

(6.) All vessels trading to or from ports between Norden and Rotterdam from or to Dover, and ports in the United Kingdom to the south and west thereof, shall, in lieu of the dues now payable in respect of the Winterton Light, and lights south thereof, pay dues only in respect of the Kentish Knock and North Foreland Lights, and lights south and west thereof.

(7.) All vessels trading to or from ports between Rotterdam and Antwerp, both inclusive, from or to Dover and ports in the United Kingdom to the south and west thereof, shall, in lieu of the dues now payable in respect of the Kentish Knock Light, and the lights south thereof, pay dues in respect of the North Foreland Light, and the lights south thereof.

(8.) All vessels trading between ports in the United Kingdom and ports in Europe (excepting ports in the Mediterranean) shall, in respect of every light passed on the whole voyage out and home, be liable to only one payment of dues for each general passing light.

(9.) All vessels calling for orders at any port in the United Kingdom, and proceeding thence outwards to a foreign port of destination, shall be exempted from payment of light dues in respect of all lights which may be passed, or from which benefit may be derived, on such outward voyage, after leaving the port at which orders were called for.

*Arthur Helps.*

At the Court at Windsor, the 18th day of May, 1870.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by "The Merchant Shipping Act Amendment Act, 1862," it is enacted that, in the case of any harbour, river, or other inland navigation for which rules concerning the lights or signals to be carried by vessels navigating the waters of any harbour, river, or other inland navigation, or concerning the steps for avoiding collision to be taken by such vessels, are not and cannot be made by or under the authority of any Local Act, it shall be lawful for Her Majesty in Council, upon application from the Harbour Trust or Body Corporate, if any, owning or exercising jurisdiction upon the waters of such harbour, river, or inland navigation, or if there is no such Harbour Trust or Body Corporate, upon application from persons interested in the navigation of such waters, to make rules concerning the lights or signals to be carried, and concerning the steps for avoiding collision to be taken by vessels navigating such waters; and such rules, when so made, shall, so far as regards vessels navigating such waters, have the same effect as if they were regulations contained in Table (C) in the schedule to the said Act, notwithstanding anything in the said Act or in the schedule thereto contained:

And whereas the Company of Proprietors of the Mersey and Irwell Navigation are a Body Corporate owning or exercising jurisdiction upon the inland navigation called the Mersey and Irwell Navigation, and have made application to Her Majesty to make rules concerning the lights or signals to be carried, and concerning the steps for

avoiding collision to be taken by vessels navigating the said inland navigation:

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said recited Act, by and with the advice of Her Privy Council, is pleased to make the rules contained in the schedule hereunto annexed, concerning the lights and signals to be carried, and concerning the steps for avoiding collision to be taken by vessels navigating the inland navigation called the "Mersey and Irwell Navigation."

*Arthur Helps.*

*Schedule referred to in the foregoing Order.*

RULES concerning the Lights and Signals to be carried, and concerning the steps for avoiding Collision to be taken by Vessels navigating the Inland Navigation called the Mersey and Irwell Navigation.

1. In this Order, the term "vessel" includes ships, boats, barges, crafts, packets, and vessels of every kind, navigating or being upon or in any part of the Mersey and Irwell Navigation, or on or in any cut, canal, or other works belonging to the said navigation.

2. No vessel shall, unless duly authorized by some agent of the owners of, or body exercising jurisdiction upon the Mersey and Irwell Navigation referred to in the foregoing Order, be navigated without a rudder at the stern.

3. No vessel shall be navigated without one person, at the least, on board, competent to steer and manage her, and acquainted with the ordinary rules of navigating on rivers and canals.

4. No vessel shall lie or be left without a person on board capable of taking care thereof.

5. No vessel shall lie or be left between sunset and sunrise without having a bright white light so fitted, placed, or arranged that it shall be visible fore and aft. This light shall be of such a character as to be visible on a dark night with a clear atmosphere for a distance of at least one mile.

6. No vessel shall be navigated through a tunnel either by day or by night, without carrying a light visible fore and aft; such light to be of the description and power named in the preceding rule.

7. Nothing shall be allowed to project beyond the sides of any vessel.

8. No vessel shall be placed or lie so as to obstruct the passage of any other vessel into or out of any lock, dock, bridgeway, stop-place, aqueduct, or tunnel, or enter any such lock, dock, bridgeway, stop-place, aqueduct, or tunnel out of its turn.

9. No vessel shall remain or be placed so as to obstruct the passage upon and along any part of the said Mersey and Irwell Navigation.

10. No vessel shall be moored in any dock entrance, bridgeway, stop-place, aqueduct or tunnel.

11. No attempt shall be made to moor a vessel in any basin, dock, or cut, or near any wharf, warehouse, or crane, contrary to the orders of an agent of the owners of, or body exercising jurisdiction upon, the said navigation.

12. Every vessel which would, if not stopped, meet another vessel on a part of the said navigation where two vessels cannot pass each other, shall stop at the passage place until the other vessel shall have passed clear of her.

13. No vessel shall be or remain at the entrance to any dock or basin, or in any bridgeway, stop-place, aqueduct, or tunnel or at any crane or