

The Sailing Vessels (Inspection) Rules, 1962

UNION OF INDIA

India

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Rule THE-SAILING-VESSELS-INSPECTION-RULES-1962 of 1962

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1907.

G.S.R. 1491 dated 10th November, 1962. - In exercise of the powers conferred by Cls. (d), (e), (h), (k) and (o) of sub-section (2) of Section 435 read with Section 457 of the Merchant Shipping Act, 1958 (44 of 1958), the Central Government hereby makes the following rules, namely :

1. Short title commencement and application.

(1) These rules may be called the Sailing Vessels (Inspection) Rules, 1962. (2) They shall come into force at once. (3) They shall apply to every sailing vessel registered in accordance with the provisions of the Act other than vessels exclusively engaged in fishing.

2. Definitions.

- In these rules, unless the context otherwise requires- (a) "Act" means the Merchant Shipping Act, 1958 (44 of 1958); (b) "coasting sailing vessel" means a vessel which is employed in trading between any port or place in India and any other port or place on the continent of India or between ports or places in India and ports or places in Ceylon; (c) "fair season" and "foul season" mean respectively the seasons specified as such in Schedule I; (d) "certificate" means a Certificate of Inspection; (e) "form" means a form appended to these rules; (f) "free board" means the free board assigned to a vessel in accordance with the provisions of the Sailing Vessels (Assignment of Free Board) Rules, 1960; (g) "Registrar" means a Registrar of Sailing Vessels appointed as such under the Act; (h) "surveyor" means a Registrar holding a certificate of competency issued under the Act or recognised as equivalent thereto or a surveyor appointed under Section 9(1) of the Act or a Naval Architect appointed by the Central Government or any other person appointed in this behalf by the

Central Government.

3. Application for certificate of inspection.

(1) Every application for the grant of a certificate required by Section 421 of the Act shall be made to a Registrar in Form SVIC I. (2) Every such application shall be accompanied by such fees as are prescribed in Schedule II.

4. Inspection of vessels.

- On receipt of an application for a certificate the Registrar shall cause the vessel to be inspected by a surveyor.

5. Preparation for inspection.

- The following preliminaries shall be completed by the owner or tindal of a vessel before an inspection in commenced : (1) the vessel shall be made clean and free from cargo; (2) rigging and equipment shall be kept handy for inspection; (3) the vessel shall be cleaned externally and placed on a hard or slipway sufficiently clear of the ground.

6. Inspection.

(1) The hull shall be inspected to determine whether the vessel is staunch and tight and whether she is strong enough for the service intended. (2) Joints in planking and caulking shall be carefully examined. (3) In the case of decked vessels, it shall be ensured that the deck planking is in good condition and properly caulked and that efficient means of battening down the hatches is provided. (4) It shall be ensured that, - (i) sails are of strong and durable material and in good condition and on sufficient area to enable efficient navigation under sails alone; (ii) all blocks, pulleys and ropes are in good condition and of sufficient strength; and (iii) the anchors, chains, hawsers are sufficient and efficient. (5) Special attention shall be paid to the condition of the rudder and helm and their fastenings. (6) All pumps shall be tested for efficiency by actually working them for not less than ten minutes.

7. Equipment.

(1) Every sailing vessel shall be equipped with life saving and fire appliances prescribed for Classes VII & XII under the Indian Merchant Shipping (Life Saving Appliances) Rules, 1956, and the Indian Merchant Shipping (Fire Appliances) Rules, 1956, as continued in force by sub-section (3) of section 461 of the Act. (2) Every sailing vessel of over 100 tons shall be provided with at least one hand-operated pump for pumping bilges only. (3) Every sailing vessel other than a coasting sailing vessel shall be provided with a compass. (4) Lights, shapes and sound signals shall be in accordance with the collision regulations. Note. - Requirements in accordance with these regulations as applicable to sailing vessels are indicated in the Appendix to these rules.

8. Auxiliary Engines.

(1) Before a vessel is to be fitted with an auxiliary engine, she shall be inspected by a surveyor to ascertain whether the hull is of adequate strength for the engines to be installed. (2) The engines shall be fitted and necessary tests and speed trials carried out to the satisfaction of a surveyor. (3) Unless the surveyor has any reason to doubt the efficiency of an engine, complete dismantling and inspection need only be carried out once in [five years].

9. Fuel tanks.

- The fuel storage tanks for the running of the auxiliary machinery shall be properly constructed and permanently fixed in the vessel.

10. Defects.

(1) If a surveyor finds that any defect exists in the hull, rigging, equipment or machinery of a vessel, he shall address a letter to the owner or tender of the vessel in Form SVIC II pointing out the defects and the repairs necessary to make them good. (2) The repairs shall be carried out to the satisfaction of the surveyor.

11. Issue of Certificate.

(1) On the Registrar being satisfied that the vessel has complied with the provisions of the foregoing rules, he shall grant, in duplicate, a certificate in form SVIC III. (2) Every certificate shall be in force from the date of issue for a period of one year or for such shorter period as may be specified.

12. Delivery of Expired certificates.

- Any certificate issued under these rules which has expired or has become invalid due to structural damage to the vessel or deficient equipment or any other cause shall be surrendered to the Registrar at the first port of call after such expiry.

13. Issue of Duplicate certificates.

(1) In the event of an original certificate being destroyed, lost, mislaid, mutilated or defaced, the Registrar may on application being made to him stating the full facts and upon being satisfied of the genuineness of the case, grant a duplicate certificate. (2) Every such application shall be accompanied by a fee as laid down in Schedule II. (3) If an original certificate stated to be mislaid, lost or destroyed shall at any time after the issue of a duplicate thereof be found, it shall forthwith be delivered to the issuing authority.

14. Transfer of registry.

- When a vessel's registry is transferred or there has been a change of ownership, name or tonnage, the certificate shall be produced to the Registrar for endorsing the alterations.

15. Trading Limits.

- The trading limits, if any, and the conditions for such trading, shall be specified in the certificate depending upon the size, type construction and general suitability of the vessel for which the surveyor considers her to be fit.

16. Returns.

- Every Registrar shall submit to the Director General on or before the 15 of January and the 15th of July of each year a return showing the particulars of certificates issued during the previous half-year. The return shall be in Form SVIC IV.

17. Production of Certificate.

- The owner or tinald shall produce the certificate on demand by a surveyor, any officer of the Customs or of the Mercantile Marine Department of a Regional Officer (Sails).

18. Penalties.

- Whoever commits a breach of any of the provisions of these rules shall be punishable with fine which may extend to one thousand rupees, and if the breach is a continuing one, with further fine which may extend to fifty rupees for every day after the first during which the breach continues.

Schedule 1

[See rule 2(c)]

(1) West Pakistan Gujarat, Bombay and Konkan	26th May to 31st August	1st September to 25th May	Foul	Fair
(2) Western India (South of Karwar and as far west as the line joining Aden and Berbera)	16th May to 15th September	16th September to 15th May	Foul	Fair

Note:- The Red Sea and that portion of the Gulf of Aden which lies westward of the line joining Aden and Berbera shall be deemed to be a region of permanent fair weather.

(3) Ceylon (Gulf of Manner)	Fair	Foul	Fair	Foul
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	1st January to 15th April	16th April to 31st August	1st September to 31st October	1st November to 31st December	
(4) Palk Bay	1st January to 31st October	1st November to 31st December			Fair Foul
(5) Madras and Andhra Pradesh-					
(a) From Nagapattinam to Kakinada	1st January to 15th April	16th April to 31st April	1st August to 15th October	16th October to 31st December	Fair Foul Fair Foul
(b) From Kakinada to Ganjame	16th April to 31st July	1st August to 15th October	16th October to 15th November	16th November to 15th April	Foul Fair Foul Fair
(6) West Bengal, Orissa East Pakistan and Arakan	1st April to 15th August	16th August to 30th September	1st October to 15th November	16th November to 31st March	Foul Fair Foul Fair
(7) Rest of Burma	1st May to 31st August	1st September to 30th April			Foul Fair

II

[See rule 3(2)] Fees

A. For inspection of hull, rigging and equipment :

(i)(a) Vessels not exceeding 50 tons gross	Rs.10/-
(b) Vessels exceeding 50 tons gross but not exceeding 100 tons gross	Rs.20/-
(c) Vessels exceeding 100 tons gross	Rs.30/-
(ii) Issue of fresh certificate of inspection after alterations have been carried out	Half the above fees.

B. For inspection of engine :

(i) During the course of installation (inclusive of speed tests)	Rs.25/-
(ii) Subsequent inspection	Rs.5/-
C. Issue of duplicate copy of certificate of inspection.	Rs.1/-

N.B.--40 When inspection for free board is carried out simultaneously with the annual inspection, half of the above fees shall be charged for certificates of inspection.

(ii) In addition to the above fees, actual travelling allowances, of the Surveyor, as

admissible to him under the rules, from and to his headquarters shall also be recovered if the survey is carried out away from the headquarters.

Where the Surveyor is able to undertake the survey during a visit to another port for another survey, the expenditure on account of his travelling allowance, etc., shall be apportioned equally between the respective owners.

III

Form No. SVIC I Application for Inspection of a Sailing Vessel [See rule 3(1)] Seal Issued by the Govt. of India To, The Registrar at the port of Sir, I hereby apply for the inspection of the vessel described below. The necessary inspection fee of Rs is enclosed. Dated this day of 19..... Yours faithfully, Owner or Tindal.

Particulars Of Vessel

Name & Number of Vessel	Description of vessel	Tonnage		When and where built	Whether fitted with auxiliary engine or not
		Gross	Net		

Usual Employment of Vessel	Name & address of owner	Nature of Inspection	Date of proposed Inspection	Place of Inspection
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Form No. SVIC II Defect List [See rule 10] Seal Issued by the Govt. of India To, The Owner/Tindal of Sailing Vessel No of the port of Sir, I have inspected the above vessel in accordance with the Sailing Vessels (Inspection) Rules, 1962, and following repairs are required to make good the defects: Hull

..... Equipments Engines Your faithfully, Surveyor at Dated

Form No. SVIC III Certificate of Inspection of a Sailing Vessel [See rule 11(1)] Govt. of India Seal Issued by the Govt. of India

Name and description of Vessel	Port of Registry and Number	Tonnage	Name and Address of Owner
		Gross	Net

This IS TO Certify I. That the above-mentioned vessel has been duly inspected in accordance with the provisions of the Sailing Vessels (Inspection) Rules, 1962. II. That the life saving appliances provide for a total number of persons. viz : life-boats capable of accommodating persons; *Or buoyant apparatuses capable of supporting persons; life jackets; life buoys. III. That the inspection showed that the vessel's hull, rigging, fire appliances and other equipment are in good condition and that she is provided with navigation lights and shapes, and means of making sound signals and distress signals in accordance with the provisions of the Regulations for the Prevention of Collisions at Sea. IV. That the auxiliary engines have been inspected and found to be in working/not working order. [The complete inspection is due on or before the 19.....]

*Strike out inapplicable words.

FURTHER PARTICULARS

Freeboard @

Maximum Number of Crew and Passengers

Crew

Passengers

Particulars Of Auxiliary Engine As Supplied By Manufacturers/owner

Make Description B.H.P. Nature of Fuel Used

Usual Trading Limits : Restrictions on Trading Limits, if any, and terms and conditions thereof : (State also whether trading should be restricted or not to fair season). Name of

Tindal: Registrar of Sailing Vessels.

Date.

This Certificate Unless Previously Cancelled Shall Remain In Force Until the Day of 19 @ This column shall be left blank, if the vessel has been issued with a Load Line Certificate under section 316 of the Merchant Shipping Act, 1958 (44 of 1958).

Name of Vessel	Port of Registry and Number	Tonnage		Whether fitted with auxiliary engine	Usual Trading Limits	Restrictions on trading limits, if any and terms and conditions thereof	Date of issue of certificate of inspection	Date on which complete inspection of engines is due	Date of expiry of certificate of inspection
		Gross	Net						
1	2	3	4	5	6	7	8	9	

..... Registrar of

Sailing

Vessels Date To The Director

General of

Shipping, Bombay.

Appendix [See note under rule 7(4)] Extracts from the Indian Merchant Shipping (Life Saving Appliances) Rules, 1956, as applicable to Sailing Vessels

3. Classification of Ships. - For the purposes of these rules, ships shall be arranged in the following classes, namely:

CLASS VII : Sailing ships carrying more than 12 passengers which proceed to sea. CLASS XII : Sailing ships and auxiliary sailing vessels which proceed to sea and do not carry more than 12 passengers.

11. Ships of Class VII. - (1) This rule applies to ships of Class VII.

(2)Every ship to which this rule applies shall carry one or more lifeboats or boats of sufficient aggregate capacity to accommodate all persons on board. The boats required by this rule shall be so stowed that they can readily be placed in the water on either side of the ship.(3)Every ship to which this rule applies shall, whenever it is reasonable and practicable, be fitted with a set of davits for each boat so carried.(4)Every ship to which this rule applies shall carry at least four approved lifebuoys half of which shall be fitted with self-igniting lights which cannot be extinguished in water.(5)Every ship to which this rule applies shall carry one approved life jacket for each person on board.

16. Ships of Class XII. - (1) This rule applies to ships of Class XII.

(2)Every ship of 60 tons gross tonnage or over to which this rule applies shall be provided with lifeboats or boats of sufficient aggregate capacity to accommodate all persons on board. The boats required by this rule shall be so stowed that they can be readily be placed in the water on either side of the ship.(3)Every ship of less than 60 tons gross tonnage to which this rule applies shall be provided with a lifeboat or boat or approved buoyant apparatus which singly or collectively provide sufficient aggregate capacity to accommodate or support all persons on board.(4)Every ship to which this rule applies shall carry at least two approved lifebuoys.(5)Every ship to which this rule applies shall carry one approved lifejacket for each person on board.Extracts front the Indian Merchant Shipping (Fire Applicances) Rules 1956, as applicable to sailing vessels

4. Classification of ships. - For the purpose of these rules, ships shall be arranged in the same classes in which ships are arranged for the purpose of the Indian Merchant Shipping (Life Saving Appliances) Rules, 1956. and any reference in these rules to a ship of any class shall be construed accordingly.

CLASS VII :

26. Ships of Class VII. - Every ship of Class VII shall be provided with

(a)one pump and one fire hose whereby a powerful jet of water can be rapidly directed into any part of the ship :(b)sufficient portable fire extinguishers to ensure that at least one is available for immediate use in each compartment of the crew spaces and of the passenger spaces, if any:(c)fire buckets in accordance with the following table-

Length of ship in feet	Minimum number of buckets
50 or under.	2, one of which shall be fitted with lanyards,
Over 50 but not over 70	3, two of which shall be fitted with lanyards.
Over 70.	4, two of which shall be fitted with lanyards.

40. Ships of Class XII. - Rule 26 shall apply to ships of Class XII as it applies to ships of Class VII.

[Extracts from International Regulations for Preventing Collisions at Sea. 1948 as applicable to sailing Vessels] [See now the Merchant Shipping (Prevention of Collisions at Sea) Regulations, 1975, published in the Gazette of India, Part II, Section 3(i), page 1835]]

Part A – Preliminary And Definitions

Rule 1(a) These Rules shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in Rule 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of Rules specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit. (b) The Rules concerning lights shall be complied with in all weathers from sunset to sunrise and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper lookout. (c) In the following Rules, except where the context otherwise requires :-(i) the word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water; (ii) the word "seaplane" includes a flying boat and any other aircraft designed to manoeuvre on the water; (iii) the term "power-driven vessel" means any vessel propelled by machinery; (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel; (v) a vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground; (vi) the term "height above the hull" means height above the uppermost continuous deck; (vii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry; (ix) the word "visible", when applied to lights, means visible on a dark night a clear atmosphere; (xii) the word "whistle" means whistle or siren; (xiii) the word "tons" means gross tons.

Part B – Lights And Shapes

Rule 2(a) A power-driven vessel when under way shall carry : (i) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (225 degrees), so fixed as to show the light 10 points (112½ degrees) on each side of the vessel, that is, from right ahead to 2 points (22½ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles. (ii) Either forward of or abaft the white light mentioned in sub-section (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so. (iii) There two white light shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least

three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.(iv)On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass ($112/2$ degrees), so fixed as to show the light from right ahead to 2 points ($221/2$ degrees), abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.(v)On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass ($1121/2$ degrees), so fixed as to show the light from right ahead to 2 points ($221/2$ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.(vi)The said green and red side lights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.Rule 3(a)A power-driven vessel when towing or pushing another vessel or seaplane shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stem of the last vessel or seaplane towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in Rule 2 (a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.(b)The towing vessel shall also show either the stern light specified in Rule 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in Rule 2 (a) (ii) is optional.Rule 4(a)A vessel which is not under command shall carry where they can best be seen, and if a power-driven vessel, in lieu of the lights required by Rule 2(9) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.(d)The vessels and seaplanes referred to in this Rule, when not making way through the water shall not carry the coloured sidelights, but when making way they shall carry them.(e)The lights and shapes required to be shown by this Rule are to be taken by other vessels and seaplanes as signals that vessel or seaplane showing them is not under command and cannot therefore get out of the way.(f)These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Rule 31.Rule 5(a)A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by Rule 2 for a power-driven vessel or a seaplane under way, respectively with the exception of the white lights specified therein, which they shall never carry. They shall also carry stem lights as specified in Rule 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white as specified in Rule 3 (b).(b)A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in Rule 2 (a), (iv) and (v) and shall be screened as provided in Rule 2 (a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one

vessel. Rule 6(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand lighted and ready for immediate 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 2 points (22½ degrees) abaft the beam on their respective sides. (b) To make the use of these portable lights more certain and easy the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens. Rule 7 Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in Rule 2, but if they do not carry them they shall be provided with the following lights: (a) Power-driven vessels of less than 40 tons, except as provided in section (b), shall carry: (i) In the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in Rule 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles. (ii) Green and red sidelights constructed and fixed as prescribed in Rule 2 (a) (iv) and v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points (22½ degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light. (b) Small power-driven boats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in sub-section (a)(ii). (c) Vessels of less than 20 tons, under oars or sails, except as provided in section (d) shall if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side. (d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision. (e) The vessels and boats referred to in this Rule shall not be required to carry the lights or shapes prescribed in Rules 4(a) and 11(e). Rule 10(a) A vessel when under way shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc or the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points (67½ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights. Note. - For vessels engaged in towing or being towed see Rules 3(b) and 5. (b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision. Rule 11(a) A vessel under 150 feet in length, when at anchor shall carry in the forepart of the vessel, 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 2 miles. (b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 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 15 feet lower than the forward light, another such light. Both of these lights shall be visible all round the horizon at a distance of at least 3 miles.(c)Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel where it can best be seen one black ball not less than 2 feet in diameter.(e)A vessel aground shall carry by night the light or lights prescribed in sections (a) or (b) and the two red lights prescribed in Rule 4(a). By day she shall carry, where they can best be seen, three black balls each not less than 2 feet in diameter placed in a vertical line one over the other, not less than 6 feet apart.Rule 12Every vessel or seaplane on the water may, if necessary in order to the attention, in addition to the lights which she is by these Rules request only show a flare-up light or use a detonating or other efficient sought cannot be mistaken for any signal authorised elsewhere under themselves.Rule 14A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen one black conical shape, point upwards, not less than 2 feet in diameter at its base.Rule 15(a)A power-driven vessel shall be provided with an efficient whistle. 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, to be sounded by mechanical means. and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.Rule 31Distress SignalsWhen a vessel or seaplane on the water 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:(b)A continuous sounding with any fog-signal apparatus.(c)Rockets or shells, throwing red stars fired one at a time at short intervals.(g)A signal consisting of a square flag having above or below it a ball or anything resembling a ball.(h)Flames on the vessel (as from a burning tar barrel, oil barrel,&c.).(i)A rocket parachute flare showing a red light.The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals is prohibited.