, and the after light not less than fifteen feet lower than the lowermost forward light.

This Bye-law shall not apply to vessels above London Bridge, and to vessels lying at tiers, jetties, or wharves.

Not more than six to be towed at one time below Albert Bridge, Chelsea.

57. Vessels towed by steam vessels navigating the river below the Albert Bridge at Chelsea shall, if more than two in number, be placed two abreast (except vessels not exceeding fourteen feet nine inches in width which may be placed three abreast), and not more than six of any such vessels shall be towed together at the same time, and no tow of vessels shall exceed in length the following limits, namely:—

Above London Bridge	400 feet.
Between London Bridge and the landing place at the end of Trinity-street, Charlton	320 feet.

Below the said landing place, 400 feet to be calculated from the stern of the vessel towing to the stern of the aftermost vessel towed.

A steam vessel may tow another vessel lashed alongside of her, but shall not at any one time tow more than one vessel in such a manner.

Not more than six to be towed at one time between Albert Bridge and Hampton Church.

58. Vessels towed by steam vessels navigating between the Albert Bridge at Chelsea and Hampton Church may be placed in a single line, but shall not be placed more than two abreast (except vessels not exceeding fourteen feet nine inches in width which may be placed three abreast) and not more than six of any such vessels shall be towed together at the same time, and the distance between any two of the vessels so towed shall not exceed fifty feet.

Vessel not to obstruct dock entrance.

63. No vessel shall be placed or be in such a position as to obstruct or interfere with the access to any dock entrance.

This Bye-law does not apply to vessels in the employment of or belonging to the Conservators.

#### Ferry boats to be licensed.

80. No boat or punt shall be used as a ferry for the conveyance of persons on the River Thames above Teddington Lock unless previously licensed by the Harbour Master of the district. Every such licence shall state the number of persons which the said boat or punt is licensed to carry at any one time, and the said number shall be kept legibly and clearly inscribed on some prominent position in the said boat or punt. The master of such boat or punt shall not at any one time carry more than the number of persons allowed by the said licence.

A print of the Bye-laws, so altered, can be seen between ten and four o'clock in the day, at the office of the Solicitor to the Conservators of the River Thames, Victoria Embankment, London, E.C.

By Order,

ROBERT PHILIPSON,  
Secretary of the Conservators  
of the River Thames.

Thames Conservancy Office,  
Victoria Embankment, London, E.C.

19th February, 1908.