

Distrito de recrutamento e reserva n.º 17 (extinto)  
Primeiro sargento n.º 1647, António Pedro da Silva Soares Júnior — medalha de prata.

Distrito de recrutamento e reserva n.º 18 (extinto)  
Primeiro cabo n.º 2722, Aniceto Fernandes de Barros — medalha de cobre.

1.º grupo de companhias de saúde  
Primeiro cabo n.º 71/362-A da 1.ª companhia, António Francisco da Encarnação Martins — medalha de prata.  
Segundo cabo n.º 183/165 da 1.ª companhia, Oscar Francisco dos Santos — medalha de cobre.  
Segundo cabo n.º 60/199 da 1.ª companhia, Feliciano de Oliveira — medalha de cobre.  
Segundo cabo n.º 252/79 da 1.ª companhia, Mário Augusto Mendes — medalha de cobre.  
Segundo cabo n.º 272/87 da 1.ª companhia, António Augusto — medalha de cobre.  
Segundo cabo n.º 438/475 da 1.ª companhia, Augusto Luís — medalha de cobre.  
Soldado n.º 169/727 da 1.ª companhia, José Maria Ribeiro — medalha de cobre.  
Soldado n.º 412/774 da 1.ª companhia, João Luís Henriques — medalha de cobre.

1.º grupo de companhias de administração militar  
Soldado n.º 181/809 da 1.ª companhia de subsistências, João Ferreira — medalha de cobre.  
Primeiro cabo n.º 27/27 da 7.ª companhia de subsistências, António Monteiro — medalha de cobre.

Corpo de Alunos da Escola de Guerra  
Primeiro sargento cadete n.º 162/66 Henrique Leopoldo dos Santos Mendonça — medalha de cobre.  
Primeiro sargento cadete n.º 165/352, José Luís Gonçalves Canelhas — medalha de cobre.  
Primeiro sargento cadete n.º 171/357, Júlio Newton Proença Abranches — medalha de cobre.  
Primeiro sargento cadete n.º 176/230, Mário Natal do Prado Coelho — medalha de cobre.  
Primeiro sargento cadete n.º 195/395, Francisco Aires de Abreu — medalha de cobre.  
Primeiro sargento graduado cadete n.º 238/393, João Afonso de Miranda — medalha de cobre.  
Primeiro sargento graduado cadete n.º 240/396, Gabriel Maria de Barros Nápoles de Sousa Homem — medalha de cobre.  
Primeiro sargento graduado cadete n.º 276/537, José Tomaz de Sousa Faisca — medalha de cobre.

2.ª companhia de reformados  
Músico de 3.ª classe n.º 136, José Rodrigues da Silva — medalha de prata.

10.ª companhia de reformados  
Segundo sargento n.º 150, Jaime Augusto de Freitas — medalha de prata.

Guarda nacional republicana  
Músico de 2.ª classe n.º 36/666 da 1.ª companhia do 5.º batalhão, Joaquim Dias — medalha de prata.  
Soldado n.º 29/569 da 2.ª companhia do 5.º batalhão, Manuel Luís — medalha de cobre.  
Soldado n.º 30/373 da 2.ª companhia do 5.º batalhão, Manuel da Silva — medalha de cobre.  
Soldado n.º 78/622 da 2.ª companhia do 5.º batalhão, Francisco Carlos — medalha de cobre.  
Primeiro cabo n.º 13/72 da 3.ª companhia do 5.º batalhão, Joaquim Leite — medalha de prata.  
Soldado n.º 46/210 da 3.ª companhia do 5.º batalhão, João Pedro — medalha de prata.  
Soldado n.º 76/436 da 3.ª companhia do 5.º batalhão, Alcino Cardoso — medalha de cobre.  
Soldado 106/212 da 3.ª companhia do 5.º batalhão, Eduardo Martins — medalha de prata.  
Soldado n.º 136/383 da 3.ª companhia do 5.º batalhão, Manuel Bernardo — medalha de prata.  
Corneteiro n.º 155/769 da 3.ª companhia do 5.º batalhão, João Pinto — medalha de cobre.  
Primeiro cabo n.º 19/109 da 4.ª companhia do 5.º batalhão, Vergílio Marques Peralta — medalha de cobre.  
Soldado n.º 153/637 da 4.ª companhia do 5.º batalhão, António de Sousa — medalha de cobre.

Guarda fiscal  
Companhia n.º 1  
Soldado n.º 48/178, Manuel Soares — medalha de cobre.  
Polícia militar da Companhia de Moçambique  
Segundo sargento n.º 66/785, José Rodrigues Paula Santos — medalha de cobre.

9.º — Licença registada concedida ao oficial abaixo mencionado:

Hospital militar de Coimbra  
Alfere médico, Américo Pires de Lima, clínico do referido hospital, tresentos e sessenta cinco dias.

#### Rectificação

Na Ordem do Exército n.º 26, de 21 de Novembro de 1911, na página 812, linha 20, onde se lê «secretário», leia-se «vogal».

Alberto Carlos da Silveira.

Está conforme. — O Director da 1.ª Direcção Geral, Elias José Ribeiro, General.

## MINISTÉRIO DA MARINHA Majoria General da Armada

N.º 14

Majoria General da Armada, 30 de Setembro de 1911

ORDEM DA ARMADA

(Serie A)

Publica-se à Armada o seguinte:

### Despachos ministeriaes

De 8 de setembro

Conformando-se com a proposta da Comissão Permanente Liquidataria de Responsabilidades, acêrca das seguintes alterações ao Regulamento da Administração da Fazenda Naval:

Substituição do artigo 549.º por:

«Art. 549.º Em todas as folhas de pagamento se deve declarar, nas columnas de observações, os períodos de readmissão, os serviços com abonos especiaes e quaesquer alterações e esclarecimentos que justifiquem a legalidade das importancias abonadas».

Substituição da alínea a) do artigo 652.º por:

a) Conferir as contas de caixa dos Conselhos Administrativos das estações referidas e os respectivos documentos, devolvendo-as, até o dia 15 de cada mês, á Repartição de Contabilidade de Marinha, acompanhadas de relatórios referentes ao estado das mesmas contas».

De 19

Autorizado o abono do auxilio para rancho de 200 réis diários ás praças do estado menor dos navios em fabrico, na situação de meio armamento, a E. da torre de Belem.

De 26

Mandando que por todos os elementos da corporação da Armada exercendo comando que tenham competencia para intimar prisão a militares da Armada, para posterior julgamento seja observada rigorosamente a disposição do n.º 16.º do artigo 5.º da Constituição política que prohibe reter em prisão sem culpa formada esses militares, com excepção dos casos de flagrante delicto, de alta traição, de falsificação de moeda, de notas de bancos nacionaes e titulos da divida publica portuguesa, homicidio voluntario, furto domestico, roubo, falencia fraudulanta e fogo posto, ficando assim sem effeito a disposição do artigo 212.º do Código do Processo Militar em vigor.

De 27

O armamento e equipamento dos primeiros sargentos e equipersdos do Corpo de Marinheiros da Armada passam a ser a espada, o talim e o fiador determinados para os mestres no artigo 13.º do decreto de 18 de junho de 1856; entendendo-se, porem, que o uso da espada será em actos de serviço ou formatura e devendo, em sua substituição, ser usada a carabina sempre que aquelles officiaes inferiores façam parte de forças de desembarque para acção em terra com força armada, ou quando para identico fim cooperem com forças do Exército.

Mandando que os navios que estacionem ou visitem a provincia da Guiné, devem tomar as medidas prophylaticas aconselhadas contra a febre amarela, porque é de recer que, como nas outras colonias do golfo da Guiné, persista, embora sem forma epidemica, esta doença, visto continuar a existir o mosquito especial que faz a transmissão e poder elle vir dos paises vizinhos.

### Majoria General

Em 27 de junho

Department of Commerce and Labor. — Office of the secretary. — Washington. — To collectors of customs and others concerned:

The attention of all persons concerned is invited to the rules to prevent collisions of vessels printed on the following pages, for the navigation of rivers, harbors, and inland waters of the United States navigable by seagoing vessels.

The rules in this circular do not apply to the Great Lakes and connecting and tributary waters as far east as Montreal.

The rules in this circular do not apply to the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries. To these waters the rules now in use, to be found in section 4233 of the Revised Statutes of the United States and its amendments, and rules made, pursuant to section 4412 of the Revised Statutes, by the Board of Supervising Inspectors of Steam Vessels, will continue in force.

Following these rules, are printed the lines of demarcation within which, after July 31, 1911, the inland rules are applicable (except, as already noted, on the Red River of the North and rivers flowing into the Gulf of Mexico and their tributaries), and also the lines of demarcation of inland waters of the United States bordering on the Gulf of Mexico where the pilot rules for western rivers apply.

Attention is directed to the definition common to both rules: «The words *steam vessel* shall include any vessel propelled by machinery».

The act approved June 9, 1910, to amend laws for preventing collisions of vessels and to regulate equipment

of certain motor boats on the navigable waters of the United States is printed also.

These rules do not alter or amend the international rules. They do modify the inland rules so far as concerns motor boats, defined to include «every vessel propelled by machinery and not more than sixty-five feet in length except tug boats and tow boats propelled by steam». The motor-boat law applies also to the Great Lakes and western rivers. — *Benj. S. Cable*, Acting Secretary.

### Inland Rules

#### I. — Enacting clause, scope, and penalty

Whereas the provisions of chapter eight hundred and two of the laws of eighteen hundred and ninety, and the amendments thereto, adopting regulations for preventing collisions at sea (i. e., international rules of left-hand column), apply to all waters of the United States connected with the high seas navigable by seagoing vessels, except so far as the navigation of any harbor, river, or inland waters is regulated by special rules duly made by local authority; and

Whereas it is desirable that the regulations relating to the navigation of all harbors, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries, shall be stated in one act: Therefore,

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following regulations for preventing collisions shall be followed by all vessels navigating all harbors, rivers, and inland waters of the United States, except the Great Lakes and their connecting and tributary waters as far east as Montreal and the Red River of the North and rivers emptying into the Gulf of Mexico and their tributaries, and are hereby declared special rules duly made by local authority:

Sec. 3. That every pilot, engineer, mate, or master of any steam vessel, and every master or mate of any barge or canal boat, who neglects or refuses to observe the provisions of this act, or the regulations established in pursuance of the preceding section (see section 2, page 4), shall be liable to a penalty of fifty dollars, and for all damages sustained by any passenger in his person or baggage by such neglect or refusal: Provided, That nothing herein shall relieve any vessel, owner, or corporation from any liability incurred by reason of such neglect or refusal.

Sec. 4. That every vessel that shall be navigated without complying with the provisions of this act shall be liable to a penalty of two hundred dollars, one-half to go to the informer, for which sum the vessel so navigated shall be liable and may be seized and proceeded against by action in any district court of the United States having jurisdiction of the offense.

#### Preliminary definitions

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 words «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.

#### II — Lights, and so forth

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

Article 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.

### Island Rules

#### Steam vessels — Masthead light

Art. 2. A steam vessel when under way shall carry — a) On or in the front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, 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, namely, 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 five miles.

#### Steam vessels — Side lights

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 two 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 two miles.

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.

#### Steam vessels — Range lights

e) A seagoing steam vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least fifteen 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 these lights shall be less than the horizontal distance.

f) All steam vessels (except seagoing vessels and ferryboats), shall carry in addition to green and red lights required by article two (b), (c), and screens as required by article two (d), a central range of two white lights; the after light being carried at an elevation at least fifteen feet above the light at the head of the vessel. The headlight shall be so constructed as to show an unbroken light through twenty points of the compass, namely, from right ahead to two points abaft the beam on either side of the vessel, and the after light so as to show all around the horizon.

#### Steam vessels when towing

Art. 3. 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 three feet apart, and when towing more than one vessel shall carry an additional bright white light three feet above or below such lights, if the length of the tow measuring from the stern of the towing vessel to the stern of the last vessel towed exceeds six hundred feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in article two (a) or the after range light mentioned in article two (f).

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.

#### Lights for sailing vessels and vessels in tow

Art. 5. A sailing vessel under way or being towed shall carry the same lights as are prescribed by article two for a steam vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

#### Lights for ferryboats, barges, and canal boats in tow

Sec. 2. That the supervising inspectors of steam vessels and the Supervising Inspector-General shall establish such rules to be observed by steam vessels in passing each other and as to the lights to be carried by ferryboats and by barges and canal boats when in tow of steam vessels, not inconsistent with the provisions of this act, as they from time to time may deem necessary for safety, which rules, when approved by the Secretary of Commerce and Labor, are hereby declared special rules duly made by local authority, as provided for in article thirty of chapter eight hundred and two of the laws of eighteen hundred and ninety. Two printed copies of such rules shall be furnished to such ferryboats and steam vessels, which rules shall be kept posted up in conspicuous places in such vessels.

#### Lights for small vessels

Art. 6. Whenever, as in the case of vessels of less than ten gross tons under way during bad weather, the green and red side lights can not be fixed, these lights shall be kept at hand, lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides. To make the use of these portable lights more certain and easy the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

Art. 7. Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

#### Lights for pilot vessels

Art. 8. Pilot vessels when engaged on their stations on pilotage duty shall not show the lights required for other vessels but shall carry a white light at the masthead, visible all around the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their side lights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side nor the red light on the starboard side.

A pilot vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the colored lights above mentioned, have at hand, ready for use, a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

Pilot vessels, when not engaged on their station on

pilotage duty, shall carry lights similar to those of other vessels of their tonnage.

A steam pilot vessel, when engaged on her station on pilotage duty and in waters of the United States, and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of eight feet below her white masthead light a red light, visible all around the horizon 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, and also the colored side lights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and in waters of the United States, and at anchor, she shall carry in addition to the lights required for all pilot boats the red light above mentioned, but not the colored side lights. When not engaged on her station on pilotage duty, she shall carry the same lights as other steam vessels.

#### Lights, etc., of fishing vessels

Art. 9. (a) Fishing vessels of less than ten gross tons, when under way and when not having their nets, trawls, dredges, or lines in the water, shall not be obliged to carry the colored side lights; but every such vessel shall, in lieu thereof, have ready at and a lantern with a green glass on side and red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

b) All fishing vessels and fishing boats of ten gross tons or upward, when under way and when not having their nets, trawls, dredges, or lines in the water, shall carry and show the same lights as other vessels under way.

c) All vessels, when trawling, dredging, or fishing with any kind of drag nets or lines, shall exhibit, from some part of the vessel where they can be best seen, two lights. One of these lights shall be red and the other shall be white. The red light shall be above the white light, and shall be at a vertical distance from it of not less than six feet and not more than twelve feet; and the horizontal distance between them, if any, shall not be more than ten feet. These two lights shall be of such a character and contained in lanterns of such construction as to be visible all around the horizon, the white light a distance of not less than three miles and the red light of not less than two miles.

#### Lights for rafts or other craft not provided for

d) Rafts, or other water craft not herein provided for, navigating by hand power, horse power, or by the current of the river, shall carry one or more good white lights, which shall be placed in such manner as shall be prescribed by the Board of Supervising Inspectors of Steam Vessels.

#### Lights for an overtaken vessel

Art. 10. A vessel which is being overtaken by another, except a steam vessel with an after range light showing all around the horizon, shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

#### Anchor lights

Art. 11. A vessel under one hundred and fifty feet in length when at anchor shall carry forward, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a lantern so constructed as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least one mile.

A vessel of one hundred and fifty feet or upwards in length when at anchor shall carry in the forward part of the vessel, at a height of not less than twenty and not exceeding forty feet above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than fifteen feet lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

#### Special signals

Art. 12. Every vessel may, if necessary, in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that can not be mistaken for a distress signal.

#### Naval lights and recognition signals

Art. 13. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by shipowners, which have been authorized by their respective Governments, and duly registered and published.

#### Steam vessel under sail by day

Art. 14. A steam vessel proceeding under sail only, but having her funnel up, may carry in daytime, forward where it can best be seen, one black ball or shape two feet in diameter.

#### III. Sound signals for fog, and so forth

##### Preliminary

Art. 15. All signals prescribed by this article for vessels under way shall be given:

1. By «steam vessels» on the whistle or siren.
2. By «sailing vessels» and «vessels towed» on the fog horn.

The words «prolonged blast» used in this article shall mean a blast of from four to six seconds duration.

A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn; also with an efficient bell. A sailing vessel of twenty tons gross tonnage or upward shall be provided with a similar fog horn and bell.

In fog, mist, falling snow, or heavy rain storms, whether by day or night, the signals described in this article shall be used as follows, namely:

#### Steam vessel under way

a) A steam vessel under way shall sound, at intervals of not more than one minute, a prolonged blast.

#### Sail vessel under way

c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession.

#### Vessels at anchor or not under way

d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

#### Vessels towing or towed

e) A steam vessel when towing, shall, instead of the signals prescribed in subdivision (a) of this article, at intervals of not more than one minute, sound three blasts in succession, namely, one prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

#### Rafts, or other craft not provided for

f) All rafts or other water craft, not herein provided for, navigating by hand power, horse power, or by the current of the river, shall sound a blast of the fog horn, or equivalent signal, at intervals of not more than one minute.

#### Speed in fog

Art. 16. Every vessel shall, in a fog, mist, falling snow, or heavy rain storms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam vessel hearing, apparently forward of her beam, the fog signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

#### IV—Steering and sailing rules

##### Preliminary

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

#### Sailing vessels

Art. 17. When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows, namely:

a) A vessel which is running free shall keep out of the way of a vessel which is closehauled.

b) A vessel which is closehauled on the port tack shall keep out of the way of a vessel which is closehauled on the starboard tack.

c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

d) When both are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to the leeward.

e) A vessel which has the wind aft shall keep out of the way of the other vessel.

#### Steam vessels

Art. 18 Rule I. When steam vessels are approaching each other head and head, that is, end on, or nearly so, it shall be the duty of each to pass on the port side of the other; and either vessel shall give, as a signal of her intention, one short and distinct blast of her whistle, which the other vessel shall answer promptly by a similar blast of her whistle, and thereupon such vessels shall pass on the port side of each other. But if the courses of such vessels are so far on the starboard of each other as no to be considered as meeting head and head, either vessel shall immediately give two short and distinct blasts of her whistle, which the other vessel shall answer promptly by two similar blasts of her whistle, and they shall pass on the starboard side of each other.

The foregoing only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own, and by night to cases in which each vessel is in such a position as to see both the sidelights of the other.

It does not apply by day to cases in which a vessel sees another ahead crossing her own course or by night to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red

light without a green light or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

Rule III. If, when steam vessels are approaching each other, either vessel fails to understand the course or intention of the other, from any cause, the vessel so in doubt shall immediately signify the same by giving several short and rapid blasts, not less than four, of the steam whistle.

Rule V. Whenever a steam vessel is nearing a short bend or curve in the channel, where, from the height of the banks or other cause, a steam vessel approaching from the opposite direction can not be seen for a distance of half a mile, such steam vessel, when she shall have arrived within half a mile of such curve or bend, shall give a signal by one long blast of the steam whistle, which signal shall be answered by a similar blast given by any approaching steam vessel that may be within hearing. Should such signal be so answered by a steam vessel upon the farther side of such bend, then the usual signals for meeting and passing shall immediately be given and answered; but, if the first alarm signal of such vessel be not answered, she is to consider the channel clear and govern herself accordingly.

When steam vessels are moved from their docks or berths, and other boats are liable to pass from any direction toward them, they shall give the same signal as in the case of vessels meeting at a bend, but immediately after clearing the berths so as to be fully in sight they shall be governed by the steering and sailing rules.

Rule VIII. When steam vessels are running in the same direction, and the vessel which is astern shall desire to pass on the right or starboard hand of the vessel ahead, she shall give one short blast of the steam whistle, as a signal of such desire, and if the vessel ahead answers with one blast, she shall put her helm to port; or if she shall desire to pass on the left or port side of the vessel ahead, she shall give two short blasts of the steam whistle as a signal of such desire, and if the vessel ahead answers with two blasts, shall put her helm to starboard; or if the vessel ahead does not think it safe for the vessel astern to attempt to pass at that point, she shall immediately signify the same by giving several short and rapid blasts of the steam whistle, not less than four, and under no circumstances shall the vessel astern attempt to pass the vessel ahead until such time as they have reached a point where it can be safely done, when said vessel ahead shall signify her willingness by blowing the proper signals. The vessel ahead shall in no case attempt to cross the bow or crowd upon the course of the passing vessel.

Rule IX. The whistle signals provided in the rules under this article, for steam vessels meeting, passing, or overtaking, are never to be used except when steamers are in sight of each other, and the course and position of each can be determined in the daytime by a sight of the vessel itself, or by night by seeing its signal lights. In fog, mist, falling snow or heavy rain storms, when vessels can not see each other, fog signals only must be given.

#### Supplementary regulations

Sec. 2. That the supervising inspectors of steam-vessels and the Supervising Inspector-General shall establish such rules to be observed by steam vessels in passing each other and as to the lights to be carried by ferryboats and by barges and canal boats when in tow of steam vessels, not inconsistent with the provisions of this act, as they from time to time may deem necessary for safety, which rules when approved by the Secretary of Commerce and Labor, are hereby declared special rules duly made by local authority, as provided for in article thirty of chapter eight hundred and two of the laws of eighteen hundred and ninety. Two printed copies of such rules shall be furnished to such ferryboats and steam vessels, which rules shall be kept posted up in conspicuous places in such vessels.

#### Two steam vessels crossing

Art. 19. When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Steam vessel shall keep out of the way of sailing vessel.

Art. 20. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

#### Course and speed.

Art. 21. Where, by any of these rules, one of the two vessels is to keep out of the way, the other shall keep her course and speed.

(See articles twenty-seven and twenty-nine).

#### Crossing ahead.

Art. 22. Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

#### Steam vessel shall slacken speed or stop.

Art. 23. Every steam vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

#### Overtaking vessels.

Art. 24. Notwithstanding anything contained in these rules every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam, that is, in such a position, with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's side lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel can not always know with certainty whether she is forward of or abaft this direction from the other vessel she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

#### Narrow channels.

Art. 25. In narrow channels every steam vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

#### Right of way of fishing vessels.

Art. 26. Sailing vessels under way shall keep out of the way of sailing vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.

#### General prudential rule.

Art. 27. In obeying and construing these rules due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

#### Sound signals for passing steamers.

(See article eighteen.)

Art. 28. When vessels are in sight of one another a steam vessel under way whose engines are going at full speed astern shall indicate that fact by three short blasts on the whistle.

#### Precaution.

Art. 29. Nothing in these 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 lookout, 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.

#### Lights on united states naval vessels and revenue cutters.

Art. 20. The exhibition of any light on board of a vessel of war of the United States or a revenue cutter may be suspended whenever, in the opinion of the Secretary of the Navy, the commander in chief of a squadron, or the commander of a vessel acting singly, the special character of the service may require it.

#### Distress signals.

Art. 31. When a vessel is in distress and requires assistance from other vessels or from the shore the following shall be the signals to be used or displayed by her, either together or separately, namely:

In the daytime—

A continuous sounding with any fog-signal apparatus, or firing a gun.

At night—

First. Flames on the vessel as from a burning tar barrel, oil barrel, and so forth.

Second. A continuous sounding with any fog-signal apparatus, or firing a gun.

*Inland waters on the Atlantic, Pacific, and Gulf coasts of the United States where the Inland Rules of the Road are to be followed: and inland waters of the United States bordering on the Gulf of Mexico where the Inland Rules of the Road or Pilot Rules for Western Rivers are to be followed.*

(All bearings are in degrees true and points magnetic, and are given approximately; distances in nautical miles.)

Cutler (Little River) Harbor, Me.—A line drawn from Long Point 226° (SW. by W. 3/4 W.) to Little River Head.

Little Machias Bay, Machias Bay, Englishman Bay, Chandler Bay, Moosabec Reach, Pleasant Bay, Narragansett Bay, and Pigeon Hill Bay, Me.—A line drawn from Little River Head 232° (WSW. 1/4 W.) to the outer side of Old Man; thence 234° (WSW. 3/8 W.) to the outer side of Double Shot Islands; thence 245° (W. 5/8 S.) to Libby Islands Lighthouse; thence 231 1/2° (WSW. 1/8 W.) to Moose Peak Lighthouse; thence 233° (WSW. 1/4 W.) to Little Pond Head; from Pond Point, Great Wass Island, 239° (WSW. 3/4 W.) to outer side of Crumple Island; thence 248° (W. 3/8 S.) to Petit Manan Lighthouse.

All Harbors on the Coast of Maine, New Hampshire, and Massachusetts Between Petit Manan Lighthouse, Me., and Cap Ann Lighthouses, Mass.—A line drawn from

Petit Manan Lighthouse 205 1/30° (SW. 1/8 S.), 26 1/2 miles, to Mount Desert Lighthouse; thence 250 1/4° (W. 1/8 S.), about 33 miles, to Matinicus Rock Lighthouses; thence 267 1/2° (WNW. 7/8 W.), 23 1/2 miles, to Monhegan Island Lighthouse; thence 260° (W. 1/2 N.), 19 1/2 miles, to Seguin Lighthouse; thence 233° (WSW.), 18 1/4 miles, to Cape Elizabeth Lighthouse, No. 74; thence 214 3/4° (SW. 3/8 W.), 29 1/2 miles, to Boon Island Lighthouse; thence 210 1/4° (SW.), 11 miles, to Anderson Ledge Spindle, off Isles of Shoals Lighthouse; thence 176 1/4° (S. 7/8 W.), 19 1/2 miles, to Cape Ann Lighthouses, Mass.

Boston Harbor.—From Eastern Point Lighthouse 215° (SW. 1/4 W.), 15 3/4 miles, to The Graves Lighthouse; thence 139 1/4° (SSE. 7 1/2 miles, to Minots Ledge Lighthouse.

All Harbors in Cape Cod Bay, Mass.—A line drawn from Plymouth (Gurnet) Lighthouses 77 1/2° (E. 1/8 S.), 16 1/4 miles, to Race Point Lighthouse.

Nantucket Sound, Vineyard Sound, Buzzards Bay, Narragansett Bay, Block Island Sound, and Easterly Entrance to Long Island Sound.—A line drawn from Chatham Lighthouses, Mass., 146° (S. by E 7/8 E.), 4 3/8 miles, to Pollock Rip Shoals Lightvessel, No. 73; thence 142° (SSE. 1/8 E.), 12 3/4 miles, to Great Round Shoal Entrance Gas, Whistling, and Submarine Bell Buoy (PS); thence 229° (SW. by W. 1/2 W.), 14 1/2 miles, to Sankaty Head Lighthouse; from Smith Point, Nantucket Island, 265° (W. 5/8 N.), 25 1/2 miles, to southeasterly point No Mans Land; from westerly point No Mans Land, 359° (N. by E.), 5 1/4 miles, to Gay Head Lighthouse; thence 250 1/4° (W. 3/4 S.), 34 1/2 miles, to Block Island Southeast Lighthouse; thence 250 1/2° (W. 3/4 S.), 14 3/4 miles, to Montauk Point Lighthouse, on the easterly end of Long Island, N. Y.

New York Harbor.—A line drawn from Rockaway Point Life-Saving Station 167 1/4° (S. 1/4 E.), 6 1/4 miles, to Ambrose Channel Lightvessel, No. 87; thence 238 1/2° (WSW.), 8 1/4 miles, to Navesink (southerly) Lighthouse.

Philadelphia Harbor and Delaware Bay.—A line drawn from Cape May Lighthouse 200° (SSW. 3/8 W.), 8 1/2 miles, to Overfalls Lightvessel, No. 69; thence 246 1/4° (WSW. 1/2 W.), 3 1/8 miles, to Cape Henlopen Lighthouse.

Baltimore Harbor and Chesapeake Bay.—A line drawn from Cape Charles Lighthouse 188 1/2° (S. by W. 1/8 W.), 10 miles, to Outer Entrance Whistling Buoy, 2; thence 241 3/4° (SW. by W. 7/8 W.), 4 miles, to Cape Henry Lighthouse.

Charleston Harbor.—A line drawn from Ferris Wheel, on Isle of Palms, 154° (SSE. 1/4 E.), 7 miles, to Charleston Lightvessel, No. 34; thence 259° (W. 7/8 S.), through Charleston Whistling Buoy 6C, 7 5/8 miles, until Charleston Lighthouse bears 350° (N. 7/8 W.); thence 270° (W.), 2 1/2 miles, to the beach of Folly Island.

Savannah Harbor and Calibogue Sound.—A line drawn from Braddock Point, Hilton Head Island, 149° (SSE. 3/4 E.), 9 3/4 miles, to Tybee Gas and Whistling Buoy, T (PS); thence 270° (W.) to the beach of Tybee Island.

St. Simon Sound (Brunswick Harbor) and St. Andrew Sound.—From hotel on beach of St. Simon Island 1/5 1/6 mile 60° (NE. by E. 3/8 E.) from St. Simon Lighthouse, 130 3/4° (SE. 1/2 E.), 6 3/4 miles, to St. Simon Whistling Buoy; thence 192° (S. by W.), 8 3/4 miles, to St. Andrew Sound Bar Buoy (PS); thence 270° (W. 1/8 S.), 4 3/4 miles, to the shore of Little Cumberland Island.

Sr. Johns River, Fla.—A straight line from the outer end of the northerly jetty to the outer outer end of the southerly jetty.

Florida Reefs and Keys.—A line drawn from the easterly end of the northerly jetty, at the entrance to the dredged channel 1/2 mile northerly of Norris Cut, 114 1/2° (ESE.), 1 7/8 miles, to Florida Reefs North End Beacon, W.; thence 178 3/4° (S. 1/4 E.), 7 1/4 miles, to Biscayne Bay Sea Bell Buoy, 1; thence 181 3/4° (S.), 2 3/8 miles, to Fowey Rocks Lighthouse; thence 188° (S. 1/2 W.), 6 3/4 miles, to Triumph Reef Beacon, O; thence 193° (S. by W.), 4 1/2 miles, to Ajax Reef Beacon, M; thence 194 1/2° (S. by W. 1/8 W.), 2 miles, to Pacific Reef Beacon, L; thence 196 1/2° (S. by W. 3/8 W.), 5 miles, to Turtle Harbor Sea Buoy, 2; thence 210° (SSW. 1/3 W.), 4 7/8 miles, to Carysfort Reef Lighthouse; thence 209 1/2° (SSW. 1/2 W.), 5 3/4 miles, to Elbow Reef Beacon, J; thence 218° (SW. 3/4 S) 7 3/4 miles, to French Reef Beacon, G; thence 220 1/2° (SW. 1/2 S.), 2 miles, to Molasses Reef Beacon, T; thence 234 1/4° (SW. 5/8 W.), 6 miles, to Conch Reef Beacon, E; thence 235° (SW. 3/4 W.) through Crocker Reef Beacon, D, 10 1/4 miles, to Alligator Reef Lighthouse; thence 238° (SW. by W.), 9 miles, to Tennessee Reef Beacon, 7; thence 222 1/4° (SW. 1/2 S.), 2 miles, to Tennessee Reef Buoy, 4; thence 251° (WSW. 1/8 W.), 10 1/2 miles, to Coffins Patches Beacon, C; thence 247° (SW. by W. 3/4 W.), 8 3/4 miles, to Sombrero Key Lighthouse; thence 250° (WSW.), 2 1/2 miles, to Sombrero Key Turn Buoy (PS); thence 253° (WSW. 1/4 W.), 6 1/2 miles, to Bahia Honda Sea Buoy (PS); thence 255 1/2° (WSW. 1/2 W.), 7 1/2 miles, to Looe Key Beacon, 6; thence 257 1/2° (WSW. 3/4 W.), 6 3/8 miles, to American Shoal Lighthouse; thence 253 1/2° (WSW. 3/8 W.), 2 7/8 miles, to Maryland Shoal Beacon, S; thence 259° (WSW. 3/4 W.), 5 1/4 miles, to Eastern Sambo Beacon, A; thence 256 1/2° (WSW. 1/2 W.), 2 1/4 miles, to Western Sambo Beacon, R; thence 252 1/4° (WSW. 1/4 W.), 1 5/8 miles, to Western Sambo Buoy, 2; thence 261 3/4° (W. by S.), through Ship Channel Shoal Beacon, 5, 3 3/4 miles, to Main Ship Channel Entrance Bar Buoy (PS); thence 259 1/2° (WSW. 7/8 W.), 2 1/2 miles, to Eastern Dry Rocks



Beacon, 4; thence 256  $\frac{1}{2}$ ° (WSW.  $\frac{1}{2}$  W.), 7  $\frac{7}{8}$  miles, to Sand Key Lighthouse; thence 261° (W. by S.), 2  $\frac{3}{4}$  miles, to Western Dry Rocks Beacon, 2; thence 263  $\frac{1}{4}$ ° (W.  $\frac{1}{8}$  S.) 3  $\frac{1}{2}$  miles through Satan Shoal Buoy (HS) to Vestal School Buoy 1; thence 273  $\frac{3}{4}$ ° (W.  $\frac{1}{8}$  N.), 5  $\frac{1}{4}$  miles, to Coal Bin Rock Buoy (HS); thence 324  $\frac{3}{4}$ ° (NW.  $\frac{5}{8}$  N.), 7  $\frac{1}{4}$  miles, to Conch Key; from northwesterly point Marquesas Keys 61  $\frac{1}{4}$ ° (NE. by E.  $\frac{1}{4}$  E.), 4  $\frac{1}{8}$  miles, to North Entrance Buoy (PS), Boca Grande Channel; thence 84° (E.  $\frac{3}{4}$  N.) 9  $\frac{3}{4}$  miles, to Northwest Channel Entrance Bell Buoy (PS), Northwest Channel into Key West; thence 68  $\frac{1}{4}$ ° (NE. by E.  $\frac{7}{8}$  E.), 23  $\frac{1}{2}$  miles, to northerly side of Content Keys; thence 48  $\frac{1}{2}$ ° (NE.  $\frac{1}{8}$  E.), 29  $\frac{1}{2}$  miles, to East Cape, Cape Sable.

Charlotte Harbor and Punta Gorda, Fla.—Eastward of Entrance Bell Buoy (PS), off Boca Grande, and in Charlotte Harbor, in Pine Island Sound and Matlacha Pass. Pilot Rules for Western Rivers apply in Peace and Myacca Rivers north of a 250° and 70° (WSW. and ENE.) line through Mangrove Point Light; and in Caloosahatchee River northward of the steamboat wharf at Puntarasa.

Tampa Bay and Tributaries, Fla.—From the southerly end of Long Key 245  $\frac{1}{4}$ ° (SW. by W.  $\frac{5}{8}$  W.), 3 miles, to Entrance Gas and Whistling Buoy (PS); thence 128  $\frac{1}{2}$ ° (SE.  $\frac{3}{4}$  E.), 6  $\frac{1}{2}$  miles, to Bar Bell Buoy (PS) at the entrance to Southwest Channel; thence 102  $\frac{1}{2}$ ° (E.  $\frac{7}{8}$  S.), 2  $\frac{3}{4}$  miles, to the house on the north end of Anna Maria Key. Pilot Rules for Western Rivers apply in Manatee River inside Entrance Buoy (PS); in Hillsboro River inside Barrel Stake Beacon.

St George Sound, Apalachicola Bay, Carrabelle and Apalachicola Rivers, and St. Vincent Sound, Fla.—North of a line from Lighthouse Point 246° (SW. by W.  $\frac{5}{8}$  W.), 13  $\frac{1}{4}$  miles, to southeasterly end of Dog Island; to northward of East Pass Bell Buoy (PS) at the entrance to East Pass, and inside West Pass Bell Buoy (PS) at the seaward entrance to West Pass. Pilot Rules for Western Rivers apply in Carrabelle River and when on the range and crossing the bar at the entrance; in Apalachicola River and northward of Five-Foot Lump Buoy, 5, when crossing the bar.

Pensacola Harbor.—From Caucus Cut Entrance Whistling Buoy (PS) 8° (N.  $\frac{1}{4}$  E.) tangent to easterly side of Fort Pickens, to the shore of Santa Rosa Island, and from the Whistling Buoy northward in the buoyed channel through Caucus Shoal.

Mobile Harbor and Bay.—From Outer Whistling Buoy (PS) 40° (NE. by N.) to shore of Mobile Point, and from the Whistling Buoy 320° (NW.) to the shore of Dauphin Island. Pilot Rules for Western Rivers apply in Mobile River above Battery Gladden Light.

Sounds, Lakes, and Harbors on the Coasts of Alabama, Mississippi, and Louisiana, Between Mobile Bay Entrance and the Delta of the Mississippi River.—From Sand Island Lighthouse 259° (WSW.  $\frac{1}{2}$  W.), 43  $\frac{1}{2}$  miles, to Chandeleur Lighthouse; westward of Chandeleur and Errol Islands, and west of a line drawn from the southwesterly point of Errol Island 182° (S.  $\frac{1}{4}$  E.), 23  $\frac{1}{4}$  miles, to Pass a Loutre Lighthouse. Pilot Rules for Western Rivers apply in Pascagoula River, and in the dredged cut at the entrance to the river, above Pascagoula River Entrance Light, A, marking the entrance to the dredged cut.

New Orleans Harbor and the Delta of the Mississippi River.—Inshore of a line drawn from the outermost mud lump showing above low water at the entrance to Pass a Loutre to a similar lump off the entrance to Northeast Pass; thence to a similar lump off the entrance to Southeast Pass; thence to the outermost aid to navigation off the entrance to South Pass; thence to the outermost aid to navigation off the entrance to Southwest Pass; thence northerly, about 18  $\frac{1}{2}$  miles, to the westerly point of the entrance to Jaque Bay.

Sibane Pass, Tex.—Pilot Rules for Western Rivers apply to Sabine Pass northward of Sabine Pass Whistling Buoy (PS), and in Sabine Lake and its tributaries. Outside of this buoy the International Rules apply.

Galveston Harbor.—A line drawn from Galveston North Jetty Light 164° (SSE.  $\frac{1}{8}$  E.), 2  $\frac{3}{8}$  miles, to Galveston Bar Gas Buoy (PS); thence 312  $\frac{1}{2}$ ° (NW.  $\frac{7}{8}$  W.), 1  $\frac{7}{8}$  miles, to Galveston (S.) Jetty Light.

Brazos River, Tex.—Pilot Rules for Western Rivers apply in the Brazos River above the outer ends of the jetties. International Rules apply outside the ends of the jetties.

San Diego Harbor.—A line drawn from southerly tower Coronado Hotel 221  $\frac{1}{4}$ ° (SSW.  $\frac{3}{8}$  W.), 4  $\frac{3}{4}$  miles, to Outside Bar Whistling Buoy, SD, (PS); thence 356  $\frac{3}{4}$ ° (N. by W.  $\frac{5}{8}$  W.), 2  $\frac{5}{8}$  miles, to Point Loma Lighthouse.

San Francisco Harbor.—A line drawn from South Side Life-Saving Station 280  $\frac{3}{4}$ ° (W.  $\frac{5}{8}$  S.), 9 miles, to San Francisco Lightvessel, No. 70; thence 37  $\frac{1}{2}$ ° (N. by E.  $\frac{3}{4}$  E.), to westerly peak at entrance to Frank Valley.

Columbia River Entrance.—A line drawn from Point Adams Unused Lighthouse 272  $\frac{1}{2}$ ° (WSW.  $\frac{1}{8}$  W.), 8  $\frac{1}{2}$  miles, to Columbia River Lightvessel, No. 88; thence 34  $\frac{1}{4}$ ° (N. by E.), 7  $\frac{1}{4}$  miles, to North Head Lighthouse.

Juan de Fuca Strait, Washington and Puget Sounds.—A line drawn from New Dungeness Lighthouse 19  $\frac{1}{2}$ ° (N.  $\frac{1}{2}$  W.), 17  $\frac{1}{4}$  miles, to Cattle Point Light, on southeasterly point of San Juan Island (Mount Constitution, on Orcas Island, is in range with Cattle Point Light on this line); from Bellevue Point, San Juan Island, 335  $\frac{3}{4}$ ° (NW.  $\frac{3}{8}$  W.), to Kellett Bluff, Henry Island; thence 346° (NW.  $\frac{5}{8}$  N.) to Turn Point Light; thence 70  $\frac{1}{3}$ ° (NE.  $\frac{1}{8}$  E.), 8  $\frac{3}{8}$  miles, to westerly point of Skipjack Island; thence 37  $\frac{3}{4}$ ° (N. by E.  $\frac{1}{8}$  E.), 4  $\frac{1}{4}$  miles, to

Patos Islands Light; thence 337  $\frac{1}{2}$ ° (NW.  $\frac{3}{4}$  W.), 12 miles, to Point Roberts Light.

General Rule.—At all buoyed entrances from seaward to bays, sounds, rivers, or other estuaries, for which specific lines have not been described, inland rules shall apply inshore of a line, approximately parallel with the general trend of the shore, drawn through the outermost buoy or other aid to navigation of any system of aids.

#### Regulation of motor boats

An act to amend laws for preventing collisions of vessels and to regulate equipment of certain motor boats on the navigable waters of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the words «motor boats» where used in this Act shall include every vessel propelled by machinery and not more than sixty-five feet in length except tug boats and tow boats propelled by steam. The length shall be measured from end to end over the deck, excluding sheer: *Provided*, That the engine, boiler, or other operating machinery shall be subject to inspection by the local inspectors of steam vessels, and to their approval of the design thereof, on all said motor boats, which are more than forty feet in length, and which are propelled by machinery driven by steam.

Sec. 2. That motor boats subject to the provisions of this Act shall be divided into classes as follows:

Class one. Less than twenty-six feet in length.

Class two. Twenty-six feet or over and less than forty feet in length.

Class three. Forty feet or over and not more than sixty-five feet in length.

Sec. 3. That every motor boat in all weathers from sunset to sunrise shall carry the following lights, and during such time no other lights which may be mistaken for those prescribed shall be exhibited.

(a) Every motor boat of class one shall carry the following lights:

First. A white light aft to show all around the horizon.

Second. A combined lantern in the fore part of the vessel and lower than the white light aft showing green to starboard and red to port, so fixed as to throw the light from right ahead to two points abaft the beam on their respective sides.

(b) Every motor boat of classes two and three shall carry the following lights:

First. A bright white light in the fore part of the vessel as near the stem as practicable, 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, namely, from right ahead to two points abaft the beam on either side. The glass or lens shall be of not less than the following dimensions:

Class two. Nineteen square inches.

Class three. Thirty-one square inches.

Second. A white light aft to show all around the horizon.

Third. 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. 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. The glasses or lenses in the said side lights shall be of not less than the following dimensions on motor boats of—

Class two. Sixteen square inches.

Class three. Twenty-five square inches.

On and after July first, nineteen hundred and eleven, all glasses or lenses prescribed by paragraph (b) of section three shall be fresnel or fluted. The said lights shall be fitted with inboard screens of sufficient height and so set as to prevent these lights from being seen across the bow and shall be of not less than the following dimensions on motor boats of—

Class two. Eighteen inches long.

Class three. Twenty-four inches long:

*Provided*, That motor boats as defined in this Act, when propelled by sail and machinery or under sail alone, shall carry the colored lights suitably screened but not the white lights prescribed by this section.

Sec. 4 (a) Every motor boat under the provisions of this Act shall be provided with a whistle or other sound-producing mechanical appliance capable of producing a blast of two seconds or more in duration, and in the case of such boats so provided a blast of at least two seconds shall be deemed a prolonged blast within the meaning of the law.

(b) Every motor boat of class two or three shall carry an efficient fog horn.

(c) Every motor boat of class two or three shall be provided with an efficient bell, which shall be not less than eight inches across the mouth, on board of vessels of class three.

Sec. 5. That every motor boat subject to any of the provisions of this Act, and also all vessels propelled by machinery other than by steam more than sixty-five feet in length, shall carry either life-preservers, or life belts, or buoyant cushions, or ring buoys or other device, to be prescribed by the Secretary of Commerce and Labor, sufficient to sustain afloat every person on board and so placed as to be readily accessible. All motor boats carrying

passengers for hire shall carry one life-preserver of the sort prescribed by the regulations of the board supervising inspectors for every passenger carried, and no such boat while so carrying passengers for hire shall be operated or navigated except in charge of a person duly licensed for such service by the local board of inspectors. No examination shall be required as the condition of obtaining such a license, and any such license shall be revoked or suspended by the local board of inspectors for misconduct, gross negligence, recklessness in navigation, intemperance, or violation of law on the part of the holder, and if revoked, the person holding such license shall be incapable of obtaining another such license for one year from the date of revocation: *Provided*, That motor boats shall not be required to carry licensed officers except as required in this Act.

Sec. 6. That every motor boat and also every vessel propelled by machinery other than by steam, more than sixty-five feet in length, shall carry ready for immediate use the means of promptly and effectually extinguishing burning gasoline.

Sec. 7. That a fine not exceeding one hundred dollars may be imposed for any violation of this Act. The motor boat shall be liable for the said penalty and may be seized and proceeded against, by way of libel, in the district court of the United States for any district within which such vessel may be found.

Sec. 8. That the Secretary of Commerce and Labor shall make such regulations as may be necessary to secure the proper execution of this Act by collectors of customs and other officers of the Government. And the Secretary of the Department of Commerce and Labor, may upon application therefor, remit or mitigate any fine, penalty, or forfeiture relating to motor boats except for failure to observe the provisions of section six of this Act.

Sec. 9. That all laws and parts of laws only in so far as they are in conflict herewith are hereby repealed: *Provided*, That nothing in this Act shall be deemed to alter or amend acts of Congress embodying or revising international rules for preventing collisions at sea.

#### Em 7

De ordem de S. Ex.<sup>a</sup> o Ministro se publica para conhecimento dos officiaes encarregados da telegraphia sem fios, que os telegrammas expedidos de um navio de guerra para um passageiro de um navio mercante que fique dentro do raio de acção dosapparehos, tem de ser pagos, e que por isso devem abster-se de os fazer, quando esses telegrammas não sejam de absoluta necessidade.

#### Em 20

Determina-se que os contratos de compra, venda, fornecimentos, empreitadas, obras, etc., feitos pelas autoridades dependentes d'esta Majoria General, sejam directamente por ellas enviados ao Conselho Superior da Administração Financeira do Estado para os examinar e visar nos termos da alinea e) do n.º 2.º do artigo 6.º do decreto com força de lei de 11 de abril findo, e que só depois de visados sejam remetidos á Repartição de Contabilidade de Marinha para o respectivo processo de liquidação e pagamento.

#### Em 21

Por determinação de S. Ex.<sup>a</sup> o Ministro da Marinha, os commandos dos navios deem exacto cumprimento ao regulamento de artilharia naval na parte que diz respeito á conservação, limpeza e entrega de material.

Tendo alguns navios interpretado o artigo 597.º do Regulamento da Fazenda Naval com manifesto prejuizo do orçamento de marinha, S. Ex.<sup>a</sup> o Ministro da Marinha determinou que os commandos dos navios não transportem passageiros sem previa garantia dos abonos a fazer.

#### Em 25

Segundo informação da Legação da America foi designado o forte de S. Jacinto, Texas, como estação que deverá corresponder ás salvas no porto de Galveston, Texas.

Communica-se que segundo informação do Ministerio da Guerra, de futuro o castello de S. João da Foz do Douro não dará salvas, visto deixar de ter ali destacamento para esse fim.

#### Em 27

Fica sem effeito a determinação acêrca dos contratos de compra, venda, fornecimento, empreitada, obras, etc., feitos pelas autoridades dependentes d'esta Majoria General, publicada na ordem do dia n.º 211, de 20 do corrente.

José Maria Teixeira Guimarães, Major General da Armada.

Está conforme. — O Chefe do Estado Maior General, José Augusto Celestino Soares, Capitão de mar e guerra.

(Contém esta ordem outros diplomas já publicados no *Diário do Governo*).

#### MINISTÉRIO DO FOMENTO

##### Secretaria Geral

Para os devidos effeitos se faz público que, por decreto de 27 de Janeiro findo, se effectuou o seguinte despacho:

Raúl Lino, vogal agregado do Conselho do Turismo — exoneração, a seu pedido, do referido lugar.

Secretaria Geral, em 5 de Fevereiro de 1912. — O Secretário Geral, António Maria da Silva.