

the several countries specified in Schedule III to the last named Order, and that the said Order should be a *Provisional* Order within the meaning of "The Rules Publication Act 1893:"

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

Now, therefore, Her Majesty, by virtue of the power vested in Her by section four hundred and twenty-four of "The Merchant Shipping Act 1894," and by and with the advice of Her Privy Council, is pleased to direct that, the Regulations for preventing collisions at sea contained in Schedule I to the said Order of the twenty-seventh day of November one thousand eight hundred and ninety-six, and in Schedule I to this Order annexed, shall on and after the date hereof (up to which time the said recited Provisional Order of the eighteenth May one thousand eight hundred and ninety-seven is in force) continue to apply to the ships of the said several countries specified in Schedule III hereto annexed, whether within British jurisdiction or not, and that such ships shall for the purpose of such Regulations be treated as if they were British ships, to the intent that such Regulations shall, as regards the ships of the said several countries specified in Schedule III hereto annexed to which the said Regulations for preventing collisions at sea contained in the said recited Orders of the fourteenth day of August one thousand eight hundred and seventy-nine and the eleventh day of August one thousand eight hundred and eighty-four apply by virtue of any Order in Council, be substituted therefor: Provided that this Order shall not affect the application of Article ten of each of such sets of Regulations in so far as the same is applicable to the ships of any of such countries:

And Her Majesty is further pleased, by virtue of the power vested in Her by section seven hundred and thirty-four of "The Merchant Shipping Act, 1894," and by and with the advice of Her Privy Council, to direct that the Rules as to signals of distress contained in Schedule II to the said recited Order of the twenty-seventh day of November one thousand eight hundred and ninety-six, and in Schedule II to this Order, shall on and after the date hereof continue to apply to the ships of the several countries specified in Schedule III hereto annexed, and to the owners, masters, seamen and apprentices of those ships, when not locally within the jurisdiction of the Government of that country, in the same manner in all respects as if those ships were British ships:

Provided always that as regards Chinese ships such Regulations for preventing collisions at sea and such rules as to signals of distress shall apply to ships of foreign type whether war ships or not, but not otherwise.

C. L. Peel.

SCHEDULE I.

Preliminary.

These Rules shall be followed by all vessels upon the high seas and in all waters connected therewith, navigable by sea-going vessels.

In the following Rules every steam-vessel which is under sail and not under steam is to be considered a sailing vessel, and every vessel under steam, whether under sail or not, is to be considered a steam vessel.

The word "steam vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these Rules, when she is not at anchor, or made fast to the shore or aground.

Rules concerning Lights, &c.

The word "visible" in these Rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

ARTICLE 1. The Rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

ARTICLE 2. A steam vessel when under way shall carry—

(a.) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than twenty feet, and if the breadth of the vessel exceeds twenty feet, then at a height above the hull not less than such breadth, so, however, that the light need not be carried at a greater height above the hull than forty feet, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, viz., from right ahead to two points abaft the beam on either side, and of such a character as to be visible at a distance of at least five miles.

(b.) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles.

(c.) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.

(d.) The said green and red side-lights shall be fitted with inboard screens projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

(e.) A steam vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least 15 feet higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

ARTICLE 3. A steam vessel when towing another vessel shall, in addition to her side-lights, carry two bright white lights in a vertical line one over the other, not less than six feet apart, and when towing more than one vessel shall carry an additional bright white light six feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel towed, exceeds six hundred feet. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light mentioned in Article 2 (a), except the additional light, which may be carried at a height of not less than fourteen feet above the hull.

Such steam vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

ARTICLE 4.—(a.) A vessel which from any accident is not under command shall carry at the