

steam ship shall keep out of the way of the sailing ship.

ART. 18. Every steam ship, when approaching another ship, so as to involve risk of collision, shall slacken her speed or stop and reverse, if necessary.

ART. 19. In taking any course authorised or required by these Regulations, a steam ship under way may indicate that course to any other ship which she has in sight by the following signals on her steam whistle, viz. :—

One short blast to mean "I am directing my course to starboard" :

Two short blasts to mean "I am directing my course to port" :

Three short blasts to mean "I am going full speed astern."

The use of these signals is optional ; but if they are used, the course of the ship must be in accordance with the signal made.

ART. 20. Notwithstanding anything contained in any preceding Article, every ship, whether a sailing ship or a steam ship, overtaking any other, shall keep out of the way of the overtaken ship.

ART. 21. In narrow channels every steam ship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship.

ART. 22. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course.

ART. 23. In obeying and construing these rules due regard shall be had to all dangers of navigation ; and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

*No Ship, under any circumstances, to neglect proper Precautions.*

ART. 24. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

*Reservation of Rules for Harbours and Inland Navigation.*

ART. 25. Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river, or inland navigation.

*Special Lights for Squadrons and Convoys.*

ART. 26. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for ships sailing under convoy.

ART. 27. When a ship is in distress and requires assistance from other ships or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, that is to say :—

In the daytime—

1. A gun fired at intervals of about a minute ;
2. The International Code signal of distress indicated by N C ;
3. The distant signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball.

At night—

1. A gun fired at intervals of about a minute ;
2. Flames on the ship (as from a burning tar barrel, oil barrel, &c.) ;

3. Rockets or shells throwing stars of any colour or description, fired one at a time, at short intervals.

AT the Court at Windsor, the 19th day of May, 1885.

PRESENT,

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS by the 333rd section of "The Merchant Shipping Act, 1854," it is enacted that it shall be lawful for every Pilotage Authority, by Byelaws made with the consent of Her Majesty in Council, from time to time to do within its district all or any of the things specified in that behalf in the said section :

And whereas the Tyne Pilotage Commissioners, being the Pilotage Authority for the River Tyne within the meaning of the Merchant Shipping Act, 1854, in exercise of the powers vested in them by that Act, made certain Byelaws and Regulations which were approved by an Order in Council dated the sixth day of September, one thousand eight hundred and eighty :

And whereas the said Pilotage Commissioners have made and submitted for the consent of Her Majesty certain new Byelaws and Regulations in lieu of those approved by the aforesaid Order in Council :

And whereas it has been made to appear to Her Majesty that it is desirable that the proposed new Byelaws and Regulations should come into force for a limited period only :

Now, therefore, Her Majesty, by virtue of the powers vested in Her by the said Merchant Shipping Act, 1854, and by and with the advice of Her Privy Council, is pleased to approve of and signify Her consent to the said new Byelaws and Regulations, as set forth in the Schedule hereto annexed, and to approve of their substitution, on and after the first day of July one thousand eight hundred and eighty-five, until the thirtieth day of June one thousand eight hundred and eighty-seven, for the Byelaws and Regulations heretofore in force with respect to the Pilots and Pilotage of the Tyne.

After the aforesaid thirtieth day of June one thousand eight hundred and eighty-seven, the Byelaws and Regulations approved by the aforesaid Order in Council of the sixth day of September one thousand eight hundred and eighty shall again come into force, unless the Byelaws and Regulations set forth in the Schedule hereto annexed, or some other Byelaws and Regulations in lieu thereof are hereafter approved by Her Majesty.

C. L. Peel.

SCHEDULE.

BYE-LAWS made by the Tyne Pilotage Commissioners for the Regulation and Government of the Pilots of the Tyne.

1. From and after the coming in force of these Bye-laws, all and every the Bye-laws heretofore in force, with respect to the Pilots and Pilotage of the Tyne, shall be, and the same are hereby rescinded, except as to anything done thereunder, or any right, power, duty, obligation, penalty, or liability acquired or incurred thereunder. In lieu thereof the Commissioners do hereby make and ordain the following Bye-laws, for the Government of existing and future Pilots, which shall come in force on the 1st day of July 1885.

*Pilot Superintendent.*

2. The Duties of the Pilot Superintendent shall be as follows :—