

CLYDE LIGHTHOUSES

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BYE-LAWS

ENACTED BY THE

TRUSTEES OF THE CLYDE LIGHTHOUSES

IN VIRTUE OF THE CLYDE LIGHTHOUSES  
ORDER 1912 AS CONFIRMED BY THE CLYDE  
LIGHTHOUSES ORDER (CONFIRMATION) ACT  
1912 2 AND 3 GEORGE V CAP. XXV.

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GLASGOW :  
PRINTED BY ROBERT ANDERSON & SONS, LTD.,  
72 HOWARD STREET.

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## BYE-LAWS

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### TRUSTEES OF THE CLYDE LIGHTHOUSES

IN VIRTUE OF THE CLYDE LIGHT-  
HOUSES ORDER 1912 AS CONFIRMED  
BY THE CLYDE LIGHTHOUSES ORDER  
(CONFIRMATION) ACT 1912 2 AND 3  
GEORGE V CAP. XXV.

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At GLASGOW the Ninth day of September, Nineteen hundred and twenty five. The Trustees of the Clyde Lighthouses in virtue of the powers conferred on them by the Clyde Lighthouses Order 1912 as confirmed by the Clyde Lighthouses Order (Confirmation) Act 1912 hereby repeal as on the date of these Bye-laws coming into operation the Bye-laws confirmed by the Board of Trade on 9th March 1915 and in substitution thereof enact the following Bye-laws to be strictly observed and enforced from and after fourteen days from the date of the confirmation thereof by the Board of Trade viz. :—

### BYE-LAWS

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The following words and expressions shall have the meanings hereby assigned to them :—

“ The Trustees ” shall mean the Trustees of the Clyde Lighthouses incorporated by the Clyde Lighthouses Act 1871.

"The River and Firth" shall mean the River and Firth of Clyde and all navigable waters included between a line drawn due east and west across the same at the southernmost point of the Island of Little Cumbrae from the coast of Ayrshire to the coast of Kintyre and a line drawn across the said River or Firth from Newark Castle to Cardross Burn.

"The Deep-Water Channel" shall mean the channel authorised by the Clyde Lighthouses Order 1912.

"The Master of Works" shall mean the Master of Works appointed by the Trustees or other servant of the Trustees acting on his behalf.

"Dead Slow" shall mean a speed not exceeding five miles an hour.

Words denoting the singular number only shall include the plural number and words denoting the plural number only shall include the singular number.

Words denoting the masculine gender only shall include females.

The word "Person" shall include corporation whether aggregate or sole.

The word "Vessel" shall include ship, boat, lighter, and craft of every kind and whether propelled by machinery or otherwise.

The word "Master" when used in relation to any vessel shall be understood to mean the Master, Pilot, or other person lawfully or wrongfully having



or taking the command, charge or management of the vessel for the time being.

The term "Starboard Hand" shall denote that side which would be on the right hand of the mariner either going with the main stream of flood or approaching a harbour, river or estuary from sea-ward: the term "Port Hand" shall denote the left hand of the mariner under the same circumstances.

1. Subject to the Statutory rights of the Trustees of the Port and Harbours of Greenock the following Bye-laws shall have full force and effect in the River and Firth of Clyde as herein defined provided that between the present Eastern boundary of the Burgh of Greenock and the Western termination of the Deep-Water Channel authorised by the Clyde Lighthouses Order, 1912, such Bye-laws shall only be applicable to and have effect within the said Deep-Water Channel.

Bye-laws to have effect in the River and Firth.

2. The person in charge of a vessel in the Firth shall, except where a local Rule to the contrary is in force or herein provided, conform to the Regulations for Preventing Collisions at Sea.

Regulations for preventing collisions at sea.

3. No person shall anchor or moor any vessel in the Deep-Water Channel authorised by the foresaid Order unless in the case of an accident or grounding (in which case the Master shall carry out the provisions of Section 7 (1) hereof) and no person shall anchor or moor any vessel in any part of the River and Firth so as to obstruct or interfere with the free navigation.

Vessels not to be anchored in channel or so as to obstruct navigation.

Vessels to be  
slowed when  
passing Dred-  
ging Mach-  
ines Diving  
Apparatus&c.

4. (a) Wherever Dredging Machines Diving Apparatus or Barges or other craft belonging to or under the control of the Trustees may be stationed on the River or where any vessel belonging to or authorised by the Trustees is engaged in attending to, repairing or otherwise dealing with the buoys or beacons of the Trustees, or with wrecks or obstructions, or is engaged in the carrying out of any works or operations of the Trustees a red flag or shape shall be hoisted upon a pole upon the Dredging Machines, Diving Apparatus or Barges or other craft or vessel and the Master of any approaching vessel when within not less than 200 yards of the Dredging Machines Diving Apparatus or Barges or other craft or vessel having such flag hoisted shall reduce the speed of his vessel to "Dead Slow" until his vessel shall have passed any such Dredging Machines Diving Apparatus or Barges or other craft or vessel or obstruction by at least 50 yards.

Vessels to  
slow on ap-  
proaching  
works, &c.

- (b) Whenever, in order to protect works being executed by the Trustees or by the Trustees of the Port and Harbours of Greenock or by Shipbuilding Firms or other works or for other navigation purposes, the Trustees shall erect or authorise the erection of boards on the banks of the River or elsewhere having the words "Dead Slow" painted thereon, such boards shall be considered as a substitute for red flags or shapes

and the speed of every vessel shall when approaching and passing such boards be reduced in the same manner in all respect as if red flags or shapes had been exhibited.

5. The Master of any vessel or any other person shall not throw or permit to be thrown from his vessel or from the quays or foreshores ashes or rubbish of any kind nor shall they permit oils to be poured or thrown out into the Deep-Water Channel or the River and Firth within the Trustees' jurisdiction.

Rubbish or  
Oils not to be  
thrown into  
the river.

6. On every occasion when a vessel is to be launched into the River and Firth above Kempoch Point by any person having or claiming to have right to launch vessels the following regulations shall be observed :—

Regulations  
for launches.

- (a) Twenty-four hour's previous notice of the hour when it is proposed to launch a vessel shall be given by the Shipbuilder to the Master of Works and to the Pilot Master at Glasgow, and this without prejudice to such other notice as is directed to be given in such cases by Statute.
- (b) Two small boats shall be placed by the Shipbuilder as near as may be in the middle line of the navigable channel each at a distance of not less than 200 yards from the line of launch the one being east and the other west of the said line.
- (c) At five minutes before the launch is to take place the Pilot or other person in charge of the vessel shall see that the river is clear



and shall signal to the persons in the small boats from the stern of the vessel by exhibiting a red flag or shape four feet square with the word "LAUNCH" in large white letters thereon.

- (d) On such signal being given the persons in each of the boats appointed by the Shipbuilder shall immediately display a similar flag or shape attached to a pole 10 feet long and continue to display the same until the launch shall have taken place or the flag or shape on the vessel shall have been withdrawn as specified in Section (f) hereof.
- (e) Every Master of any vessel passing or being in the River and Firth in the vicinity of any launch shall observe the signals above provided to be displayed in the small boats and shall not pass the small boats until the red flags or shapes have been withdrawn.
- (f) Should anything occur to prevent the launch from taking place after the red flags or shapes are displayed the pilot or other person in charge of the vessel shall withdraw his red flag or shape and exhibit in lieu thereof a white flag or shape whereupon the persons in the small boats shall withdraw the flags or shapes displayed by them.
- (g) If during or after a launch there is any danger of fouling or damaging any of the buoys belonging to the Trustees the Shipbuilder shall give twenty-four hours' notice thereof to the Master of Works, who shall thereupon temporarily remove the buoys



during the progress of the launch and thereafter replace the same at the expense of the Shipbuilder.

- (h) If any vessel either going up or down the River and Firth shall be detained more than twenty minutes after the flags or shapes in the small boats have been first displayed such detention shall be held to be an offence against this Bye-law enforceable against the Shipbuilder unless he can show reasonable cause for delay.

7. (1) In the event of a vessel being aground or submerged or otherwise not under control or obstructing or endangering the navigation, the Master shall at once until the vessel is removed exhibit the following lights and marks and shall also immediately take steps to inform the Master of Works at Port-Glasgow :—

Lighting and marking of Vessels aground, &c., in River and Firth. Notice to Master of Works.

BY NIGHT.—*Two Red Lights* in a vertical line, not less than six feet apart, and not less than fifteen feet above the hull, placed in such position as to show a uniform and unbroken light to vessels approaching, and visible at a distance of at least one mile ; and *Two White Lights*, placed where they can best be seen on the hull, one at each end of the vessel, in such position as to indicate as nearly as possible the extent of the obstruction.

BY DAY.—*Two Black Balls or Shapes*, each two feet in diameter, in the same position as the *Two Red Lights* : and *Two Black Balls or Shapes* in the same positions as the *Two White Lights*.

Provided that, if the vessel be submerged to such extent that the Lights, Balls or Shapes cannot be displayed therefrom, the Master shall place on or near the site such boats or punts as may be necessary to give effect to the provisions of this Section, and exhibit thereon such of the prescribed Lights, Balls or Shapes as cannot be shown from the vessel itself.

(2) When a steam vessel takes the ground or becomes an obstruction, she shall, in addition to showing the lights and marks specified above immediately sound four short *Blasts* in rapid succession on the whistle or siren or sounding apparatus and shall continue to repeat such signal at short intervals when other vessels are approaching or during fog or thick weather, and in the case of a vessel without steam she shall sound her manual fog signal or bell.

(3) In the event of a vessel being submerged to the extent described in the Proviso to Section 7 (1) hereof, and those on board finding it necessary to leave the vessel or impracticable themselves to provide and maintain the prescribed lights and marks, the Master shall immediately request the Trustees through their Master of Works to undertake the lighting and marking at the owner's expense, but the person whose duty it is to observe the provisions of Section 7 (1) hereof shall not be relieved of the obligation to do so until the Trustees' servants are actually in charge.

8. If the vessel be abandoned by the Master or Owner and be submerged to such an extent that the lights and marks cannot in a proper manner be displayed therefrom and if wreck-marking vessels or boats or a buoy or buoys according to the circumstances be used, the Trustees shall light and mark them so far as practicable as specified in the following Sub-Sections (1) and (2).

Vessels and buoys shall when possible have the word "*Wreck*" painted in white letters on a green ground on the top mark or sides. When possible a buoy shall be laid near to the site of a wreck next to mid-channel. When two or more vessels or buoys are used to mark a wreck, Masters should not attempt to pass between them.

The Trustees may change the positions of permanent buoys in the vicinity of a wreck without giving Notice.

(1) Unless circumstances prevent it, when a wreck-marking buoy is used it shall be one of the following shapes and (if a light is carried) it shall be lighted in one of the manners following to indicate to the Master on which hand he should pass the buoy.

- (a) To be passed on the Master's Port Hand—*Can Shape*, and if lighted to show a *Green Group Flashing Light* giving *Two Flashes*.
- (b) To be passed on the Master's Starboard Hand—*Conical Shape*, and if lighted to show a *Green Group Flashing Light* giving *Three Flashes*.



(c) To be passed on either side—

*Spherical Shape*, and if lighted to show a *Green Light* giving *One Flash*.

Wreck-  
marking  
vessel.—How  
to be passed.

(2) Unless circumstances prevent it, when a wreck-marking vessel is used it shall not carry the ordinary riding light authorised for a vessel at anchor but shall carry the lights as follows to indicate to the Master on which hand he should pass the vessel, but during the day green shapes shall take the place of the lights specified.

Lights on  
Wreck-mark-  
ing vessel.

(a) To be passed on the Master's Port Hand—

*Two Green Lights* in a vertical line from the end of a crossyard.

(b) To be passed on the Master's Starboard Hand—

*Three Green Lights* in a vertical line from the end of a crossyard.

(c) To be passed on either side—

*Four Green Lights*, two in a vertical line one over the other on each end of a crossyard.

Passing of  
vessels in  
narrowed  
channel.

9. In the event of the channel being narrowed to such an extent that it is unsafe for two vessels to meet and pass abreast, the vessel proceeding against the tide shall stop and hang back until the vessel or vessels running with the tide are clear.

Master to sat-  
isfy himself  
that he can  
pass in safety.

10. The Master of every vessel approaching all or any such lights, balls, boats, buoys, obstructions, or wrecks before attempting to pass the same shall ascertain and satisfy himself that he can do so with safety to his own vessel and to other vessels, in which case the speed of his vessel in approaching and passing such shall be "*Dead Slow*."

11. The foregoing Bye-laws shall be enforceable in respect of any breach thereof committed at any place within the Trustees' jurisdiction and shall be binding upon and be observed by all parties and shall be sufficient to justify all persons acting under the same. Enforcement of Bye-laws.

12. All offences against the foregoing Bye-laws may be tried in the Court of the Bailie of the River and Firth of Clyde in the same way and manner and subject to the same procedure as police offences under the Glasgow Police Acts 1866 to 1909 and any offences against the said Bye-laws which may be committed within the jurisdiction of the Magistrates of Greenock may be tried by the said Magistrates in manner directed by the Summary Jurisdiction (Scotland) Acts. Trial of offences against the Bye-laws.

13. Every person offending against or contravening any one of the foregoing Bye-laws or any part or Sub-section thereof shall be liable to a penalty not exceeding £5 on conviction before the Bailie of the River and Firth of Clyde or any other competent Tribunal. Penalty for breach of Bye-laws.

Signed by two of the Trustees of the Clyde Lighthouses and the Clerk and sealed with the Common Seal.

#### NOTES TO FOREGOING BYE-LAWS.

1. It is directed by Order of Council, dated the 14th October, 1915, that every dredger moored in the River or Firth of Clyde within the jurisdiction Lights from Dredger.

of the Trustees of the Clyde Lighthouses shall, between sunset and sunrise, exhibit three bright white lights from globular lanterns of not less than eight inches diameter, placed athwart ships on the top of the framework, not less than six feet apart, forming a right-angled triangle. *Vessels shall pass on that side only which shows the two lights in a vertical line.* The lights shall be of sufficient power to be distinctly visible, with a clear atmosphere on a dark night, at a distance of at least two miles. By day three black balls or shapes shall be shown in substitution for the three bright lights. Vessels shall approach and pass the dredger with caution and at reduced speed.

Masters shall not assume that wreck has been removed. 2. When it is known to Mariners that a vessel has been aground or submerged or is a wreck, they should not assume by reason of the absence of lights or marks, which would indicate the same, that the obstruction has been removed, as lights are liable to be extinguished and marks set adrift by heavy weather.

Masters shall give heed to notices and messages. 3. Masters should regard all lights and marks, if used, merely as aids to navigation, and, while observing all proper precautions, should give heed to information contained in Notices to Mariners or to messages received by wireless telegraphy or telephony or from Pilots as to the position and bearings of a wreck or obstruction, and as to lights and marks stated to be used.

Masters shall pass wrecks at their own risk. 4. As in some cases it may be found impracticable or undesirable to moor a wreck-marking vessel or vessels or buoys the Trustees hereby give notice that



they will accept no responsibility for the absence of such vessel or vessels or buoys and that Masters pass wrecks or obstructions marked or unmarked at their own risk.

5. The Trustees are not liable for damage to <sup>Trustees not</sup> vessels or for losses occasioned by delay or otherwise <sup>liable for da-</sup> mage or loss. caused by wrecks or groundings within their jurisdiction.

Signed by two of the Trustees of the Clyde Lighthouses, and the Clerk, and sealed with the Common Seal.

WILLIAM LAW, *Trustee.*

WM. CAMPBELL, *Trustee.*

J. F. ANDERSON, *Clerk.*

The Board of Trade hereby confirm the foregoing Bye-Laws.

G. E. BAKER,

*Assistant Secretary.*

*Board of Trade,*  
16th September, 1925.