

the limits of a Dockyard Port for the purposes of that Act, and to make regulations in relation to any Dockyard Port for all or any of the purposes in the said Act particularly mentioned, and for such other purposes as from time to time seem necessary, with a view to the proper protection of His Majesty's vessels, dockyards, or property, or to the requirements of His Majesty's Naval Service:

And whereas by the same Act it is also enacted that in relation to any Dockyard Port it shall be lawful for His Majesty in Council from time to time, by Order in Council, on the joint recommendation of the Admiralty and the Board of Trade, to make rules concerning the lights or signals to be carried or used, and the steps for avoiding collisions to be taken by His Majesty's vessels and other vessels navigating the waters of the Port and of the approaches thereto:

And whereas, in pursuance of the said Act, certain regulations and rules were made by Orders in Council, dated the 16th day of December, 1912, the 9th day of February, 1914, the 4th day of September, 1918, the 21st day of December, 1920, the 13th day of October, 1922, the 20th day of February, 1924, the 12th day of October, 1925, the 29th day of March, 1926 and the 7th day of May, 1928 with reference to the Dockyard Port of Portsmouth:

And whereas it appears expedient to repeal the said Orders in Council and regulations and rules and to substitute therefor this Order and the regulations and rules contained in the First and Second Schedules hereto respectively:

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

Now, therefore, His Majesty, by virtue of the powers in this behalf by the said Act or otherwise in Him vested, and so far as regards the rules contained in the Second Schedule hereto, on the joint recommendation of the Admiralty and the Board of Trade, by and with the advice of His Privy Council, is pleased to order, and it is hereby ordered, as follows:—

PRELIMINARY.

1. This Order shall take effect from one calendar month from the date hereof.

2. On this Order taking effect the said Orders of the 16th December, 1912, the 9th February, 1914, the 4th September, 1918, the 21st December, 1920, the 13th October, 1922, the 20th February, 1924, the 12th October, 1925, the 29th March, 1926 and the 7th May, 1928, shall cease to operate, and in lieu of the regulations and rules thereby made the regulations and rules set forth in the First and Second Schedules to this Order are hereby made and shall have effect in relation to the Dockyard Port of Portsmouth.

3. In this Order and in the Schedules hereto:—

The term "vessel" shall mean and include ship, boat, lighter and craft of every kind however propelled;

The term "steam vessel" shall include any vessel propelled by machinery;

The term "master" shall mean the person having command or charge of the vessel for the time being;

The term "King's Harbour Master" shall mean the person for the time being appointed to be King's Harbour Master of the Dockyard Port of Portsmouth under the Dockyard Ports Regulation Act, 1865;

The term "Dockyard Port" shall mean the Dockyard Port of Portsmouth as defined in paragraph 4 hereof;

The term "Harbour" shall mean Portsmouth Harbour as defined in paragraph 4 hereof.

DESCRIPTION OF LIMITS.

Dockyard Port of Portsmouth.

4. The limits of the Dockyard Port of Portsmouth shall be as follows:—

On the east a straight line drawn from the Coast Guard Station at $1\frac{1}{2}$ nautical miles to the westward of Eastoke Point in a direction S. $7\frac{1}{2}^{\circ}$ W. (true) for a distance of $8\frac{1}{10}$ nautical miles.

On the south a straight line running in a direction East (true) from the hill 148 feet high situated in the south part of Sandown Bay, about half a mile north of Shanklin Pier, until the Coast Guard Station $1\frac{1}{2}$ miles west of Eastoke Point bears N. $7\frac{1}{2}^{\circ}$ E. (true).

On the south-west the high-water mark of the eastern and northern shores of the Isle of Wight, from the aforesaid hill 148 feet high in Sandown Bay to Old Castle Point, with all bays, creeks, lakes, pools, and rivers as far as the tide flows between these points.

On the west a straight line drawn from Old Castle Point to Hill Head Point.

On the north the line of high-water mark between Hill Head and the Coast Guard Station near Eastoke Point, including Portsmouth and Langston Harbours, with all bays, creeks, lakes, pools, and rivers, as far as the tide flows between those limits, including all that are connected with the said harbours. (Langston Harbour for this purpose is considered to terminate at Hayling Bridge.)

Limits of Portsmouth Harbour.

The seaward boundary of Portsmouth Harbour shall be as follows, viz.:—Straight lines passing from the centre of Fort Monckton successively through the Spit Fort, and the outer Spit Buoy, to the Horse Fort, and thence to Southsea Castle; and the said Harbour shall comprise all portions of the Dockyard Port aforesaid which are on the inner or landward side of the said boundary.

DELINEATION OF LIMITS.

5. On the chart accompanying this Order are drawn all the limits of the Dockyard Port of Portsmouth and of Portsmouth Harbour.

PENALTIES.

6. Any infringement of the regulations contained in the First Schedule hereto shall render the person infringing liable to the penalty prescribed in clause 32 of the said Schedule.

M. P. A. Hankey.