

vessels are meeting end on, in such manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

The only cases to which it does apply are when each of the two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and, by night, to cases in which each vessel is in such a position as to see both the side-lights of the other.

It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course, or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

23. When two steam-vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

24. When a steam-vessel and a sailing-vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing-vessel.

25. Where by any of these Regulations one or two vessels is to keep out of the way, the other shall keep her course and speed.

Provided that when in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision.

26. When two sailing-vessels are approaching each other so as to involve risk of collision, the following regulations shall apply:—

(a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.

(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(c) When both are running free with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.

(e) A vessel which has the wind aft shall keep out of the way of the other vessel.

27. Every vessel which is directed by these Regulations to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

28. Every steam-vessel which is directed by these regulations to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

29. Notwithstanding anything contained in these Regulations every vessel, overtaking any other, shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft

her beam, *i.e.*, in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's side-lights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these regulations, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

30. In narrow channels every steam-vessel shall when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

31. On Lake Kioga when rounding points, or in sharp bends, narrow or intricate channels, or when the current is strong or for any other reason there is danger of collision, the vessel navigating against the stream must keep clear of any vessel approaching from the opposite direction.

Sound signals for vessels in sight of one another.

32. When vessels are in sight of one another, a steam-vessel under way, in taking any course authorized or required by these Regulations shall indicate that course by the following signals on her whistle or siren, viz:—

One short blast to mean, "I am directing my course to Starboard."

Two short blasts to mean, "I am directing my course to Port."

Three short blasts to mean, "My engines are going full speed astern."

The words "short blasts" used in this Regulation shall mean a blast of about one second's duration.

At the Court at Buckingham Palace, the 22nd day of April 1921.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by an Order in Council made on the 6th day of March 1896, certain regulations were made with respect to pensionable officers in the Consular Service of His Majesty:

And whereas by an Order in Council made upon the 10th January 1910, known generally as "The Civil Service (Consolidated) Order in Council, 1910," certain regulations were made with respect to persons employed in His Majesty's civil establishments:

And whereas it is expedient to apply, so far as circumstances admit, certain regulations made in "The Civil Service (Consolidated) Order in Council, 1910," to pensionable officers in the Consular Service of His Majesty:

Now, therefore, His Majesty, by and with the advice of his Privy Council, is pleased to order, and it is hereby ordered, as follows:—

1. This Order shall apply to all such consular officers and other persons employed in or in connection with the Consular Service as are