

sides, a red light or lights in a lantern so constructed as to show a clear, uniform and unbroken light visible all round the horizon at a distance of at least one mile, is, or are, to be substituted for the lower light or lights of the triangle, on the side or sides on which passage is prohibited.

(c) *Aft*.—One such white light at or near the stern of the dredger and at such a height that it shall not be less than 15 feet lower than the forward light.

Signals between Sunrise and Sunset:—

*Amidships*.—Three black balls of not less than 2 feet in diameter placed in a triangular form at least 8 feet apart, at right angles to the keel with the apex uppermost, the base of the triangle to be higher than and clear of the framework, funnels, or any other erection upon the dredger. If so moored or working as to make it necessary to prohibit passage on one or both sides, a red flag or flags at least 5 feet in the hoist is, or are, to be substituted for the lower ball or balls of the triangle on the side or sides on which passage is prohibited.

Signal in Fog:—

In fog, mist, falling snow, or heavy rain storms a dredger at work or in a position for working shall at intervals of not more than one minute sound a gong rapidly for about 5 seconds.

*Speed of Vessels Navigating Ports.*

12. No merchant or other private steam vessel when navigating the water area between a line drawn from Garrison Point to Grain Martello Tower and a parallel line from the end of the Town Pier, Sheerness, or when navigating the water area above Whitewall Creek, shall exceed the speed of six knots over the ground.

*Steam Vessels Navigating against the Tide.*

13. Steam vessels navigating against the tide shall, before rounding any point of the River Medway, ease their engines and wait until any other vessels rounding the point with the tide have passed clear.

*Marking of Wrecks.*

14. 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:—

(a) *If within a line drawn 305 degrees from Garrison Point, Sheerness, to Dolly Bank,*

Either (i) by a vessel moored so as to lie on the channel side of the wreck or obstruction, from which vessel will be exhibited:

*By Day*.—A green flag and two green balls one from each end of a cross yard with a horizontal distance between the balls of not less than six feet and not more than twelve feet.

*By Night*.—Two green lights, one from each end of a cross yard with a horizontal distance between the lights of not less than six feet and not more than twelve feet.

The above signals may, if necessary, be shown from the wreck itself or from a fixed obstruction.

*Fog Signal*.—The vessel marking the wreck or obstruction will at intervals of not more than one minute ring a bell rapidly for about five seconds.

Or (ii) by a green cylindrical lighted or unlighted wreck buoy (exhibiting a green occulting light, if lighted) which may be placed near to or over a wreck, but will not indicate which side a vessel may pass.

(b) *If to seaward of a line drawn 305 degrees from Garrison Point, Sheerness, to Dolly Bank.*

By the Uniform System of Marking Wrecks in the Open Sea adopted for the Coasts of England, Wales, Scotland, Ireland and the Isle of Man.

*Penalties.*

*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 1st day of *October*, 1931.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of the Act of the 3rd and 4th years of Her late Majesty Queen Victoria, Chapter 113, of the Act of the 6th and 7th years of Her said late Majesty, Chapter 37, and of the Act of the 19th and 20th years of Her said late Majesty, Chapter 104, duly prepared, and laid before His Majesty in Council, a Scheme bearing date the 30th day of July, 1931, in the words and figures following, that is to say:—

“We, the Ecclesiastical Commissioners for England, in pursuance of the Act of the 3rd and 4th years of Her late Majesty Queen Victoria, Chapter 113, of the Act of the 6th and 7th years of Her said late Majesty, Chapter 37, and of the Act of the 19th and 20th years of Her said late Majesty, Chapter 104, have prepared, and now humbly lay before Your Majesty in Council, the following Scheme for constituting a separate District for spiritual purposes to be taken partly out of the Parish of Prittlewell and partly out of the New Parish (sometime District) of All Saints, Prittlewell, both in the County of Essex and in the Diocese of Chelmsford:

“Whereas we are satisfied that the said Parish of Prittlewell and the said New Parish of All Saints, Prittlewell, are Cures wherein or in parts whereof the provision for public worship and for pastoral superintendence is