

MARINE AND COMMERCE DEPARTMENT.

(Rules for the protection of inland steam-vessels from collision)

No. 32

Dated Rangoon, the 5th August 1901.

No.32.- In exercise of the powers conferred by section 50A of the Inland Steam-Vessels Act, VI of 1884, as amended by the Inland Steam-Vessels Act Amendment Act, VII of 1899, and with the previous sanction of the Governor-General in Council, as required by section 69, such-section (5) of the said Act, the Lieutenant-Governor of Burma is pleased to make the following rules for the protection of inland steam-vessels from collision:-

Preliminary.

Subject to the provisions of Rule 5, these rules apply to steam-vessels ordinarily plying on any inland water in Burma (not being a water navigable by sea-going vessels, to which the rules under the Merchant Shipping Act, 1894,- 57 and 58 Vic., c. 60-apply) and so far as they are applicable to other vessels towed astern or alongside of such steam-vessels, but nothing in these rules shall interfere with the operation of any special rules duly made under any enactment relative to the navigation of any port or harbour.

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 clear atmosphere.

Rules concerning the making of sound signals.

1. The signals by steam-whistle prescribed in Rules 2 and 3 shall not be used on any occasion or for any purpose otherwise than as therein provided, and no signal by steam-whistle shall be made other than those therein prescribed.
2. All signals prescribed by this rule for vessels under way shall be given on the whistle or siren.

The words “prolonged blast” used in these rules 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 some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient bell.

In fog, mist, or heavy rain-storms, whether by day or night, the signals described in this rule shall be used as follows, namely,-

- (a) A steam-vessel having way upon her shall sound, at intervals of not more than one minute, a prolonged blast.
- (b) A steam-vessel under way, but stopped and having no way upon her, shall sound at intervals of not more than one minute, two prolonged blasts, with an interval of about one second between them.
- (c) A steam-vessel, when at anchor, shall, at intervals of not more than one minute, ring the bell or gong rapidly for about five seconds.

One prolonged blast should be given to convey a warning in the following cases:-

- (a) When a steam-vessel approaches her destination.
- (b) To attract the attention of other vessels, especially native craft.
- (c) On approaching a bend in the channel.
- (d) On approaching a channel in which there is insufficient room for two vessels to pass.

3. The words "short blast" used, in these rules shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam-vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, namely,-

One short blast to mean -"I am directing my course to starboard."

Two short blasts to mean -"I am directing my course to port."

Three short blasts to mean -"My engines are going full speed astern."

Rules concerning the Carriage and Exhibition of Lights.

- 4. The following 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.
- 5. The rules concerning lights, so far as they relate to vessels, other than steam-vessels and vessels towed by steam-vessels, shall apply only to vessels navigating the inland waters specified in the schedule attached to these rules. The said rules apply to steam-vessels and to other vessels when towed by steam-vessels in any inland water in Burma.

6. A steam-vessel when under way shall carry-

- (a) In the forepart of the vessel above the awning roof, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 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 two 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 star board 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.

7. When vessels are being towed alongside, the side-lights prescribed in Rule 6 (b) and (c) shall be carried on the outermost side of the outermost vessel on each side. None of the other vessels shall exhibit side-lights.

8. All vessels under oars or sails, when under way, shall not be obliged to carry the lights mentioned in Rule 6 (a), (b) and (c), but if they do not carry them, they shall, in those cases where there is a mast, carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round, and in those cases where there is no mast, have ready at hand a lantern with a white light which shall be exhibited in time to prevent a collision.

9. A vessel which is being overtaken by another shall show from her stern to such lastmentioned vessel a white light.

10. Every vessel when at anchor, shall carry, where it can best be seen, 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. A vessel aground in or near a fairway shall carry the above light.

Steering rules.

11. Every steam-vessel shall, in fog, mist, 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.

12. When two steam-vessels are meeting end-on or nearly end-on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This rule only applies to cases where vessels are meeting end-on, or nearly end-on, in such a manner as to involve risk of collision and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end-on, or nearly end-on, to the other; 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 side-lights 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.

13. 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.

14. 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:

Provided that this rule shall not have force between sunset and sunrise, when vessels, under sails or oars, should keep out of the way of steam-vessels.

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

Provided that when, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving way vessel alone, she also shall take such action as will best aid to avert collision. (See Rules 23 and 25.)

16. No steam-vessel shall get under way, either from her anchor or from the river bank, and turn across the river when another vessel is seen approaching from either up or down stream at such a distance that it is

doubtful whether the approaching vessel can safely pass her before the turning round manoeuvre or crossing of the river is completed.

17. 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.
18. 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.
19. Notwithstanding anything contained in these rules every steam-vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every steam-vessel coming up with another vessel from any direction more than 2 points abaft her beam, i. e., in such a position, with reference of 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 cannot 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.
20. No steam-vessel shall attempt to strive or race against another. When steam-vessels are proceeding in the same direction, but with unequal speed, the vessel which is steaming slowest shall, in the narrow reaches of a river, offer no obstruction whatever, by crossing the channel or otherwise, to the free passage of the faster vessel, and shall case and, if necessary, stop the engines as soon as the faster vessel comes abreast, in order to allow her to freely pass. The master or pilot of the faster vessel, if intending to pass, shall intimate such approach by a prolonged blast from his steam-whistle. But no vessel will be justified in passing such vessel at any of the turning points or bends of a river, nor in a part of the channel so narrow that a third vessel could not with safety pass them.
21. In narrow channels every steam-vessel meeting or likely to meet another 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.

22. If two steam-vessels, with or without vessels in tow meet when rounding a point, or in a place where the narrowness of the channel or the presence of a third vessel makes it difficult to pass, the one going against the tide or current shall slacken her speed until the other has cleared the difficulty.

23. In obeying and constructing 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.

Number of vessels which may be towed.

24. A steam-vessel shall not tow more than three vessels alongside on each side.

No vessels under any circumstances to neglect ordinary precautions.

25. 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 to make 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.

Penalty.

26. Any person committing a breach of any of the above rules numbered 1 to 25 shall be punished with imprisonment for a term which may extend to six months, or with fine which may extend to 500 rupees, or with both.

H. THOMPSON,

Offg. Secy. to the Govt. of Burma.

----- Attachment -----

[ATTACH LIST 1] 01 Schedule. (VIDE RUL 5.) List of inland waters to which the rules relating to the carriage and exhibition of lights by vessels other than steam-vessels apply. I.- PEGU AND IRRAWADDY DIVISIONS.