

where the same may be liable to be washed into the waters of the said Dockyard Port by rain, tide or otherwise.

11. No vessel shall anchor in the approach to the eastern or western entrance to the Admiralty Harbour in such a position as to obstruct the free passage of any vessel through either of these entrances.

12. The master of every merchant or other private vessel to which this Order relates shall observe and cause to be observed the said regulations in this Schedule as far as they relate to his vessel, and if any master or other person acts in any respect in contravention of any of the said regulations, or fails to observe or to cause the same to be observed, he shall for every such offence be liable to a penalty not exceeding the sum of ten pounds.

SECOND SCHEDULE.

RULES.

1. When any seagoing steamship, steam vessel towing, steam dredger or steam hopper, within the limits of the Dockyard Port (excluding the Commercial Harbour) shall, by reason of the crowded nature of the anchorage or from other cause, find it unsafe or impracticable to keep out of the way of a sailing vessel, or of a boat under oars or sail or steam or other mechanical power, she shall signify the same to the sailing vessel or boat by four short blasts of the steam whistle, blown in rapid succession, when the sailing vessel or boat shall keep out of the way of the other vessel; provided always that the latter shall be navigated with due care and at a moderate speed.

2. When one of His Majesty's ships or any other vessel in charge of His Majesty's officers intends to pass in or out of the Admiralty Harbour through the eastern entrance she shall hoist the Union Flag superior to Commercial Flag J (blue white blue horizontal) at the foremast-head, and all other of His Majesty's ships present in the port shall hoist the Pilot Jack superior to Commercial Flag J as a general warning, and the same signal shall also be hoisted on the flagstaff on the Eastern Breakwater for the same purpose: and all other vessels under way in the harbour or in the approach to the eastern entrance outside the harbour, shall keep out of the way of the said ship flying the Union Flag superior to Commercial Flag J; provided always that the said ship shall be navigated with due care and at a moderate speed.

3. Outgoing steamers shall have priority of passage through the eastern entrance to the Admiralty Harbour over incoming steamers, and incoming steamers shall not approach the eastern entrance to the Admiralty Harbour within a distance of half a mile until it shall have been ascertained that no vessel is coming out.

4. When one of His Majesty's ships or any other vessel in charge of His Majesty's officers intends to pass in or out of the Admiralty Harbour through the western entrance she shall hoist the Union Flag at the foremast-head, and all other of His Majesty's ships present in the port shall hoist the Pilot Jack as a general warning. The Union Flag shall not, however, be so hoisted when other vessels are using or are about to use the western entrance as indi-

cated by signal at the Commercial Harbour Master's flagstaff, except in cases of emergency, when priority of passage shall be given to His Majesty's ships or other vessels in charge of His Majesty's officers. All other vessels, under way in the harbour or in the approach to the western entrance outside the harbour, shall keep out of the way of the said ship flying the Union Flag; provided always that the said ship shall be navigated with due care and at a moderate speed.

5. Should a vessel sink or become a wreck in any part of the Dockyard Port, so that an obstruction in a navigable fairway is caused which in the opinion of the King's Harbour Master it is necessary to mark, such vessel or wreck will be indicated by the following marks or lights, exhibited from the wreck itself or from a wreck-marking craft.

By Day:—Three balls on a yard 20 feet above the sea, two placed vertically at one end and one at the other, the single ball being on the side nearer the wreck.

By Night:—Three white fixed lights similarly arranged, but not the ordinary riding lights.

If the obstruction is not considered by the King's Harbour Master of sufficient importance to be marked both by day and night, a green buoy only will be used with the word "wreck" on it in white letters.

6. The speed of all merchant and private vessels inside the Admiralty Harbour is not to exceed six knots.

NOTE.—The master of every merchant or other private vessel to which the rules in this Schedule relate must observe and cause to be observed the provisions of these rules as far as they relate to his vessel, and any such master by his wilful default infringing or causing any infringement of any of the provisions of these rules is guilty of a misdemeanour.

At the Court at *Buckingham Palace*, the 10th day of *June*, 1912.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by section 659 of the Merchant Shipping Act, 1894 (which is a section in Part XI of that Act and which re-enacts similar provisions by the said Act repealed of the Merchant Shipping Act, 1854) it is (among other things) enacted that His Majesty may by Order in Council fix the establishments to be maintained by each of the General Lighthouse Authorities on account of the services of lighthouses, buoys, and beacons, or the annual or other sums to be paid out of the Mercantile Marine Fund in respect of those establishments, and that an increase of any establishment or part of an establishment so fixed shall not be made without the consent of the Board of Trade:

And whereas by section 1 of the Merchant Shipping (Mercantile Marine Fund) Act, 1898, it is (among other things) provided that references in Part XI of the Merchant Shipping Act, 1894, to the Mercantile Marine Fund shall be construed as references to the General Lighthouse Fund by the now reciting Act constituted: