

181. Reports :—

17. The result of every test must be reported to the Marine Department on Form Exn. 2, and to the Principal Examiner on Form Exn. 14, when the candidate is up for examination for a certificate of competency; and to the Marine Department on Form Exn. 2B when the candidate is up for examination in the sight tests only.

All cases of failure should also be reported to the Principal Examiner on Form Exn. 17B, to which should be attached Form Exn. 17C containing the record of any mistakes made with the lantern.

Every report relating to such an examination must be signed by the Examiner who conducted the examination.

APPENDIX H.**REGULATIONS FOR PREVENTING COLLISIONS AT SEA.**

(Imperial Order in Council of the 13th October, 1910.)

SCHEDULE I.**PRELIMINARY.**

182. These rules shall be followed by all vessels upon the high seas and in all waters connected therewith navigable by seagoing vessels.

In the following rules every steam-vessel which is under sail and not under steam is to be considered a sailing-vessel, and every vessel under steam, whether under sail or not, is to be considered a steam-vessel.

The word "steam-vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these rules when she is not at anchor or made fast to the shore or aground.

The word "visible" in these rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

RULES CONCERNING LIGHTS, ETC.

Art. 1.—The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

Art. 2.—A steam-vessel when under way shall carry—

- a. On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than 20 ft., and if the breadth of the vessel exceeds 20 ft., then at a height above the hull not less than such breadth—so, however, that the light need not be carried at a greater height above the hull than 40 ft.—a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel—viz., from right ahead to two points abaft the beam on either side—and of such a character as to be visible at a distance of at least 5 miles.
- b. On the starboard side a green 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 starboard side, and of such a character as to be visible at a distance of at least 2 miles.
- 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 2 miles.
- d. The said green and red sidelights shall be fitted with inboard screens projecting at least 3 ft. forward from the light, so as to prevent these lights from being seen across the bow.