

- To No. 6 All Saints Ward :—
Herbert Blatch.
Richard Davis Hoyle Gwillim.
Robert Biggin Kerton.
- To No. 7 Bevois Ward :—
Hubert Dennett.
Richard Garrett Oakley.
Walter James Dacombe.
- To No. 8 Banister Ward :—
Henry Wilding.
Sidney Tebbutt.
Thomas McDonnell.
- To No. 9 Freemantle Ward :—
Frederick John Smith.
Austin Gough.
John Smith.
- To No. 10 Millbrook Ward :—
James Thomas Hamilton.
William Thomas Hirst.
Alfred Edward Jukes.
- To No. 11 Shirley Ward :—
Allen Augustus Wood.
Frederick George Ryder.
Harry Jacob Weston.
- To No. 12 Portswood Ward :—
Henry Bowyer.
Frank Henry Evans.
George Thomas Othen.
- To No. 13 Saint Denys Ward :—
Dennis Hill Willey.
William Jenvey.
William James Miller.

Now, therefore, His Majesty, having taken the said scheme of the said Commissioner into consideration, doth, by and with the advice of His Privy Council, approve thereof and order that the same be published in the London Gazette accordingly.

Almeric FitzRoy.

At the Court at *Saint James's*, the 11th day of *June*, 1910.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by section four hundred and forty-five of the Merchant Shipping Act, 1894, it is enacted that where the Board of Trade certify that the laws and regulations for the time being in force in any foreign country and relating to overloading and improper loading are equally effective with the provisions of that Act relating thereto, His Majesty in Council may direct that on proof of a ship of that country having complied with those laws and regulations, she shall not, when in a port of the United Kingdom, be liable to detention for non-compliance with the said provisions of that Act, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions:

And whereas by section one of the Merchant Shipping Act, 1906, provision, as is more particularly therein mentioned, is made for applying to foreign ships when in ports in the United Kingdom certain sections of the Merchant Shipping Act, 1894, which relate to loadline, without prejudice to any direction of His Majesty in Council given under the said section four hundred and forty-five of the last-mentioned Act:

And whereas the Board of Trade have certified that certain statutory regulations which have

been approved by the Government of the Netherlands relating to overloading, so far as regards the assignment of loadlines to ships belonging to the Netherlands on and after the first January, one thousand nine hundred and nine, are equally effective with the corresponding regulations in force in this country respecting the assignment of loadlines to British merchant ships:

Now therefore, His Majesty in Council doth direct that on proof that ships belonging to the Netherlands have complied with the aforesaid regulations of the Government of the Netherlands, such ships shall not, when in ports of the United Kingdom, be liable to detention for non-compliance with the provisions of the Merchant Shipping Acts relating to overloading, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions.

Almeric FitzRoy.

At the Court at *Saint James's*, the 11th day of *June*, 1910.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by section four of the Merchant Shipping Act, 1906, it is provided that sections four hundred and twenty-seven to four hundred and thirty-one of the Merchant Shipping Act, 1894 (hereinafter called the Principal Act), relating to life-saving appliances shall, after the appointed day, apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships: Provided that His Majesty may by Order in Council direct that those provisions shall not apply to any ship of a foreign country in which the provisions in force relating to life-saving appliances appear to His Majesty to be as effective as the provisions of Part V of the Principal Act, on proof that those provisions are complied with in the case of that ship:

And whereas by section five of the said Act it is provided that the said appointed day shall be the first day of January, nineteen hundred and nine, or such other day not being more than twelve months later, as the Board of Trade may appoint:

And whereas the Board of Trade have appointed the first day of October, one thousand nine hundred and nine, to be the day after which the provisions of the Principal Act relating to life-saving appliances should apply to all foreign ships while they are within any port of the United Kingdom as they apply to British ships:

And whereas it appears to His Majesty that the provisions in force in the Netherlands relating to life-saving appliances are as effective as the provisions of Part V of the Principal Act:

Now therefore His Majesty, by and with the advice of His Privy Council, is pleased to direct that the provisions of sections four hundred and twenty-seven to four hundred and thirty-one of the Principal Act shall not apply to any ship of the Netherlands while within any port of the United Kingdom, if it is proved that the aforesaid provisions in force in the Netherlands relating to life-saving appliances are complied with in the case of that ship.

Almeric FitzRoy.