

Taffrail of such vessel, a good, bright and distinct Signal Light, to be not less than fifteen feet above the Deck, and at least three feet lower than the top of the Funnel of such Steam Vessel, and so constructed and placed as to show an unbroken *bright white light* over an arc of the horizon of at least twenty points of the compass, viz., from right ahead to two points at least abaft the beam on each side thereof. And also, a second equally good, bright and distinct *Signal Light*, at, upon, or close to the *Stem* of such Steam Vessel, placed in a box, or sufficient lantern for that purpose, so as not to interfere with the sight of the helmsman, and at the same time to exhibit a bright and distinct *white light* ahead, and on each side thereof, say over an arc of the horizon of at least sixteen points of the compass; which last mentioned light, when in danger of being extinguished by the violence of the sea, shall, during the period of such danger, be carried upon the foremast of such Steam Vessel, or upon a staff to be erected for that purpose forward of the funnel thereof, and to be at least six feet lower than the stern light, under the Penalty upon the Owner or Owners, Master, or person in command of such vessel, of ten pounds for each and every such neglect or omission thereof.

STEAM FERRY BOATS.

Thirdly, That the Master, or person in command of any *Ferry Steam Boat* within the District aforesaid, shall, whilst plying at night, cause to be carried and kept upon the mast thereof, or upon a staff to be erected for that purpose, at any convenient part of such vessel, a good, bright and distinct Signal Light, not less than *fifteen feet above the deck*, and at least *three feet lower than the top of the funnel* of such vessel, and so placed and constructed, with one or more burners, if requisite, as to exhibit a *bright white light* all around; under the Penalty upon the Master or person in command thereof, of ten pounds for each and every such neglect or omission thereof.

TUG, OR TOWING STEAM VESSELS.

Fourthly, That the Master, or person in command of any Steam Vessel exclusively used as a *Tug or Towing Boat*, or other Steam Vessel *while so employed*, or proceeding to any place solely for that purpose, shall, during the night time, as before specified, and when such vessel is not moored, or at anchor, cause to be carried and kept at the *Foremast thereof*, or upon a substantial staff to be erected for that purpose, forward of the funnel of such vessel, two sufficient and distinct *Signal Lights*, one in a direct line above the other, each to be fitted in a substantial and convenient manner, capable of being hoisted at least twenty two feet from the deck, if required; the upper Lantern to exhibit a *bright white unbroken light* ahead, over an arc of the horizon of at least twenty points of the compass, viz., from right ahead to two points abaft the beam on each side, and be carried at least eighteen feet above the deck; and the lower one to exhibit a *bright red light* ahead, and over a similar arc; which two lights, when such Vessel may be *actually towing* any other Vessel or Raft, shall be kept at least *six feet apart*, and when *not so engaged*, shall be carried close together; under the Penalty upon the Owner or Owners, Master, or person in command of such vessel, of ten pounds for each and every neglect or omission thereof or deviation from such Rule.

AT ANCHOR.

Fifthly, All Steam Vessels at anchor, *off shore*, shall exhibit during the night a Plain Bright Signal Light at the Foremast, at least eighteen feet above the deck, to show light all around; and when so at anchor, with

Passengers on board, shall also continue to exhibit her stem and stern lights; under the Penalty upon the Owner or Owners, Master, or person in command of such vessel, of five pounds for each and every omission of any such light.

COLOURED LIGHTS.

Sixthly, That in case any Master or person in command of any Steam Vessel shall exhibit any additional Signal Lights of Coloured Glass, such colours shall be arranged only as follows, viz.: White to show forward, Blue to show aft, Green to show starboard, and Red to show to port; under the Penalty upon the Owner or Owners, Master, or person in command of such vessel, of forty shillings for each and every deviation from such Rule.

DIRECTIONS FOR STEERING.

Shore to be kept nearest to.—Seventhly, That it shall be the duty of all Masters, or persons in command of all Steam Vessels, while navigating or plying on the Inland Waters of this Province within our jurisdiction, during the night, as specified, or in foggy or thick weather, and more especially when in the narrow channels, or passages thereof, and when rounding points, headlands, or other impediments to sight, to *keep the Starboard shore aboard*, as near as may be perfectly consistent with safety; and whilst navigating such narrow channels, or rounding such points, &c., to ring their respective bells, or sound their respective steam whistles, at short intervals of time.

TO AVOID COLLISION.

Eighthly, That the Master, or person in command of any Steam Vessel under steam, when not actually engaged in Towing any raft or large vessel whatever, and not signalized as so doing, shall conform to the terms of the following Order published by the Trinity House Corporation, 30th October, 1840, viz:—

“That as Steam Vessels may be considered in the “light of Vessels navigating with a fair wind, they “shall give way to Sailing Vessels on a wind, on either “tack,—it therefore becomes only necessary to provide “a Rule for their observance when meeting other “Steamers, or Sailing Vessels going large. When “Steam Vessels, on different courses, must unavoidably “or necessarily cross, or approach so near, that, by continuing their respective courses, there would be a risk “of coming in collision, each Vessel shall put her “helm to port, so as always to pass on the *Larboard Side* of each other.” “This Order is held “of binding authority upon the Owners of Steam Vessels, so that Masters of Steamers not complying with “it, will be considered guilty of unseaman-like conduct, “and their Owners held responsible.”

RULES TO BE POSTED UP.

Ninthly, That a Printed Copy of these Regulations, as published by us, with the Act of Assembly, be placed and kept posted or hung up, so that they may be easily read, in a conspicuous part of every Steam Vessel within our District, and to which the said Act may apply, under the Penalty upon the Owner, Master, or person in command thereof, of twenty shillings for each and every neglect or omission thereof.

ISAAC WOODWARD, }
C. W. WARDLAW, } *Commissioners.*

St. John, N. B. August 11, 1852.

NOTE.—By the above Act, Owners, Masters, or persons in command of Steamers, are equally liable to the Penalties thereby and hereby imposed. And by the seventh Section thereof, every Penalty so above imposed by us, may be sued for and prosecuted by any person whomsoever, one moiety to go to such person, and the other for the use of the Province.