

N° 1521.

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## ITALIE ET SUISSE

Convention et règlement international  
pour la navigation sur le lac  
Majeur et le lac de Lugano.  
Signée à Lugano, le 22 octobre  
1923.

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## ITALY AND SWITZERLAND

Convention and International Regu-  
lations regarding Navigation on  
Lake Maggiore and Lake Lugano.  
Signed at Lugano, October 22,  
1923.

## TEXTE ITALIEN. — ITALIAN TEXT.

N<sup>o</sup> 1521. — CONVENZIONE<sup>1</sup> E REGOLAMENTO INTERNAZIONALE  
PER LA NAVIGAZIONE SUL LAGO MAGGIORE E SUL LAGO DI  
LUGANO DEL 22 OTTOBRE 1923.

*French and Italian official texts communicated by the Swiss Federal Council and the Italian Minister for Foreign Affairs. The registration of this Convention took place August 19, 1927.*

IL GOVERNO DI SUA MAESTÀ IL RE D'ITALIA, DA UNA PARTE, ED IL CONSIGLIO FEDERALE SVIZZERO, DALL'ALTRA PARTE, all'ò scopo di stabilire di comune accordo il regime della navigazione sul Lago Maggiore e sul Lago di Lugano, hanno nominato a loro Delegati :

IL GOVERNO DI SUA MAESTÀ IL RE D'ITALIA, I SIGNORI :

ACTON barone grand'ufficiale Enrico, console generale di S. M. nel Cantone Ticino ;  
CRISPO grand'ufficiale avv. Antonio, direttore capo di divisione nel Ministero dei lavori pubblici ;  
BOSIO grand'ufficiale Augusto, ispettore superiore tecnico delle dogane ed imposte indirette ;  
STOPPA comm. Luigi, capo sezione nel Ministero della guerra ;  
FERRARIS Giuseppe, tenente colonnello di porto ;  
CAPIALBI nob. dei conti uff. dott. Ugo, Sottoprefetto di Varese ;  
ABATE ing. cav. Carlo, ispettore principale nell'Ispettorato generale delle Ferrovie ;  
NAGEL grand'ufficiale ing. Carlo, ispettore superiore dell'Ufficio speciale delle Ferrovie, a riposo ;

IL CONSIGLIO FEDERALE SVIZZERO, I SIGNORI :

HEROLD, Robert, directeur de la division des Chemins de fer du Département fédéral des postes et des chemins de fer, à Berne ;  
TARCHINI, Elvezio, directeur du IV<sup>e</sup> Arrondissement des Douanes, à Lugano ;  
STALDER, J.-Frédéric, ingénieur, adjoint de l'inspecteur de la Section de Mécanique du Département fédéral des postes et des chemins de fer, à Berne ;  
WYLEMANN, Hermann, ingénieur du contrôle au Département fédéral des Postes et des Chemins de fer, à Berne ;  
RUSCA, Luigi, ingénieur, à Bellinzone ;  
VELADINI, Silvio, à Lugano ;

i quali, dopo essersi comunicate le loro credenziali e averle verificate, si sono accordati sui seguenti articoli ;

*Articolo 1.*

La navigazione tanto nelle acque svizzere quanto nelle acque italiane dei laghi Maggiore e di Lugano è libera, subordinatamente alla osservanza delle norme contenute nella presente Convenzione.

<sup>1</sup> The exchange of ratifications took place at Berne, August 5, 1927.

<sup>1</sup> TRADUCTION. — TRANSLATION.

No. 1521. — CONVENTION BETWEEN ITALY AND SWITZERLAND AND INTERNATIONAL REGULATIONS REGARDING NAVIGATION ON LAKE MAGGIORE AND LAKE LUGANO. SIGNED AT LUGANO, OCTOBER 22, 1923.

THE SWISS FEDERAL COUNCIL, of the one part, and THE GOVERNMENT OF HIS MAJESTY THE KING OF ITALY, of the other part, with the object of establishing by common agreement the conditions of navigation on Lakes Maggiore and Lugano, have appointed as their Delegates :

THE SWISS FEDERAL COUNCIL :

- M. Robert HEROLD, Director of the Railways Division of the Federal Posts and Railways Department, at Berne.
- M. Elvezio TARCHINI, Director of the IVth Customs Area, at Lugano ;
- M. J. Frederick STALDER, Engineer, Assistant Inspector in the Mechanical Section of the Federal Posts and Railways Department, at Berne ;
- M. Hermann WYLEMANN, Engineer-Superintendent in the Federal Posts and Railways Department, at Berne ;
- M. Luigi RUSCA, Engineer, at Bellinzona ;
- M. Silvio VELADINI, at Lugano ;

THE GOVERNMENT OF HIS MAJESTY THE KING OF ITALY :

- Baron Enrico ACTON, Grand'Ufficiale, His Majesty's Consul-General in the canton Ticino ;
- M. Antonio CRISPO, Grand'Ufficiale, Advocate, Chief of Section in the Ministry of Public Works ;
- M. Augusto BOSIO, Grand'Ufficiale, Senior Technical Inspector of Customs and Indirect Taxes ;
- Commendatore Luigi STOPPA, Chief of Section in the Ministry of War ;
- Lieut.-Colonel Guisepppe FERRARIS ;
- Dr Ugo CAPIALBI, Nobile dei Conti, Sub-Prefect of Varese ;
- Cavaliere Carlo ABATE, Engineer, Chief Inspector of Railways ;
- M. Carlo NAGEL, Grand'Ufficiale, Senior Inspector of Railways, retired ;

Who, after having communicated and verified their full powers, have agreed upon the following provisions :

*Article 1.*

Navigation shall be free both in the Swiss and Italian waters of Lakes Maggiore and Lugano. Freedom of navigation shall be subject to the observance of the provisions laid down in the present Convention.

*Article 2.*

Vessels employed for military, Customs and police purposes may not cross the political frontier. Notwithstanding, on Lake Lugano, Italian customs vessels may, in exceptional cases, cross

<sup>1</sup> Traduit par le Secrétariat de la Société des Nations.

<sup>1</sup> Translated by the Secretariat of the League of Nations.

the political frontier in order to proceed from the Porto Ceresio basin to that of Porlezza and *vice versa*. These journeys may take place only by day and without a stop. The Director of Swiss Customs at Lugano shall be notified beforehand, at latest on the day preceding that on which such journeys are to take place. These vessels may be subjected to Swiss Customs examination.

Authority to cross the frontier also will be accorded, subject to the same reservations and conditions, to Italian police officers on Customs vessels or on ordinary vessels.

Vessels in the service of the Italian Customs administration and those conveying police officers may not carry out any official act in Swiss waters nor land in Swiss territory except in cases of accident or of *force majeure*.

Italian police officers may similarly pass through Swiss territorial waters as passengers using the regular public navigation service, but without breaking their journey. If more than six officers are to cross together, notice shall be given according to the provisions of this Article. In Swiss waters Italian officials shall deposit their arms and refrain from any official act.

With regard to communication with the Italian enclave of Campione, the existing position shall remain unchanged so long as the two Contracting Parties have not concluded special agreements.

#### Article 3.

Each of the Contracting States shall have supreme control over navigation in the waters situated within its own political frontiers.

#### Article 4.

Shipping companies effecting regular and periodic transport of passengers and goods and calling at the ports of the two Contracting States must be provided by each of the latter with a deed of concession setting forth the conditions regarding navigation imposed by the State according to the concession.

The provisions set out in the concession shall contain nothing contrary either to the present Convention or to the International Regulations annexed thereto, and shall apply solely to journeys in the waters for which the concession was granted.

#### Article 5.

Every holder of a public service concession shall accept and carry without payment throughout the whole of the particular area the Government officials of the Contracting States responsible for the supervision over and control of navigation and fisheries, as well as their luggage.

#### Article 6.

The conditions governing the construction of vessels and their gear, and the provisions relating to navigation shall be embodied in International Regulations established by common agreement between the two States and annexed to the present Convention.

#### Article 7.

A navigation permit shall be issued to every form of craft by the competent authority of the State in which the vessel has its port of register on the lake.

In the case of vessels plying in the service of the public, this permit shall be a document of the type annexed to the International Regulations mentioned in Article 6.

In the case of private vessels the said permit shall be granted in accordance with the provisions in force in each of the Contracting States.

*Article 8.*

New vessels and those not hitherto possessing a navigation permit shall be subject to a visit of inspection followed by stability and running tests.

A report on the inspection and tests shall be drawn up in accordance with the provisions of the Regulations annexed.

*Article 9.*

The Swiss and Italian authorities shall ascertain by the periodical inspection of all vessels to which they have granted navigation permits that the vessels in question are maintained in a condition which fulfils the necessary requirements for the safety of the transport service in which they are employed.

*Article 10.*

An application for a new navigation permit shall be submitted if the vessel has undergone in her main parts structural alterations of a kind likely to influence her maximum load or to react unfavourably on her stability or running powers, or if the vessel is transferred to another lake.

Every change of ownership shall be recorded on the navigation permit.

*Article 11.*

The navigation permits and the reports on the periodical visits of inspection issued by one of the Contracting States shall be valid in the waters of the other State. These documents shall always be kept on board.

In the case of the withdrawal of a permit the Government which issued it shall notify the other Government within a maximum period of one month.

*Article 12.*

The competent authority which issues the navigation permits shall decide in any particular case whether the provisions of the Regulations annexed hereto on construction and gear shall apply to vessels actually in service at the date when the present Convention enters into force.

*Article 13.*

The authorities of the Contracting States shall be responsible for the supervision of the vessels' crews and shall verify their qualifications by means of appropriate examinations.

Every master or navigator of a vessel propelled by steam, motor or sail shall be required to hold a navigation certificate issued by the competent authority of one of the Contracting States.

The provisions regarding the granting or withdrawal of the certificates are laid down in the annexed Regulations.

*Article 14.*

The Contracting States shall establish their own regulations relating to the inspection and trial of vessels and to the supervision of crews.

They further undertake to regulate by internal legislation the lighting at night of all dangerous points in the vicinity of ports and landing stages, or on the routes usually taken by vessels plying in the service of the public.

The two Contracting States shall notify each other of these regulations and provisions and of any subsequent modifications thereof and also of any regulations they may draw up regarding the policing of harbours and roadsteads situated in their respective territories.

These regulations and provisions shall not contain clauses which are contrary to the Regulations annexed hereto.

*Article 15.*

The two Contracting States, recognising the importance of keeping navigation open beneath the Melide Bridge and in the Lavena Straits, undertake to continue negotiations concerning the work to be carried out to regularise the level of Lake Lugano.

*Article 16.*

The Contracting States undertake to organise the Customs and passport services in such a way as to facilitate the punctual operation of the public navigation services.

*Article 17.*

The provisions of the laws and regulations relating to the Customs service of the two States shall apply to vessels of all kinds and to their crews, subject to any exceptions and special facilities which may be allowed under special agreements concluded between the Customs authorities concerned and shipping undertakings holding concessions.

*Article 18.*

In order to take into account the special conditions obtaining in the portions of Lake Lugano situated between the Italian and Swiss shores, the two States agree that within these portions vessels may only be stopped or visited by the respective Customs Officers at a distance not exceeding 150 metres from either shore, except in the Bay of Lavena where this distance is reduced to 100 metres.

In the Lavena Straits, the visit shall only be effected on land.

The Contracting States shall ensure that fishing is interfered with as little as possible by the Customs Service.

*Article 19.*

Should a dispute arise between the two Contracting States with regard to the interpretation or the application of the present Convention or of the annexed Regulations, and should it not be possible to settle this dispute by diplomatic negotiations, it shall be submitted to an Arbitral Tribunal.

This Tribunal shall be composed of one representative nominated by the Italian Government, one representative nominated by the Swiss Government and three members who shall not be nationals of the Contracting States nor have their domicile on the territory of the said States or be in their service. The Contracting Parties shall nominate these three members by common agreement and shall select one of their number to be the President of the Arbitral Tribunal.

Failing the constitution of an Arbitral Tribunal by agreement between the Parties, the three members who are not nationals of either Party shall, within a period of two months from the date on which one of the Parties has notified the other of the name of its representative, be elected by applying the provisions of Article 45, paragraphs 4, 5 and 6 of the Hague Convention for the Pacific Settlement of International Disputes.

Instead of submitting the dispute to the procedure of arbitration provided for above, the Contracting Parties may agree to submit it to the Permanent Court of International Justice at The Hague, to be heard and determined by summary procedure as provided by Article 29 of the Statute of the Court or else, at the request of one of the Parties, before the Permanent Court in full session.

*Article 20.*

The present Convention shall be ratified and the ratifications exchanged at Berne as soon as possible.

It shall enter into force three months after the exchange of the ratifications and shall remain in force for one year from the date on which it shall have been denounced by one or other of the Contracting States.

The International Regulations annexed hereto shall apply from the date of the entry into force of the Convention. They may be amended at any time by common agreement between the Contracting States without the necessity of denouncing the Convention.

In faith whereof the Delegates have signed the present Convention and the International Regulations annexed thereto in two texts, French and Italian, on the understanding that in cases of divergency the French text shall be authentic.

Done in duplicate, at Lugano, on the twenty-second of October, one thousand nine hundred and twenty-three.

*(Signatures)*

E. ACTON.  
Antonio CRISPO.  
BOSIO.  
Luigi STOPPA.  
G. FERRARIS.  
CAPIALBI  
Ing. C. ABATE.  
C. NAGEL.

*(Signatures)*

HEROLD.  
TARCHINI.  
J. Fred. STALDER.  
H. WYLEMANN.  
L. RUSCA.  
S. VELADINI.

ANNEX.

INTERNATIONAL REGULATIONS

annexed to the

CONVENTION OF OCTOBER 22, 1923, BETWEEN ITALY AND SWITZERLAND REGARDING NAVIGATION ON LAKES MAGGIORE AND LUGANO.

*Remarks.*

For the purposes of these Regulations :

The term " vessel " shall denote any craft conveying persons or goods, whatever its type and tonnage ;

The term " steamer " shall denote any mechanically propelled craft, whatever its motive power ;

The term " steam vessel " shall denote more especially a mechanically propelled vessel driven by steam ;

The term " motor-boat " shall denote a mechanically propelled vessel driven by any engine other than a steam engine ;

The term " sailing vessel " shall denote any kind of craft provided with sails.

## CHAPTER I.

## NAVIGATION PERMITS.

*Article 1.*

1. The navigation permit provided for in Article 7 of the Convention shall be granted after inspection of the vessel.

2. A report shall be drawn up on the basis of this inspection stating formally that the vessel fulfils all the conditions laid down in the present Regulations.

## CHAPTER II.

## CONSTRUCTION OF VESSELS.

## A. THE HULL.

*Article 2.*

Hulls shall be constructed of sound materials according to the recognised principles of naval construction, and be so maintained as to comply with all the necessary requirements regarding strength and safety.

*Article 3.*

1. The draught of the vessel when fully loaded shall be indicated on the sides of the hull, either by means of conspicuous metal plates or by graduated scales.

2. In the case of vessels having apertures in the sides (scuttles, port holes, etc.) the amount of freeboard when the vessel is fully loaded shall be measured from the lowest point of these apertures ; on vessels without such apertures it shall be measured from the upper edge of the hull to the waterline, when fully loaded ; in small undecked vessels, from the upper edge of the gunwall or wash-board, provided the latter forms a water-tight margin all round the vessel.

3. The freeboard thus measured shall have a minimum of :

(a) 40 cms. for decked vessels ; this may be reduced to 30 cms. for vessels carrying passengers, provided the displacement when fully loaded does not exceed 40 metric tons ; in the case of vessels carrying goods, 80 metric tons.

(b) 50 cms. for undecked vessels ; this may be reduced to 40 cms. for vessels carrying passengers, provided the displacement when fully loaded does not exceed 10 metric tons ; in the case of vessels carrying goods : 20 metric tons.

4. Sailing and rowing boats shall not be subject to the provisions of the present Article.

*Article 4.*

The thickness of the iron or steel hulls must fulfil the requirements of the country responsible for the supervision of the vessel.

*Article 5.*

1. Passenger vessels with iron or steel hulls having a displacement when laden exceeding twenty-five metric tons shall be divided along their length into at least four compartments by three



iron transversal watertight bulkheads, one placed forward at a distance from the stem corresponding to from  $\frac{1}{8}$ th to  $\frac{1}{14}$ th of the total length of the vessel, the two others at either end of the engine-room. These bulkheads, the number of which may be increased according to the size of the vessel, shall have at their lower extremity an opening for the escape of water capable, when required, of being hermetically closed from the deck or from the floor of the compartment immediately above. No opening, apart from that above indicated, may be made in the forward bulk-head, and if one of the other bulk-heads is pierced by a door, the latter must be capable of being closed from the bridge by means of an appropriate mechanism.

2. In screw-vessels the after bulk-head must be watertight where perforated by the propeller shaft.
3. Similarly, the apertures in the bulk-head for the passage of pipes or of the steering-gear must be water-tight.
4. The transversal bulk-heads must be sufficiently strong to withstand a pressure of water.
5. In each compartment the floor must be capable of being readily removed along a width of sixty centimetres and along two-thirds of its length at least.

*Article 6.*

When the rudder is controlled by means of a wheel, the vessel must turn in the same direction as the upper part of the said wheel. In case of necessity the rudder must moreover be capable of being controlled by means of a tiller.

*Article 7.*

Every vessel whose displacement when laden exceeds 50 tons shall have her steering wheel above the middle or forward portion of the vessel.

*Article 8.*

The decks of passenger vessels, with the exception of vessels used for sport, must be provided with a taff-sail at least 90 centimetres high. In order to avoid accidents, the openings allowing communication between the decks and the compartments below deck and also the deck and engine room sky-lights, must be provided with rails of the same or with gratings.

*Article 9.*

The name or number under which the vessel is entered on the navigation permit shall be marked in conspicuous characters at least 8 centimetres high on each side of the hull.

*Article 10.*

1. Paddle steamers must have an iron guard fixed beneath the paddle boxes at a maximum distance of 40 centimetres above the waterline when unladen.
2. Safety exits must be provided for the cabins below the main deck and also the engine room and stoke-hold; in the case of the last two, however, only when they are separate and when hands are stationed between a transversal bulk-head and the boilers or engines.
3. These exits must open on to the main or upper deck and be easy of access. Their covers must be easily removable and, on the deck side they must be surrounded by a rail opening laterally.

4. The rectangular openings provided as emergency exits must be at least 50 × 60 centimetres in size and circular openings at least 50 centimetres in diameter.
5. If circumstances so require, the competent authorities of either State may grant exceptions to the provisions of the present Article.

*Article 11.*

Passenger vessels whose capacity exceeds 60 persons must be decked.

B. BOILERS, ENGINES AND AUXILIARY MACHINERY.

*Article 12.*

Boilers and engines shall be so maintained as to fulfil all the necessary requirements in respect of strength and safety.

*Article 13.*

Boilers shall be periodically inspected in accordance with the regulations of the Government responsible for the supervision of the vessel.

*Article 14.*

1. Every boiler shall be provided with the following apparatus :

(a) Two safety valves operating immediately normal pressure is reached. Each safety valve must be adequate to maintain by itself (after blowing off steam, if necessary, and irrespective of the degree of heat of the furnace) a head of steam not exceeding the normal pressure ;

(b) Two water-gauges, one of which at least is to be of the usual glass type. A conspicuous line or index on the side of the latter should indicate the minimum level of water in the boiler ;

(c) A steam pressure-gauge with cock and control lever clearly visible in the stokehold. The gauge must be provided with a mark showing the maximum working pressure allowed. If this gauge is not visible from the deck, another identical gauge for each boiler or group of boilers shall be placed on deck or in a position clearly visible from the deck.

2. Every partition of which one surface is in contact with the fire shall be kept wet on its opposite surface. When there is a fire under the boiler the water level shall invariably be maintained at a height of at least 10 cm. above the point at which the condition mentioned above would no longer be fulfilled. This minimum position is shown by the index mentioned in clause b) in the first paragraph. When the vessel is rolling, the average of the observed heights shall be taken as the actual height.

3. The provisions of the present Article shall not apply to steam superheaters distinct from the boiler.

*Article 15.*

1. Each boiler, or group of boilers must be fed by two independent systems, each adequate to supply the maximum water requirements.
2. One of these systems must be independent of the working of the engines.

3. A non-return valve must be placed at the junction of each feed pipe with the boiler.
4. Feed pipes must also be independent and be so arranged as to allow of simultaneous employment of the two systems.
5. If the vessel possesses several boilers, the feed must be direct to each, even when lower portions of the boilers are in communication.

*Article 16.*

1. All steam pipes must be provided where leaving the boiler with a screw valve enabling steam to be shut off completely. These valves must be capable of being worked from the deck, but must be out of reach of the public.

2. Pipes, valves and cocks opening on the outside must be fixed to the plating by means of flanges. Pipes of less than 50 mm. internal diameter opening above the line of free board shall be exempt from this provision. Pipes opening below the water line when the vessel is laden must terminate in a cock fixed to the hull.

*Article 17.*

1. The engines of steamers shall be provided with the following apparatus for removing water from the bilges :

- (a) A bilge pump driven by the engine ;
- (b) A pipe with cock allowing the bilge to be connected up with the condenser, so constituting a bilge pump ;
- (c) A hand pump, fixed in the engine room, for filling the boilers, but capable with the help of special piping of serving as a bilge pump, or fire engine ;
- (d) A bilge ejector of adequate dimensions with suction pipes opening into the various compartments of the hull.

*Article 18.*

Electrical machinery must conform to the provisions in force in each country regarding the construction and maintenance of high and low voltage electrical machinery.

*Article 19.*

Motor vessels shall be subject to the provisions of the preceding Articles, wherever applicable, and also to the following special provisions :

- (a) The engine must be constructed with variable speed gear and reverse ;
- (b) Engines using highly inflammable material, such as benzine, must be provided with electrical ignition ;
- (c) On motor lighters when, in exceptional cases, these carry passengers, the public shall only be allowed to stand near the engine or engine-room provided the engine is completely covered over ;
- (d) Poor-gas generators may only be fitted to iron vessels and to wooden vessels specially constructed for the purpose ; if possible, the generator must be placed in a well-ventilated position at a distance from the engine ;
- (e) The fuel-tanks must be absolutely water-tight and constructed so as to give complete security from fire. They must be placed as far as possible from the engine, preferably on the fore-deck, and be easy of access ;

(f) The engine feed-pipes where they emerge from the tanks must be provided with valves or cocks ;

(g) The fuel supply-piping which remains open while the engine is working must be easy of access in all weather ;

(h) The supply-pipes and tanks must be capable of withstanding a pressure of at least two atmospheres. Soldered or lap joints shall not be permitted ;

(i) There must be an arrangement which may be operated at a distance to prevent the access of fuel to the engine ;

(k) The exhaust-pipes of internal combustion engines must be provided with efficient silencers, opening above board in such a way that the noise of the engine shall not prevent sound signals from being heard. These pipes must be insulated and if in contact with wooden parts of the vessel must be effectively cooled ;

(l) All motor vessels must be provided with a hand-pump for removing water from the bilges. Vessels whose displacement when laden exceeds 15 metric tons must be provided with a second pump driven by the engine.

### CHAPTER III.

#### GEAR AND FITTINGS.

##### *Article 20.*

1. The following fittings, in permanently good condition, shall be carried by vessels whose displacement when laden exceeds 50 metric tons :

(a) A boat of adequate size slung so as to permit of rapid launching and carrying at least two pairs of oars, a boat-hook and a life-buoy. This boat may be constructed of wood or iron and must be provided with air tanks or similar arrangements capable of keeping it afloat when full of water. A vessel whose displacement when laden exceeds 175 metric tons shall carry two boats ;

(b) At least one anchor with sufficient length of chain or cable, so placed as to allow it to be dropped readily and speedily ;

(c) A capstan ;

(d) A signal bell fixed in the bows ;

On steamers a steam whistle and fog horn. The former must be audible at two kilometres and the latter at 500 metres at least ;

(e) The following sound signalling apparatus :

On motor vessels whose maximum speed exceeds 15 kilometres per hour, an apparatus worked by compressed air (whistle, siren or horn) audible at a distance of at least two kilometres ; on motor vessels of lesser speed an ordinary fog-horn shall suffice ;

(f) A compass of suitable size, with a card of adequate diameter graduated from 0° to 360°. The compass must be housed in a suitable binnacle and be capable of being illuminated at night. The compass must be accompanied by a compass book containing particulars of the different routes which may be taken by the vessel ;

(g) Speaking tubes for transmitting orders from the captain and helmsman to the engineer ;

(h) Regulation position lights, in accordance with the provisions in Chapter 5 of the present Regulations ;

(i) A portable ladder suitable for use over the side of the vessel ;

(k) Two boathooks of adequate size ;

(l) Rope for working the vessel ;

(m) Lifebuoys : one for small boats carrying not more than ten persons, 2 for boats carrying from 10 to 50 persons, and a proportionate number for larger boats.

At least double the number of life-belts.

This apparel must be distributed over the vessel in conspicuous places and within reach of the passengers ;

(*n*) A first-aid chest accompanied by special instructions on the use of medicines and on methods of restoring life in cases of drowning ;

(*o*) Distress signals, viz., a special flag (red) for use by day and red and green Bengal lights for use by night ;

(*p*) Sandbags and planks for stopping leaks ;

(*q*) A tarpaulin normally used for covering cargo, but capable of being applied to the outside of the hull to stop a leak inaccessible from within.

(*r*) An adequate number of tables and movable benches. They shall be placed on deck and be capable of supporting passengers in case of shipwreck ;

(*s*) The necessary equipment for combating an outbreak of fire on board.

2. For steamers whose displacement when laden does not exceed fifty metric tons, the fittings described under (*a*), (*c*), (*d*), (*i*), (*q*) and (*r*) in the first paragraph shall not be required. These vessels however shall carry at least four oars.

3. Motor vessels shall carry instructions regarding the working and upkeep of the engine ; these instructions shall be posted up in the neighbourhood of the engine.

4. For sailing vessels whose displacement when laden exceeds fifty metric tons, the fittings under (*d*), (*g*), (*i*), (*p*), (*r*) and (*s*) in the first paragraph shall not be required. As a sound signal they shall carry a fog-horn.

5. Sailing vessels of fifty tons displacement or less and rowing boats shall be provided with a fog-horn or boatswain's whistle, a sufficient number of oars and also a bailer. They shall also carry the lights prescribed in Chapter V.

#### Article 21.

1. All compartments of a passenger vessel shall be provided with lights in constant readiness for use. Vessels fitted with electric light shall be provided with adequate emergency lights.

2. When petroleum is used for lighting, the lamps must be firmly fixed to the walls or hung from the ceiling, even when not burning. The use of petroleum is forbidden for portable table or deck lamps, except in the case of safety lamps. The amount of petroleum on board may not exceed ten litres and must be stored in a perfectly safe metal receptacle at a distance from any fire.

3. As regards acetylene lighting the apparatus and supply pipes must conform to the regulations in force in each country. The vessel shall be provided with adequate emergency lights.

4. The receptacles of oil or paraffin lamps must be of metal.

#### Article 22.

The engine-room shall contain all tools, spare parts and materials required for the upkeep of the engine and boilers and also for urgent repairs in cases of accident.

#### Article 23.

Crews must know the use of each piece of life-saving apparatus and be able to apply it.

## CHAPTER IV.

## PERSONNEL. — NAVIGATION CERTIFICATES. — SERVICES. — TIME-TABLES. — COMPLAINTS. — POLICE.

*Article 24.*

i. The crew of a steamer shall include the following officers :

(a) A captain or navigator in charge of the vessel with authority over all hands. He is responsible for the vessel ;

(b) A helmsman who steers the vessel and who is responsible for it when this duty is not discharged by the captain or navigator ;

(c) An adequate number of deck hands, one of whom should be capable of taking the wheel.

The number of deck hands shall be indicated in the Navigation Permit.

(d) An engineer and, if necessary, a second-engineer and the stokers required for tending the engine. The second-engineer or one of the stokers shall, if necessary, be able to take the place of the engineer.

2. For vessels of small displacement (the limits shall be fixed by the national regulations of each Contracting State) the work of the captain or navigator and of the helmsman may be discharged by one and the same person, provided the position and fittings of the captain's post so allow.

3. For small motor vessels of various kinds the work of helmsman and engineer may be performed by a single person.

4. The same member of the crew may not both steer and collect fares.

5. The duties of captain or navigator, of helmsman and of engineer shall, in accordance with the provisions of the special regulations of each Contracting State, only be entrusted to persons whose qualifications have been established by examination or past service in a similar capacity.

*Article 25.*

1. The navigation certificate provided for in Article 13 of the Convention shall only be accorded on production of documentary evidence of an adequate period of service on a vessel of a similar kind to that for which the certificate is required, after examination, or on the basis of previously acquired certificates establishing the qualifications of the candidate.

2. The certificate shall be non-transferable and shall be withdrawn by the competent authority in case of abuse or infringement by the holder of the provisions of the Convention, of the present Regulations or of the internal regulations of the Contracting States, if the infringement is such as to constitute a danger to navigation. The certificate shall also be withdrawn when, in consequence of age or infirmity or for other reasons, the holder is no longer competent to be in charge of a vessel.

3. No certificate shall be required in the case of persons in charge of small sailing-vessels and vessels propelled by a motor of less than 3 H. P., or of motor or sailing boats used only from time to time for sport.

4. Such additional rules as may be necessary shall be laid down in the internal regulations of each Contracting State.

*Article 26.*

1. Every member of a vessel's crew must be competent to discharge the duties entrusted to him.

2. Every person authorised to exercise his calling on the strength of a certificate of competency shall carry the certificate on his person, and shall produce it when requested by the officials of the competent authority of either riparian country.

*Article 27.*

From the date of entry into force of the present regulations, no person shall be engaged as a member of crew unless he can swim well.

*Article 28,*

Except in cases of absolute necessity, vessels plying in the service of the public shall keep precisely to their respective time-tables and shall not deviate from their customary route.

*Article 29.*

It is absolutely forbidden to load vessels beyond the maximum load line indicated in the navigation permit and, in particular, to convey in passenger vessels a number of passengers in excess of that authorised.

*Article 30.*

1. Captains or persons navigating vessels plying in the service of the public may refuse to accept persons who are in a state of inebriety, or who act in a disorderly manner. They may set down at the next stopping place passengers who provoke quarrels on board, use offensive language or conduct themselves in a disorderly manner.

2. Captains or navigators may not accept on board persons suspected of cholera or plague. If informed of the presence of such persons only after sailing, they shall land them at the next stopping place and advise the competent authorities. In such cases, the necessary sanitary measures shall be effected on board the vessel.

3. Captains and navigators of vessels plying in the service of the public shall prepare a sworn statement of any infringements of the present Regulations or of the internal regulations of either country regarding navigation.

They shall forward their statements to the competent authority of the State in which the infringement occurred.

*Article 31.*

A register with numbered pages for entering complaints by passengers shall be carried by every vessel plying in the service of the public. This register shall be produced whenever required. The captain or navigator may also enter therein his own observations or facts which he may deem it important to have attested by passengers. The management must reply, as soon as possible, in writing, to the remarks entered in the register.

*Article 32.*

1. On every vessel plying in the service of the public there shall be displayed in a position accessible to all passengers :

- (a) A time-table and list of fares ;
- (b) An extract from the present Regulations containing Articles 28, 29, 30 and 31 ;
- (c) The number of passengers which the vessel may carry ;
- (d) A notice regarding the existence on board of the register for complaints.

2. A copy of the present regulations and also of the internal regulations of both Contracting States shall always be kept on board.

## CHAPTER V.

## LIGHTS. — RULES FOR PREVENTING COLLISIONS. — FOG SIGNALS.

## I. GENERAL PROVISIONS.

*Article 33.*

1. In the following provisions any sailing vessel which, though equipped with a motor, is proceeding solely under canvas shall be regarded as a sailing-vessel. If she is using her motor, she shall be regarded as a mechanically-propelled vessel, whether she is employing canvas or not.

2. A vessel with sails set shall be regarded as a sailing vessel, even if at the same time she is using her oars.

3. For purposes of the present regulation, a vessel shall be regarded as under way when not at anchor or in any manner prevented from moving.

## II. LIGHTS.

*Article 34.*

1. The provisions regarding lights — see table of position lights annexed to the present Regulations — shall be observed at all times from sunset to sunrise. Within such period it shall be forbidden to use other lights which may be confused with the regulation lights.

2. The word " visible " used in the following provisions relating to lights means " visible on a dark night in clear atmosphere ".

## A. Vessels under way.

*Article 35.*

Every vessel under way at night shall carry the following lights :

1. *Steamers* :

- (a) In the bows, at a height of at least 2 metres above the main-deck, a brilliant white light, so installed and placed as to show an unbroken light over an arc of the horizon of 225°, *i.e.*, 112.5° on either side of a line parallel to the long axis of the vessel ;



(b) On the starboard side, a green light so installed and fixed as to throw a uniform and unbroken light right ahead and outwards over an arc of the horizon of  $112.5^{\circ}$ , measured from a line parallel to the long axis of the vessel ;

(c) On the port side, a red light so constructed and fixed as to throw a uniform unbroken light right ahead and outwards over an arc of the horizon of  $112.5^{\circ}$ , measured from a line parallel to the long axis of the vessel ;

(d) In the stern, a white light illuminating the stern of the vessel and casting aft a uniform light over an arc of the horizon of  $135^{\circ}$ .

The side-lights are to be so fixed as to indicate as far as possible the greatest width of the vessel and shall be so disposed as to run no risk of being masked by objects or persons. Further, these two lights shall be provided on the inner side with a screen parallel to the long axis of the vessel, and extending forwards in such a way that their light shall fall solely within the limits of the arc of the horizon as prescribed and shall not be visible from the bows to an observer situated on the opposite side of the vessel.

On steamers whose displacement when laden does not exceed 10 metric tons, the lights provided for under (b) and (c) may be placed side by side along the long axis of the vessel.

2. *Sailing vessels :*

As for steamers, except for the white light forward, which is never to be carried.

3. *Rowing-boats :*

Rowing-boats shall carry a white light placed forward and visible all round.

4. *Tugs :*

A steamer when towing another vessel shall, in addition to her usual lights, carry a second white light forward placed vertically above the other at a distance of at least one metre. Where the tug is towing more than one vessel and the total length of the convoy exceeds 150 metres, she shall carry a third white light above or below the two others.

Each of these lights shall have the same intensity and be placed in the same manner as the white light mentioned under a) of the first paragraph.

5. *Towed vessels :*

Every towed vessel shall carry at a suitable height a white light visible all round.

B. Vessels stopped aground, or at anchor.

*Article 36.*

1. Vessels of every kind and tonnage at anchor or at moorings in the open lake shall carry a brilliant white light visible all round.

2. Fishing vessels moored near their nets when fishing shall always have a light and at hand a white flare to be shown in time to prevent collisions.

*Article 37.*

1. Every vessel aground or not under control shall carry at night a white light visible all round. By day steamers shall hoist a white flag, sailing vessels shall take in sail, and rowing boats hoist one or more oars.

2. The lights and signals mentioned in this Article shall be interpreted by other vessels as meaning that the vessel displaying them cannot steer so as to avoid them.

*Article 38.*

Vessels carrying cargo which are moored at night, bows landwards, in the neighbourhood of a landing stage, shall carry aft a white light visible all round.

*Article 39.*

Rafts shall carry at night at each of the four extremities a white light visible all round to a distance of at least two kilometres.

*Article 40.*

The lights described in Article 35 must be visible at the following distances :

In the case of steamers with a speed of more than 15 kilometres per hour :

The forward light and side-lights at 3 km ;

The stern light at 1 km.

For steamers with a speed of 15 km. or less :

The forward light and side-lights at 2 km. ;

The stern light at 1 km. ;

For sailing vessels :

The side-lights at 2 km. ;

The stern light at 1 km.

For rowing-boats and towed vessels, at 2 km.

C. Buoys and Beacons marking obstacles.

*Article 41.*

Buoys and beacons in open waters or in the neighbourhood of landing-stages marking channels or dangerous points shall be illuminated at night by means of a green light.

*Article 42.*

Nets set in open waters, and in general all fishing gear whether fixed or floating shall be marked by means of buoys painted white and illuminated at night by a white light visible all round.

III. RULES FOR AVOIDING COLLISION.

*Article 43.*

1. When there is any risk of collision, the position of the approaching vessel should, if circumstances permit, be kept under constant observation.

2. If no appreciable change takes place in the relative positions of the vessels, it may be assumed that there is risk of collision, and the navigator should steer accordingly.

3. The sound signals to be employed by vessels in mist, fog or snowstorm, or for communicating intentions shall be those given in the list of signals annexed to the present Regulations.

*Article 44.*

1. When a steamer desires to stop at a landing-stage, she shall announce her approach by ringing her bell or by sounding a prolonged blast. The departure of the vessel shall be announced by a prolonged blast.
2. Motor-boats shall make these signals with a whistle or fog-horn.

*Article 45.*

1. When two steamers proceeding on the same course or approximately the same course, but in opposite directions, are about to cross, each shall steer to the starboard allowing the other to pass on the port side.

The distance between the two steamers at the moment of crossing must be at least five times the width of the larger vessel. A few minutes before crossing, each steamer shall give a short blast. Upon this signal, which is intended as a warning to the crew, every member of the crew shall go to his post and remain there until the steamers have crossed.

2. There shall be no exception to the present Article except in cases of absolute necessity, where, for instance, one of the steamers is unable to steer to starboard owing to the proximity of the shore, boats with nets out, etc.

In such cases the steamer shall slacken speed, and if necessary, stop her engines; the other shall steer so as to avoid her. The vessel unable to steer clear shall notify the other by the alarm signal prescribed (repeated short blasts on whistle or fog-horn).

*Article 46.*

If the crossing takes place in the neighbourhood of a landing stage the distance may be reduced to two vessels' widths; in such cases the two vessels shall slacken speed and shall not resume their normal speed until the vessels have crossed.

*Article 47.*

A steamer under way meeting on her course any other vessel shall communicate her intentions by means of the following signals:

- One short blast : am coming starboard of you ;
- Two short blasts : am coming port of you ;
- Three short blasts : am reversing ;
- Two long blasts : am continuing my course.

*Article 48.*

When two steamers steering a course at right angles to one another, or approximately so, are about to cross in such a way 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, either by steering to starboard in order to pass astern, if the shore or other obstacles do not prevent this, or by stopping, or reversing. The vessel shall announce her intention by giving the prescribed signal.

The other vessel shall keep her course.

*Article 49.*

1. When a vessel perceives that another vessel is approaching and that danger exists, the former shall at once give the alarm signal by means of whistle or foghorn. (See Annex A.). This alarm signal shall at once be repeated by the other vessel.

2. If both are steamers, one shall stop immediately and if necessary reverse after giving the prescribed signal.

3. If one is a steam vessel and the other a sailing-vessel or rowing boat, the steamer shall keep out of the way of the sailing vessel or rowing boat by stopping her engine or if necessary reversing.

*Article 50.*

When a steamer intends to overtake and pass another vessel on the same course, she shall give timely notice of her intention by means of the following signal :

One long one short and one long blast in succession.

The other vessel shall keep her course.

*Article 51.*

1. Any steamer encountering a vessel unable to move freely (vessel at anchor pulling out or taking in nets, sailing boat becalmed, tug) shall steer so as to avoid her.

2. In all cases a steamer shall keep well clear of undecked vessels with full cargo and heavily-laden boats.

3. If necessary, the steamer shall slacken speed or stop in order to obviate danger from her wash.

*Article 52.*

1. When a vessel is in distress and requires assistance from other vessels or from land, she shall make use of the following signals, either alternately or together :

By day, fly a square red flag and give at short intervals prolonged blasts of whistle or foghorn or strokes of bell (see Annex A.).

By night, in addition to the sound signals indicated above, show Bengal lights in rapid succession (see Article 20, (o)).

2. Vessels proceeding to the assistance of a vessel in distress shall reply to the distress signal by the alarm signal.

*Article 53.*

No vessel may approach a steamer under way, whether to place itself in her wake or to communicate with her, except in case of urgent necessity ; in the latter case, the vessel shall previously attract the attention of the steamer by means of the alarm signal.

*Article 54.*

1. No vessel may take up her position on the course regularly followed by steamers plying in the service of the public at the times when the latter are due to pass.

This provision must be strictly observed at night, in fog or snow, and at the entrance to or within harbours and in the neighbourhood of landing stages.

2. On hearing the alarm signal given by a vessel in the regular service of the public, private vessels shall stand off the latter's course or, if necessary, stop and wait for her to pass.

3. Fishermen are forbidden to set their nets on the course regularly followed by the above-mentioned steamers, or in the neighbourhood of landing stages.

*Article 55.*

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 :

(a) A vessel which is running free, shall keep out of the way of a vessel which is close hauled ;

(b) A vessel which is close hauled on the port tack shall keep out of the way of a vessel which is close hauled 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 windward shall keep out of the way of the vessel which is to leeward.

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

*Article 56.*

1. The vessel which has priority shall keep her course and speed.

2. If, on account of fog or other causes, two vessels are so close that a collision cannot be avoided by the sole action of the vessel required to give way, the other vessel shall also steer in order to avoid a collision.

*Article 57.*

Every vessel which, in accordance with the provisions of the present Regulations, is to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

*Article 58.*

1. For passage beneath the Melide and Bissone Bridges the Swiss Regulations shall apply.

2. In the Lavena Straits, vessels proceeding to Ponte Tresa shall have priority over those coming from that direction, but private vessels shall always keep out of the way of steamers plying in the service of the public.

IV. FOG SIGNALS.

A. Vessels under way.

*Article 59.*

Every vessel proceeding in fog, mist or snow shall give the following signals at intervals of one minute :

(a) Steamers proceeding at a speed of 15 km. per hour or more : 2 prolonged blasts ;

(b) Vessels proceeding at a speed of less than 15 km. per hour : one prolonged blast of whistle or foghorn ;

- (c) Sailing vessels and rowing-boats : a long blast of foghorn or boatswain's whistle ;  
(d) Tugs : one prolonged blast followed by 2 short blasts.

B. Vessels stopped, aground or at anchor.

*Article 60.*

Every vessel stopped, aground or at anchor in open waters in the atmospheric conditions stated in Article 59, and unable to steer so as to avoid another vessel approaching her, shall give by means of her signalling apparatus three long blasts at intervals of one minute.

C. General Rules.

*Article 61.*

1. Every vessel navigating in the weather conditions mentioned in Article 59 shall observe all the necessary precautions and shall take into consideration the particular circumstances at the moment.

2. Every steamer hearing fog signals from another vessel which it cannot locate, must as far as circumstances allow, stop her engines in order that the signals may become more audible ; she shall then proceed cautiously until there is no further risk of collision.

*Article 62.*

1. In the atmospheric conditions mentioned in Article 59, steamers plying in the public service shall cross preferably at ports or landing-stages. In consequence, shipping companies are required to determine crossing stations for the various time-tables.

2. If in consequence of exceptional circumstances crossings cannot be effected at ports or landing-stages, the following provisions shall be observed :

When a steamer reaches a spot where, according to the time-table, two steamers should cross, she should take the strictest precautions, by slowing down or if necessary stopping the engine, in order to hear better.

After locating the position of the other steamer and ascertaining that she will pass at a sufficient distance, she shall give the regulation crossing signal (See Article 47), and keep to her course.

If the two steamers seem to be converging, the engines shall be stopped immediately and shall not be restarted until the relative position of the two steamers has been ascertained precisely.

*Article 63.*

By night and also in the atmospheric conditions mentioned in Article 59, the captain or navigator of a vessel shall place a look-out man on deck, and post deck and engine hands so as to ensure a proper look-out.

*Article 64.*

Shipping companies may supplement the above rules by special instructions (to cover special circumstances). These instructions shall in no case contain provisions contrary to those of the present regulations.

## CHAPTER VI.

## PORTS AND LANDING STAGES.

*Article 65.*

1. At night every public landing-stage must be lit at its extremity by a conspicuous beacon illuminating the landing-place and casting towards the lake a red light visible for at least two kilometres.

2. This beacon shall be lit from sunset to an hour fixed by the competent authority of the particular State.

3. There shall be no lights in the neighbourhood of the landing-stage liable to cause confusion to navigation.

*Article 66.*

Every landing stage shall be provided with a special apparatus for emitting sound signals in foggy weather (see list of signals).

This apparatus must be used for some time previous to the arrival of a vessel plying in the service of the public up to the time she lies alongside.

*Article 67.*

The two Contracting States shall take the necessary steps to maintain a clear channel in the neighbourhood of landing-stages for steamers plying in the service of the public.

*Article 68.*

In the interests of fishing, steam vessels are forbidden to discharge clinker at a distance from the shore where the depth is less than 50 metres.

## CHAPTER VII.

## REGATTAS.

*Article 69.*

No regatta shall be held without the permission of the competent authority. In organising such regattas care shall be taken to ensure that there shall be no interference with vessels plying in the service of the public.

## CHAPTER VIII.

## PENALTIES.

*Article 70.*

Any infringement of the present Regulations may form the subject of a complaint or charge brought before the local authorities in the area where the infringement occurs.

The penalties for infringements shall be those in force in the respective States.

## CHAPTER IX.

## FINAL PROVISIONS.

*Article 71.*

Owners of steamers run for profit and persons hiring out boats shall, within the limits of the provisions of the respective States, insure against civil risks.

*Article 72.*

Where vessels have their port of register in one of the Contracting States and navigate or are normally stationed in the waters of the other State, the competent authorities of the State which has granted the navigation permit shall be at liberty to delegate their powers of supervision and control, provided for in these Regulations, to the competent authorities of the other State.

*Article 73.*

The provisions of either State and of the local authorities shall apply in all circumstances not covered by the present international Regulations, provided they are not contrary to the provisions of the present Regulations.

Done at Lugano, October 22, 1923.

*(Signatures)*

E. ACTON.  
Antonio CRISPO.  
BOSIO.  
Luigi STOPPA.  
G. FERRARIS.  
CAPIALBI.  
Ing. C. ABATE.  
C. NAGEL.

*(Signatures)*

HEROLD.  
TARCHINI.  
J. Fréd. STALDER.  
H. WYLEMANN.  
L. RUSCA.  
S. VELADINI.



## ANNEX A.

## LIST OF SIGNALS

No. of signal	Signals	How made	Art. of reg.	
<i>A.) Sound signals for navigation, alarm and distress signals.</i>				
1	Arrival signal at landing-stage, steamers . . . . .	—	One stroke of bell or one long blast.	44
2	Departure signal . . . . .	—	One long blast.	44
3	Signals communicating change of course :			
	Going to port . . . . .	U	One short blast.	47
	Going to starboard . . . . .	U U	Two short blasts.	
	Going astern . . . . .	U U, U	Three short blasts.	
	Continuing my course . . . . .	— —	Two long blasts.	
4	Overtaking signal, to be given by a vessel wishing to overtake and pass another vessel	— U —	One long, one short, and one long blast in succession.	50
5	Alarm signal . . . . .	U U U U	Repeated short blasts of whistle or fog-horn.	45-49
6	Distress signal, requesting assistance. . . . .	— — — —	Long blasts of whistle or fog-horn or strokes of bell at short intervals and simultaneously or alternately : by day ; a red flag — by night : Bengal lights.	52-53 52
<i>B) Sound signals in mist, fog or snow.</i>				
7	Steamers proceeding at 15 km. p.h. or more . . . . .	— —	Two long blasts of whistle or fog-horn.	59
8	Steamers proceeding at less than 15 km.p.h.	—	A long blast of whistle or fog-horn.	59
9	Tugs under way . . . . .	— U U	A long blast followed by two short blasts.	59
10	Sailing-vessels and rowing-boats under way.	—	A long blast of fog-horn or boatswain's whistle.	59
11	Vessels stopped, aground or at anchor . . . . .	— — — —	Three long blasts of whistle, siren, fog-horn, boatswain's whistle, or strokes of bell.	60
12	Ports and landing stages : Signal to be given by vessels at roadstead . . . . .	— — — —	Four long blasts of fog-horn, or four strokes of bell.	66

*Note* : Motor-boats give signals with compressed air whistle or with fog-horn.

Every vessel signalled shall reply by the prescribed signal for the particular evolution which it intends to execute.

Signals Nos. 7-11 are to be repeated every minute, No. 12 every two minutes.

*Making signals* : Provisions regarding the duration of signals and the intervals between two sounds and between two successive signals :

Short blasts shall last one second ;

Long blasts shall last five seconds ;

The interval between two sounds shall be half a second ;

The interval between two successive signals shall be two seconds at least.

## ANNEX B.

## TABLE OF POSITION LIGHTS

Description of vessels	Vessels under way	Vessels at anchor	Vessels aground	Art. of reg.
1. Steamers.	White light in bows, side-lights red and green, a white light in the stern  (On vessels whose displacement when laden does not exceed 10 metric tons, the side-lights may be placed on the long axis of the vessel, side by side.)	A white light visible all round	A white light visible all round	35 36 37
2. Sailing vessels.	Side-lights red and green and a white light in stern	Id. Id.	Id. Id.	35 36 37
3. Rowing boats.	A white light visible all round	Id.	Id.	35 36 37
4. Tugs	Forward two or three white lights superposed, side-lights red and green and the stern-light white	Id.	Id.	35 36 37
5. Vessels in tow	A white light visible all round	Id.	Id.	35 36 37
6. Log-rafts	Four white lights visible all round	Four white lights visible all round.	Four white lights visible all round.	39

*Note* : Fishing boats at moorings near nets shall always have lit and at hand a white flare for showing in time to prevent collisions. (Art. 36).

## ANNEX C.

## NAVIGATION PERMIT

FOR VESSELS PLYING IN THE SERVICE OF THE PUBLIC.

The .....  
 declares that the .....  
 named .....  
 registered at the port of ..... under No. ....  
 owned by ..... has been inspected as prescribed in the Convention  
 between Italy and Switzerland regarding navigation on Lakes Maggiore and Lugano as indicated in  
 Statement No. .... of .....  
 in the keeping of .....  
 and may be employed for the conveyance of ..... on Lake .....

The displacement of } ..... unladen  
 the vessel is } ..... laden

The number of passengers authorised for the vessel is .....

The maximum cargo is ..... metric tons.

The water-line when laden } water-line on hull ..... lower margin of plates.  
 is at the level of }

The free-board of the vessel when laden is .....

The vessel is provided with a ..... engine or motor of ..... HP.

The vessel's crew, not including clerical staff, will include at least the following :

Captain or navigator ;

Helmsman ;

Assistant helmsman ;

Deck hand ;

Engineer ;

Second engineer ;

Stoker.

Short description of vessel .....

How fitted out .....

Any special remarks .....

Change of ownership.....

The present permit is valid as long as the vessel is in efficient working condition and as long as no important change has been effected in the construction or main parts.

Dated the ..... day of ..... 192....