

SECOND SCHEDULE.

RULES.

Observance of "Regulations for preventing Collisions at Sea."

1. All vessels within the limits of the Dockyard Ports, with the exception of merchant and other private vessels above Garrison Point, shall comply with the "Regulations for preventing Collisions at Sea" made from time to time under the Merchant Shipping Act, except in so far as those regulations are inconsistent with the rules hereinafter contained.

NOTE.—Above Garrison Point, merchant and other private vessels will comply with the Medway Conservancy Byelaws.

Vessels not to approach Vessels carrying Royal or other Standard at Masthead.

2. No vessel shall unnecessarily approach within two cables of any vessel carrying the Royal or any other Standard at the masthead, when under way in the waters of the Dockyard Ports outside Garrison Point.

Vessels to keep clear of His Majesty's Vessels.

3. When one of His Majesty's vessels or other vessel being in charge of His Majesty's Officers under way within the limits of the Dockyard Ports hoists the Red Ensign over "M" flag (International Code—Alphabetical) by day, or a red light by night, at the foremast head, all other of His Majesty's vessels present in the Port shall hoist the Pilot Jack by day, or show position lights (two white lights vertical, 8 feet apart, hoisted at the peak, or if no gaff, hoisted abreast of the maintop in the middle line of the ship or on the Ensign Staff) by night, as a general warning. The Pilot Jack shall also be hoisted by day, or position lights by night, for the same purpose at Chatham Dockyard and at the Signal Station at Garrison Point Fort, Sheerness, and all other vessels under way in the Dockyard Ports shall keep out of the way of the said vessel flying the Red Ensign over "M" flag, or showing the red light at the foremast head; provided always that the said vessel shall be navigated with due care and at a moderate speed.

4. In the Dockyard Port of Chatham, when and so long as the Pilot Jack is hoisted at the flagstaff at Locks, denoting that one of His Majesty's Vessels is intending to enter or leave the locks, or the Red Burgee is hoisted on a staff fixed to No. 3 building shed, denoting that one of His Majesty's vessels is intending to enter or leave No. 2, 3 or 4 Dock, all steam vessels under way in the Dockyard Port shall keep out of the way of the vessel which is being moved and also of the tugs which may be in attendance upon her.

5. In the Dockyard Port of Sheerness, when and so long as the Red Burgee is hoisted at the Harbour Sheers, denoting that one of His Majesty's Vessels is intending to enter or leave the basins, all steam vessels under way in the Dockyard Port shall keep out of the way of the vessel which is being moved and also of the tugs which may be in attendance upon her.

6. In the Dockyard Port of Sheerness, when and so long as the Red Burgee is hoisted at the entrance to North Camber, denoting that one of His Majesty's Vessels is about to be docked or undocked in the said Camber, all steam vessels under way in the Dockyard Port

shall keep out of the way of the vessel which is being moved and of the tugs which may be in attendance upon her.

Vessels to keep clear of Dredger Anchors.

7. All merchant and other private vessels shall keep clear of the anchors of dredgers within the limits of the Dockyard Ports. Such anchors will not necessarily be buoyed, and may lie as far as 200 fathoms from the dredger to which they belong. Should a dredger be removed altogether from her anchors, the position of the anchors and moorings will be indicated by cylindrical buoys painted white and with a broad red band around the middle of the drum.

Vessel turning round.

8. When a steam vessel under way (which includes a tug with a tow) is about to turn round by night or by day, she shall signify the same by four short blasts of the steam whistle in rapid succession, followed after a short interval, if turning with her head to starboard, by one short blast, and if with her head to port, by two short blasts, and whilst turning shall repeat such signal to any approaching vessel, which latter vessel shall take action to avoid collision.

Signal directing vessels and boats to keep out of the way.

9. When any seagoing steam vessel, steam vessel towing, steam dredger or steam hopper under way within the limits of the Dockyard Ports shall by reason of the crowded nature of the channel or anchorage, or from any other cause find it unsafe or impracticable to keep out of the way of other vessels or boats, she shall signify the same by four short blasts of the steam whistle or syren blown in rapid succession, and all vessels and boats shall keep out of the way of the vessel making this signal; provided always that the latter shall be navigated with due care and at a moderate speed.

Sound Signals in Fog, &c.

10. In fog, mist, falling snow, or heavy rain storms, whether by day or by night, the sound signals required by Rule 8 or Rule 9 shall be repeated at intervals of not more than two minutes.

Lights and Signals for Dredgers.

11. A dredger when at work or in a position for working shall carry the following Lights and Signals, viz. :—

Lights between Sunset and Sunrise :—

(a) *Forward.*—In the forward part of the dredger at a height of not less than 20 and not exceeding 40 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least one mile.

(b) *Amidships.*—Three such white lights placed in a triangular form at least 8 feet apart, at right angles to the keel and with the apex uppermost, the base of the triangle to be at least 10 feet higher than the forward light and to be also higher than and clear of the framework, funnels, or other erections upon the dredger. If so moored or working as to make it necessary to prohibit the passage of vessels on one or both