

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 discontinue boarding operations.

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 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 rove 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 the second hand. In the event of the second hand being incapacitated, and therefore unable to handle the boat, the skipper may, as a temporary arrangement, appoint in his place another hand if thoroughly competent.

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. It shall be his duty to regulate the distribution of boxes, stores, &c., to each of the Smacks' boats, and he shall not permit such distribution to take place after dark, he shall not, however, be responsible for the loading of the said boats and the stowage of their cargoes. It shall be the duty of the person in charge of each boat to see that she is properly

laden and her cargo properly stowed, and he shall not permit her to leave the Carrier overladen or with her cargo improperly stowed.

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, it shall be the duty of her Master before hoisting the signal for boarding to have his gear up, the deck clear, his own fish below, and his vessel in position to receive fish from the Smacks' boats; during boarding he shall not receive fish on that side of his Carrier upon which any trawl gear is placed unless the beam and gear of the same are stowed inboard and clear of the rail.

16. Skippers of Smacks shall have their fish ready packed before sailing for the Carrier to board, so that there may be as few Smacks as possible lying near the Carrier.

17. No Skipper, unless compelled by unavoidable circumstances, shall suffer his Smack to approach a Carrier engaged in receiving fish so near that the boats alongside the Carrier are injuriously affected by the Smack's backwash.

N.B.—If any person to whom any of the above Regulations applies makes default in compliance therewith, he will for each such default incur a penalty not exceeding ten pounds (50 and 51 Vict. ch. 4, section 10, sub-section 4).

Signed by Order of the Board of Trade, this 5th day of November, 1888.

Henry G. Calcraft,
Secretary to the Board of Trade.

Admiralty, 26th December, 1888.

Staff Engineer Robert Hall has this day been advanced to the rank of Fleet Engineer in Her Majesty's Fleet.

Acting Engineer George Clark Bath has been confirmed in the rank of Engineer in Her Majesty's Fleet. Dated 1st September, 1888.

War Office, Pall Mall,
28th December, 1888.

The Lincolnshire Regiment, Lieutenant-General and Honorary General Sir Henry Errington Longden, K.C.B., C.S.I., from the Hampshire Regiment, to be Colonel, vice General His Serene Highness Prince William Augustus Edward of Saxe-Weimar, G.C.B., Commanding the Forces in Ireland, transferred to the 1st Life Guards. Dated 11th November, 1888.

The Hampshire Regiment, Lieutenant-General and Honorary General Thomas Edmond Knox, C.B., to be Colonel, vice Lieutenant-General and Honorary General Sir Henry Errington Longden, K.C.B., C.S.I., transferred to the Lincolnshire Regiment. Dated 11th November, 1888.