Form 804a

DEPARTMENT OF COMMERCE

STEAMBOAT-INSPECTION SERVICE

RULES FOR LIGHTS FOR FERRYBOATS, AND FOR BARGES AND CANAL BOATS IN TOW OF STEAM VESSELS, AND FOR LIGHTS AND DAY SIGNALS FOR DREDGES, VESSELS WORKING ON WRECKS, ETC., NAVIGATING HARBORS, RIVERS, AND OTHER 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.

Authority: Section 2, Act of Congress approved June 7, 1897.

The following rules are as amended by the Board of Supervising Inspectors, Steamboat-Inspection Service, which rules have been approved by the Secretary of Commerce, and are effective on and after September 1, 1914.

These rules concerning lights shall be complied with in all weathers from sunset to sunrise.

LIGHTS TO BE CARRIED BY FERRYBOATS.

Ferryboats propelled by machinery and navigating the harbors, rivers, and other inland waters of the United States, except the Great Lakes and t[illegible] 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 tributa[illegible] shall carry the range lights and the colored side lights required by law to be carried on steam vessels navigating those waters, except that DOU[illegible] FERRYBOATS shall carry a central range of clear, bright, white lights, showing all around the horizon, placed at equal altitudes forward and aft, also on starboard side a green light, and on the port side a red light, of such a character as to be visible on a dark night with a clear atmosphere at a distance of [illegible] least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to thro[illegible] the light from right ahead to 2 points abaft the beam on their respective sides.

The green and red lights shall be fitted with inboard screens projecting at least 3 feet forward from the lights, so as to prevent them from being see[illegible] across the bow.

Local inspectors in districts having ferryboats shall, whenever the safety of navigation may require, designate for each line of such boats a certain light, white or colored, which shall show all around the horizon, to designate and distinguish such lines from each other, which light shall be carried on a flagstaff amidships, 15 feet above the white range lights.

LIGHTS FOR BARGES AND CANAL BOATS IN TOW OF STEAM VESSELS ON CERTAIN INLAND WATERS ON THE SEABOARD, EXCEPT THE HUDSON RIVER AND ADJACENT WATERS AND LAKE CHAMPLAIN.

On the harbors, rivers, and other 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 except on the waters of the Hudson River and its tributaries from Troy to the boundary lines of New York Harbor off Sandy Hook, as defined pursuant to section 2 of the act of Congress of February 19, 1895, the East River, and Long Island Sound (and the waters entering thereon, and to the Atlantic Ocean), to and including Narragansett Bay, R. I., and tributaries, and Lake Champlain, barges (except scows) and canal boats in tow of steam vessels shall carry lights as follows:

Barges and canal boats towing astern of steam vessels, when towing singly, or what is known as tandem towing, shall each carry a green light on the starboard side and a red light on the port side, and a white light on the stern, except that the last vessel of such tow shall carry two white lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart, and not less than 4 feet above the deck house, and so placed as to show all around the horizon.

When two or more boats are abreast, the colored lights shall be carried at the outer sides of the bows of the outside boats. Each of the outside boats in last tier of a hawser tow shall carry a white light on her stern.

The white light required to be carried on stern of a barge or canal boat carrying red and green side lights shall be carried in a lantern so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass, namely, for 6 points from right aft on each side of the vessel, and shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 2 miles.

Barges or canal boats towing alongside a steam vessel shall, if the deck, deck houses, or cargo of the barge or canal boat be so high above water as to obscure the side lights of the towing steamer when being towed on the starboard side of the steamer, carry a green light upon the starboard side; and when towed on the port side of the steamer, a red light on the port side of the barge or canal boat; and if there is more than one barge or canal boat abreast, the colored lights shall be displayed from the outer side of the outside barges or canal boats.

The colored side lights referred to in these rules for barges and canal boats in tow shall be fitted with inboard screens, so as to prevent them from being seen across the bow, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and so constructed as to show a uniform and unbroken light over an arc of the horizon of 10 points of the compass, and so fixed as to throw the light from right ahead to 2 points abaft the beam on either side. The minimum size of glass globes shall not be less than 6 inches in diameter and 5 inches high in the clear.

Scows when being towed by steam vessels on the waters covered by the first paragraph of these rules shall carry a white light at each end of each scow, except that when such scows are massed in tiers, two or more abreast, each of the outside scows shall carry a white light on its outer bow, and the outside scows in the last tier shall each carry, in addition, a white light on the outer part of the stern. The white light shall be carried not less than 8 feet above the surface of the water, and shall be so placed as to show an unbroken light all around the horizon, and shall be of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least 5 miles.

LIGHTS FOR BARGES AND CANAL BOATS IN TOW OF STEAM VESSELS ON THE HUDSON RIVER AND ADJACENT WATERS AND LAKE CHAMPLAIN.

All nondescript vessels known as scows, car floats, lighters, and vessels of similar type, navigating the waters referred to in the following rules, shall carry the lights required to be carried by barges and canal boats in tow of steam vessels, as prescribed in such rules.

Barges and canal boats, when being towed by steam vessels on the waters of the Hudson River and its tributaries from Troy to the boundary lines of New York Harbor off Sandy Hook, as defined pursuant to section 2 of the act of Congress of February 19, 1895, the East River, and Long Island Sound (and the waters entering thereon, and to the Atlantic Ocean), to and including Narragansett Bay, R. I., and tributaries, and Lake Champlain, shall carry lights as follows:

Barges and canal boats being towed astern of steam vessels, when towing singly or what is known as tandem towing, shall each carry a white light on the bow and a white light on the stern, except that the last vessel of such tow shall carry two white lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart, and not less than 4 feet above the deck house, and so placed as to show all around the horizon: *Provided*, That seagoing barges shall not be required to make any change in their seagoing lights (red and green) on waters coming within the scope of these rules, except that the last vessel of the tow shall carry two white lights on her stern, athwartship, horizontal to each other, not less than 5 feet apart, and not less than 4 feet above the deck house, and so placed as to show all around the horizon.

Barges and canal boats, when towed at a hawser two or more abreast, when in one tier, shall carry a white light on the bow and a white light on the stern of each of the outside boats; when in more than one tier, each of the outside boats shall carry a white light on its bow; and the outside boats in the last tier shall each carry, in addition, a white light on the outer afterpart of the stern.

Barges or canal boats towed alongside a steam vessel, if on the starboard side of said steam vessel, shall display a white light on her own starboard bow; and if on the port side of said steam vessel shall display a white light on her own port bow; and if there is more than one barge or canal boat alongside, the white lights shall be displayed from the outboard side of the outside barge or canal boat: *Provided*, That barges known as car floats when towed alongside shall have a white light at each outboard corner of said barge.

When barges or canal boats are massed in tiers and towed at a hawser, as is usual on the Hudson River, there shall be carried on the forward port side of the port boat of each tier a white light, and on the forward starboard side of the starboard boat in each tier a white light, and on the after port side of the port boat in the stern tier a white light, and on the after starboard side of the starboard boat in the stern tier a white light.

The white bow light for barges and canal boats referred to in the preceding rules shall be carried at least 10 feet and not more than 30 feet abaft the stem or extreme forward end of the vessel. On barges and canal boats required to carry a white bow light, the white light on bow and the white light on stern shall each be so placed above the hull or deck house as to show an unbroken light 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 5 miles.

Provided, That nothing in these rules shall be construed as compelling barges or canal boats in tow of steam vessels, passing through any waters coming within the scope of these rules where lights for barges or canal boats are different from those of the waters whereon such vessels are usually employed, to change their lights from those required on the waters from which their trip begins or terminates; but should such vessels engage in local employment on waters requiring different lights from those where they are customarily employed, they shall comply with the local rules where employed.

RULES FOR LIGHTS AND DAY SIGNALS TO BE CARRIED BY VESSELS, DREDGES OF ALL TYPES, AND VESSELS WORKING ON WRECKS OR OTHER OBSTRUCTIONS TO NAVIGATION, OR MOORED FOR SUBMARINE OPERATIONS OR MADE FAST TO A SUNKEN OBJECT WHICH MAY DRIFT WITH THE TIDE OR BE TOWED.

RULE 1. RULE FOR SIGNALS TO BE DISPLAYED BY A TOWING VESSEL WHEN TOWING A SUBMERGED OR PARTLY SUBMERGED OBJECT UPON A HAWSER WHEN NO SIGNALS ARE DISPLAYED UPON THE OBJECT WHICH IS TOWED.

The vessel having the submerged object in tow shall display by day, where they can best be seen, two shapes, one above the other, not less than 6 feet apart, the lower shape to be carried not less than 10 feet above the deck houses. The shapes shall be in the form of a double frustum of a cone, base to base, not less than 2 feet in diameter at the center nor less than 8 inches at the ends of the cones, and to be not less than 4 feet lengthwise from end to end, the upper shape to be painted in alternate horizontal stripes of black and white, 8 inches in width, and the lower shape to be painted a solid bright red.

By night the towing vessel shall display the regular side lights, but in lieu of the regular white towing lights shall display four lights in a vertical position not less than 3 nor more than 6 feet apart, the upper and lower of such lights to be white, and the two middle lights to be red, all of such lights to be of the same character as are now prescribed for the regular towing lights.

RULE 2. RULE FOR STEAMERS, DERRICK BOATS, LIGHTERS, OR OTHER TYPES OF VESSELS MADE FAST ALONGSIDE A WRECK, OR MOORED OVER A WRECK WHICH IS ON THE BOTTOM OR PARTLY SUBMERGED, OR WHICH MAY BE DRIFTING.

Steamers, derrick boats, lighters, or other types of vessels made fast alongside a wreck, or moored over a wreck which is on the bottom or partly submerged, or which may be drifting, shall display by day two shapes of the same character and dimensions and displayed in the same manner as required by the foregoing rule, except that both the shapes shall be painted a solid bright red, but where more than one vessel is working under the above conditions, the shapes need be displayed only from one vessel on each side of the wreck from which it can best be seen from all directions.

By night this situation shall be indicated by the display of a white light from the bow and stern of each outside vessel or lighter not less than 6 feet above the deck, and in addition thereto there shall be displayed in a position where they may best be seen from all directions two red lights carried in a vertical line not less than 3 feet nor more than 6 feet apart, and not less than 15 feet above the deck.

RULE 3. RULE FOR DREDGES WHICH ARE HELD IN STATIONARY POSITION BY MOORINGS OR SPUDS.

Dredges which are held in stationary position by moorings or spuds shall display by day two red balls not less than 2 feet in diameter and carried in a vertical line not less than 3 feet nor more than 6 feet apart, and at least 15 feet above the deck house and in such a position where they can best be seen from all directions. By night they shall display a white light at each corner, not less than 6 feet above the deck, and in addition thereto there shall be displayed in a position where they may best be seen from all directions two red lights carried in a vertical line not less than 3 feet nor more than 6 feet apart, and not less than 15 feet above the deck. When scows are moored alongside a dredge in the foregoing situation they shall display a white light on each outboard corner, not less than 6 feet above the deck.

RULE 4. RULE FOR SELF-PROPELLING SUCTION DREDGES UNDERWAY WITH THEIR SUCTIONS ON THE BOTTOM.

Self-propelling suction dredges underway with their suction on the bottom shall display by day the same signals as are used to designate any steamer not under control; that is to say, two black balls not less than 2 feet in diameter and carried not less than 15 feet above the deck house, and where they may best be seen from all directions.

By night they shall carry, in addition to the regular running lights, two red lights of the same character as the masthead light, in the same vertical plane and underneath the masthead light, the red lights to be not less than 3 feet nor more than 6 feet apart and the upper red light to be not less than 4 feet and not more than 6 feet below the white masthead light, and on or near the stern two red lights in the same vertical plane not less than 4 feet nor more than 6 feet apart, to show through 4 points of the compass; that is, from right astern to 2 points on each quarter.

RULE 5. RULE FOR VESSELS WHICH ARE MOORED OR ANCHORED, AND ENGAGED IN LAYING PIPE OR OPERATING ON SUBMARINE CONSTRUCTION O[R] EXCAVATION.

Vessels which are moored or anchored, and engaged in laying pipe or operating on submarine construction or excavation shall display by day, [illegible] than 15 feet above the deck, where they can best be seen from all directions, two balls not less than 2 feet in diameter, in a vertical line not less tha[illegible] and not more than 6 feet apart, the upper ball to be painted in alternate black and white vertical stripes 6 inches wide, and the lower ball to be p[illegible] solid bright red. By night they shall display three red lights carried in a vertical line not less than 3 feet nor more than 6 feet apart and not less [illegible] feet above the deck, and in such position as may best be seen from all directions.

All the lights required by these special rules for dredges, wrecking boats, lighters, etc., shall be of such size and character as to be visible o[illegible] night with a clear atmosphere for a distance of at least 2 miles.

POSTING OF RULES.

On such bar[illegible]es, dredges, canal boats, vessels working on wrecks, and steam and other motor vessels, of over 100 gross to[illegible]
shall be kept posted u[illegible] shall be kept posted up in conspicuous places in the vessel, one copy of which shall be kept posted up in t[illegible]
tons and not over 100 g[illegible]ls of over 25 gross tons and not over 100 gross tons, two copies of this form shall be kept on board, one copy o[illegible]
vessels of 25 gross tons and [illegible]n the pilot house. On such vessels of 25 gross tons and under, and of more than 10 gross tons, two copie[illegible]
shall be kept conspicuously po[illegible] and, where practicable, one copy thereof shall be kept conspicuously posted up in the vessel.