

(c.) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d.) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

(e.) A vessel which has the wind aft shall keep out of the way of the other vessel.

ART. 10. When two steam vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

ART. 11. When two steam vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

ART. 12. When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

ART. 13. If a steam vessel is under any circumstances unable to manœuvre as required by these Rules, she shall sound four short blasts to indicate "I am unable to give way." It shall then be the duty of the other vessel or boat to keep clear.

ART. 14. Where by any of these Rules one of two vessels is to keep out of the way, the other shall keep her course and speed, unless a reduction of speed or deviation of course is necessary to avoid collision.

ART. 15. Every vessel which is directed by these Rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

ART. 16. Every steam vessel which is directed by these Rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

ART. 17. Notwithstanding anything contained in these Rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

ART. 18. When two steam vessels are approaching a pier from opposite directions, and at nearly equal distances from the pier, the steamer from Lake Side is to give way, so as to allow the down steamer to go alongside first, but if any doubt should exist as to this through miscalculation of distance, the down steamer shall sound one prolonged blast to indicate "I am going alongside the pier"; the steamer from Lake Side to answer by three short blasts.

ART. 19. No two steam vessels shall pass within half a steamer's length of each other, except when leaving or approaching a pier.

ART. 20. The steam whistle shall be blown once by every steam vessel when starting from any pier.

ART. 21. As far as possible vessels shall pass astern of the steam ferry boat plying between the Ferry Hotel and the Ferry Nab when crossing the lake, and no vessel shall pass nearer such ferry boat than fifty yards when passing ahead of the same, nor pass ahead of such ferry boat when the same is approaching and within one hundred yards of the shore.

ART. 22. No steam vessel shall pass through what are known as "the Narrows" in the neighbourhood of Belle Isle at a greater rate of speed than six miles an hour, and for the purpose of this article "the Narrows" on the eastern side of the lake shall be deemed to include the portions of the lake between a straight line drawn from the North end of Belle Isle to Fallbarrow Point and a line from the Boathouse Quay on Belle Isle

South of Snak Holme to Kitty Wood on the Eastern shore of the lake; and on the West side of the lake between a straight line from the North end of Belle Isle to the Western shore of the lake and a line from the South-Eastern end of Belle Isle to the Ferry Hotel Pier.

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

At the Court at Windsor, the 19th day of November, 1902.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by the five hundred and eighty-second section of the Merchant Shipping Act, 1894, it is enacted that a Pilotage Authority may, by Bye-laws made under Part X of that Act, do all or any of the things specified in section five hundred and eighty-two:

And whereas by the five hundred and eighty-third section of the said Act it is provided that Bye-laws so made shall not take effect until they are submitted to His Majesty in Council and confirmed by Order in Council:

And whereas the Commissioners for improving the Port and Harbour of Limerick as the Pilotage Authority for that Port have made and submitted for the consent of His Majesty certain Bye-laws, which proposed Bye-laws are set forth in the Schedule hereto annexed:

And whereas the provisions of section one of the Rules Publication Act, 1893, have been complied with:

And whereas it has been made to appear to His Majesty that the proposed Bye-laws are proper and reasonable:

Now, therefore, His Majesty, by virtue of the powers vested in Him by the Merchant Shipping Act, 1894, and by and with the advice of His Privy Council, is pleased to approve of and doth by this Order confirm the Bye-laws set forth in the Schedule hereto annexed.

A. W. FitzRoy.

SCHEDULE.

Bye-laws made by the Limerick Harbour Commissioners as the Pilotage Authority for the Limerick Pilotage District pursuant to the Merchant Shipping Act, 1894.

No. 1. Any master or mate of a vessel who holds a Pilotage Certificate granted by the Limerick Harbour Commissioners (hereinafter called the Board) or by the Board of Trade under Part X of the Merchant Shipping Act, 1894, to enable him to pilot his vessel within any portion of the district under the jurisdiction of the Board, shall, for every time he may navigate his vessel with passengers on board within the waters of the district over which he is certificated, pay into the Limerick Pilotage Fund a sum not exceeding Five per cent. of the amount of pilotage to or from Scattery which the vessel of which he is in charge would have paid had the services of a Licensed Pilot been engaged, such contribution not to exceed five pounds per annum, and every such master or mate shall, within a month of the thirtieth June and the thirty-first December in each year, make a return to the Secretary of the Board of Pilotage of services rendered by him during the previous six months, but such payment shall not entitle any such master or mate to a participation in any of