

## Anchorage.

18. No vessel unless compelled by stress of weather fog or other emergency shall anchor in the fairway of the river in such a position as unnecessarily to obstruct impede or interfere with passing vessels. A vessel which by stress of weather fog or other emergency may be compelled to anchor in any such prohibited position shall with the least possible delay remove therefrom.

19. A vessel when so required by the Harbour Master shall remove from the anchorage where she may be and proceed with the least possible delay to another place of anchorage as ordered by such Official and if directed by him shall be moored with two anchors.

## Miscellaneous.

20. No vessel shall be allowed to drift otherwise than under control or to drift athwart or abreast.

21. A vessel shall be navigated with care and caution and at such a speed and in such a manner as not to endanger the lives of or cause injury to persons or involve risk of collision by causing a swell or endanger the safety of other vessels or moorings or cause damage thereto or to the river banks. Special care and caution shall be used in navigating such vessel where there is much traffic and when passing vessels employed in dredging or removing sunken vessels or other obstructions. If the safety of any vessel or moorings is endangered or damage is caused thereto or to the river banks by a passing steam vessel the onus shall lie upon the Master or Owner of such vessel to shew that she was navigated with care and caution and at such a speed and in such a manner as directed by these Rules.

22. When sunken vessels and other obstructions are being lifted or removed by any wreck-removal craft or appliances or when buoys are being laid or removed or moorings are being drawn or fixed by any of the vessels belonging to the Undertakers or when any craft or appliances belonging to or employed by the Undertakers are at work as aforesaid the propelling engines of every vessel shall be eased and all vessels shall be kept well clear when approaching such wreck-removal craft or other craft or appliances and every vessel fitted with propelling power shall go dead slow from a point at least three hundred yards before reaching such wreck-removal craft or other craft or appliances and so continue for one hundred and fifty yards after passing them. While the said wreck-removal craft or other craft or appliances are at work a red flag shall be hoisted on board during the day and three red lights in triangular form at right angles to the keel with the apex uppermost at night.

23. Every vessel overtaking any other vessel shall be kept out of the way of the overtaken vessel which shall be kept on her course and no obstruction shall be wilfully caused by the overtaken vessel to the passage of the overtaking vessel and any vessel having passed another shall not cross the bows of the passed vessel until at such distance as will not necessitate the stopping or easing of the passed vessel to avoid a collision.

In the event of a vessel desiring to overtake and pass a vessel ahead she shall indicate this by two short blasts on her whistle. If the vessel ahead accepts this signal she shall reply with one short blast and keep as far on the starboard side of the channel as the person in charge thinks safe. The

onus of passing is in any case on the overtaking vessel.

24. Every vessel shall on the flood tide after being turned round for the purpose of entering the docks of the Undertakers at Goolle be brought to the entrance to the docks to the east of mid-navigable channel of the river until arriving at the proper distance for crossing over and every vessel shall be taken out of the docks to the west of mid-navigable channel.

25. Dumb-craft shall be exempted from compliance with Rules Nos. 8, 9 and 15.

Note:—By Section 419 of the Merchant Shipping Act 1894 it is enacted as follows:—

(1) All owners and masters of ships shall obey the collision regulations and shall not carry or exhibit any other lights or use any other fog signals than such as are required by those regulations.

(2) If an infringement of the collision regulations is caused by the wilful default of the master or owner of the ship that master or owner shall in respect of each offence be guilty of a misdemeanour.

(3) If any damage to person or property arises from the non-observance by any ship of any of the collision regulations the damage shall be deemed to have been occasioned by the wilful default of the person in charge of the deck of the ship at the time unless it is shown to the satisfaction of the court that the circumstances of the case made a departure from the regulation necessary.

(4) Where in a case of collision it is proved to the court before whom the case is tried that any of the collision regulations have been infringed the ship by which the regulation has been infringed shall be deemed to be in fault unless it is shown to the satisfaction of the court that the circumstances of the case made departure from the regulation necessary.

At the Court at *Saint James's*, the 19th day of *July*, 1910.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS there was this day read at the Board a Memorial from the Right Honourable the Lords Commissioners of the Admiralty, dated the fifteenth day of July, one thousand nine hundred and ten, in the words following, viz.:—

"Whereas by an Act passed in the forty-seventh year of the reign of Her late Majesty Queen Victoria, cap. 32, entitled 'An Act to make further provision respecting the application of the Revenues of Greenwich Hospital, and for other purposes,' powers were granted to award pensions, &c., out of Greenwich Hospital Funds:

"And whereas by an Order in Council of His late Majesty dated the ninth day of October, one thousand nine hundred and three, sanctioning revised regulations for the grant of Greenwich Hospital Pensions to Widows and Allowances to Children of Seamen, Mariners and other Seafaring Persons, it is provided that such pensions and allowances shall be granted only in cases where men have been killed or drowned in His Majesty's Service, or when it shall be proved to the satisfaction of the Admiralty that they died from the effects of injuries or diseases caused by accident