

MEMORANDA.

Supernumerary Major-General Sir Redvers H. Buller, K.C.B., K.C.M.G., V.C., Quartermaster-General to the Forces, to be Major-General, vice W. Cooper, retired. Dated 11th July, 1888.

The undermentioned Lieutenant-Colonels, half-pay, retire on retired pay. Dated 25th July, 1888 :—

Frederick Hotham Dyke.
F. L. Wade Dalton.

Major and Honorary Colonel Henry Caddell, late Princess Victoria's (Royal Irish Fusiliers), has been permitted to commute his retired pay. Dated 2nd July, 1888.

Deputy Assistant-Commissary Richard Patrick Lennon, Madras Establishment, has been granted the honorary rank of Lieutenant. Dated 22nd March, 1888.

RESERVE OF OFFICERS.

The undermentioned Officers resign their Commissions. Dated 25th July, 1888 :—

Captain W. Wilkie.

Lieutenant W. A. Watts.

Lieutenant William Price, 4th Volunteer Battalion, the Queen's (Royal West Surrey Regiment), to be Lieutenant. Dated 25th July, 1888.

ARMY MEDICAL RESERVE OF OFFICERS.

Surgeon-Major William Riddell Brunton, 1st Surrey Rifle Volunteer Corps, to be Surgeon-Major (ranking as Lieutenant-Colonel). Dated 25th July, 1888.

Commission signed by the Lord Lieutenant of the County of Norfolk, and of the City and County of the City of Norwich.

Major Henry Savill Marsham to be Deputy Lieutenant.

(S. 883.)

Board of Trade (Fisheries Department), London, July 21, 1888.

REGULATIONS to be observed by the Admirals, Masters, and Crews of the Fishing Smacks and Steam Carriers forming the Fleet of the Great Northern Steamship Fishing Company Limited, made pursuant to the provisions of Section 10 of the "Merchant Shipping (Fishing Boats) Act, 1887."

WHEREAS the Great Northern Steamship Fishing Company, Limited, being an Association of Owners of Fishing Vessels engaged in fishing in the North Sea, have applied to the Board of Trade to make such Regulations respecting the conveyance of fish from trawlers to vessels engaged in collecting and carrying fish to ports as may appear to the said Board to be expedient for the purpose of preventing loss of life, or danger to life or limb: Now therefore the Board of Trade do make and publish the following Regulations :—

1. There shall be one signal for the Smacks' boats to put fish on board the Carrier (which operation is hereinafter called "boarding"), and such signal shall be shown from the Carrier, but shall not be exhibited when the weather is such as to render it dangerous for boats to board.

2. The Admiral, when on the spot, shall determine whether the weather is fit for boarding or not, and, if in his opinion it is so fit, shall cause the Carrier to hoist the signal to board.

3. In the event of the Admiral being absent

when the boarding is about to commence, the Master of the Carrier shall determine whether the weather is fit for boarding or not, and, if in his opinion it is so fit, shall hoist or cause to be hoisted the signal to board.

4. After the boarding signal has been hoisted the Master of the Carrier must be on deck whilst boarding is taking place, and shall have full authority over the crews of all boats when alongside or on board of the Carrier. In the event of a change in the weather rendering it unfit for boarding, he shall lower the boarding signal, and having taken on board the cargoes of the boats already alongside, shall at once steam to windward of the Fleet.

5. Although the signal for boarding is hoisted, yet there shall be no legal obligation upon the Skippers of the Smacks to board, and each Skipper must use his own independent judgment in the matter. No Skipper shall send away his boat for the purpose of boarding from his vessel's side unless the boarding signal is then exhibited.

6. When the deck of the Carrier is temporarily full or encumbered with boxes, the Master of such Carrier shall haul down to half-mast the boarding signal. No skipper shall permit his boat to leave his smack with fish whilst such signal is half-mast.

7. The Owner of every Smack shall supply two life-buoys to such Smack. The Skipper thereof shall keep or cause to be kept the life-buoys, as well as any other life-saving appliances which may be supplied by the owner, at all times fit and ready for use.

8. The Skipper of each Smack shall not permit his boat to leave his Smack for the Carrier without having a suitable life-buoy attached by a line to the stern-ring thereof.

9. The Skipper of each Smack shall keep his boat efficiently fitted with a life line of rope rope through the keel, and extending on either side right along it, fore and aft, and also up the stem and stern, and shall not permit her to leave for the Carrier with fish unless properly laden and efficiently manned.

10. No Skipper shall permit his boat to leave his Smack for the Carrier except in charge of himself or second hand.

11. Boarding shall not be permitted after dark.

12. The Master of a Carrier on arriving at the Fleet shall be ready to distribute his boxes, stores, &c., as soon as practicable. He shall not permit a Smack's boat to leave his vessel with more stores or empty fish boxes than she can reasonably and safely carry.

13. The Master of the Carrier shall always engage from the Smacks' boats sufficient hands to assist her own crew in stowing fish, provided such assistance is needed. Other boats' crews shall only place their boxes on the Carrier's deck, and at once return in their boats to their respective vessels. It shall be the duty of the Master of the Carrier to order crews back to their Smacks directly they have placed their boxes on the Carrier's deck; he shall also before leaving the fishing ground approach as near as he can with safety the Smacks from which the stowers have been engaged, for the purpose of assisting them on board the same.

14. When alongside the Carrier and engaged in boarding or in the transport of stores or empty fish boxes the crews of the boats shall obey the commands of the Master of the Carrier.

15. In the event of the Carrier being also engaged in trawling, the Master shall not permit his trawl to be down later than midnight previous to the day on which he proposes to take in fish,