

the following countries, whether within British jurisdiction or not; that is to say:—

Austria.  
 Argentine Republic.  
 Belgium.  
 Brazil.  
 Bremen.  
 Chile.  
 Denmark Proper.  
 Equator (Republic of the).  
 France.  
 Great Britain.  
 Greece.  
 Hamburg.  
 Hanover.  
 Hawaiian Islands.  
 Hayti.  
 Italy.  
 Lubeck.  
 Mecklenburg-Schwerin.  
 Morocco.  
 Netherlands.  
 Norway.  
 Oldenburg.  
 Peru.  
 Portugal.  
 Prussia.  
 Roman States.  
 Russia.  
 Schleswig.  
 Spain.  
 Sweden.  
 Turkey.  
 United States, Seagoing Ships.  
 United States, Inland Waters.  
 Uruguay.

And whereas Articles 11 and 13 of the said Regulations appended to the said recited Order of the ninth of January, one thousand eight hundred and sixty-three, are as follows; that is to say:—

Article 11. "If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other."

Article 13. "If two ships under steam are meeting end on or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other."

And whereas there has been doubt or misapprehension concerning the effect of the said two Articles.

And whereas the Admiralty and the Board of Trade have jointly recommended to Her Majesty to make the following additions to the said Regulations, for the purpose of explaining the said recited Articles and of removing the said doubt and misapprehension.

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said recited Act and by and with the advice of Her Privy Council, is pleased to make the following additions to the said Regulations by way of explanation of the said two recited Articles; that is to say:—

The said two Articles numbered 11 and 13 respectively, only apply to cases where ships are meeting end on, or nearly end on, in such a manner as to involve risk of collision. They, consequently, do not apply to two ships which must, if both keep on their respective courses, pass clear of each other.

The only cases in which the said two Articles apply, are, when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which, *by day*, each ship sees the masts of the other in a line, or nearly in a line, with her

own; and, *by night*, to cases in which each ship is in such a position as to see both the side lights of the other.

The said two Articles do not apply, *by day*, to cases in which a ship sees another *a-head* crossing her own course; or, *by night*, to cases where the red light of one ship is opposed to the red light of the other; or where the green light of one ship is opposed to the green light of the other; or where a red light without a green light, or a green light without a red light, is seen *a-head*; or where both green and red lights are seen anywhere but *a-head*.

Arthur Helps.

AT the Court at Osborne House, Isle of Wight, the 30th day of July, 1868.

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS it is enacted by the Merchant Shipping Act Amendment Act, 1862, that "whenever it is made to appear to Her Majesty, that the rules concerning the measurement of tonnage of merchant ships for the time being in force under the principal Act have been adopted by the government of any foreign country, and are in force in that country, it shall be lawful for Her Majesty, by Order in Council, to direct that the ships of such foreign country shall be deemed to be of the tonnage denoted in their certificates of registry or other national papers, and thereupon it shall no longer be necessary for such ships to be remeasured in any port or place in Her Majesty's dominions, but such ships shall be deemed to be of the tonnage denoted in their certificates of registry or other papers, in the same manner, to the same extent, and for the same purposes in, to, and for which the tonnage denoted in the certificates of registry of British ships is deemed to be the tonnage of such ships:"

And whereas it has been made to appear to Her Majesty that the rules concerning the measurement of tonnage of merchant ships now in force under "The Merchant Shipping Act, 1854," have been adopted by the Government of the United States of America, with the exception that no deduction from the gross tonnage of such ships specified in the registers or other national papers thereof, is made for crew space in sailing vessels, and for crew space and engine room in steam vessels, and such rules are now in force in that country having come into operation on the 1st January, 1865.

Her Majesty (in pursuance and exercise of the powers hereinbefore mentioned) is hereby pleased, by and with the advice of Her Privy Council, to direct that the merchant ships of the said United States of America, the measurement whereof shall, after the said 1st of January, 1865, have been ascertained and denoted in the registers and other national papers of such ships, testified by the dates thereof, shall be deemed to be of the tonnage denoted in such registers or other national papers in the same manner, and to the same extent, and for the same purpose in, to, and for which the tonnage denoted in the certificate of registry of British ships is deemed to be the tonnage of such ships, after making therefrom the same deductions in respect of crew space and engine room as would, if such ships were British, be made from their gross tonnage under the laws relating to British ships.

Arthur Helps.