

nine hundred and ten, the said rules so sanctioned by the aforesaid Order in Council dated the seventh March, one thousand eight hundred and eighty-seven, shall be altogether revoked, repealed, and abrogated.

Almeric FitzRoy.

SCHEDULE.

Preliminary.

1. These Rules, which should be read in conjunction with "The Humber Rules, 1910," and "The Humber Bye-laws, 1910," may be cited as "The Trent Rules, 1910."

2. In interpreting these Rules the terms used shall have the same meanings as are assigned to them in the Humber Rules, 1910, except that the term "The Trent," or "The River," shall mean the River Trent between the Stone Bridge at Gainsborough and Trent Falls.

3. All vessels while navigating or anchored or moored in the River Trent as above defined shall observe and obey the Regulations for Preventing Collisions at sea made in pursuance of and for the time being in force under the Merchant Shipping Act, 1894, or any subsisting statutory modification thereof, with the exceptions and additions made in the Humber Rules, 1910, and in the following Rules.

Anchorage.

4. A vessel anchoring for the purpose of dredging for sand or ballast or fishing shall be so anchored or moored that no part of such vessel or her gear shall obstruct the navigable channel of the river. Such vessel as aforesaid shall lie singly, and when more than one, in a line astern of the foremost and not abreast of each other, and (as near as may be) parallel with the banks, and shall have her anchor buoyed.

5. A vessel lying at anchor off any works or wharves, and waiting to load or discharge cargo at such works or wharves, and a vessel anchored for the purpose of fishing shall have a rope or ropes made fast ashore to hold her steady to the bank, except when prevented by Aegre or other unavoidable circumstance.

6. No vessel, unless loading or discharging cargo, shall lie at anchor in any of the bights hereunder specified after the tide has flowed to a sufficient extent to enable her to get clear of such bight, namely:—

- (1) Morton Bight.
- (2) Stockwith or Ropery Bight.
- (3) Jenny Hurn Bight.
- (4) Kelfield Bight.
- (5) Boggard Hall Bight between Burringham Ferry and the Ironstone Wharf.
- (6) Upper part of Amcott's Hook Bight near Amcott's Sluice.

7. No vessel shall anchor for the purpose of fishing in any of the following roadsteads, viz.:—

- Flixborough Stather-road;
- The lower part below the Stone Heap of Burton Stather Road;
- Cliff End Road;

nor in that part of the river which lies between the upper part of Boggard Hall Bight above Keadby Bridge and the north end of the lower part of Amcott's Hook.

8. No vessel employed for the purpose of fishing shall exceed 20 tons burthen.

9. No vessel shall be anchored or moored in any part of the River (whether hereinbefore mentioned or not) so as to be an obstruction to the navigation thereof for a longer time than is necessary for her removal on the tide following her arrival.

Towage.

10. A vessel shall not tow at any one time so many vessels in a line as that the stern of the hindmost vessel is distant more than 800 feet from the stern of the towing vessel.

11. A vessel shall not tow at any time more than eight keels or other vessels between Keadby Bridge and Trent Falls unless, in the opinion of the master of the tug, circumstances render it necessary to do so, in which case the tug may tow nine keels or other vessels, but they shall then be towed in three lines. In any other case below Keadby Bridge the vessels shall be towed in two lines.

12. A vessel shall not tow at any time more than six keels or other vessels between Gainsborough and Keadby Bridges.

Miscellaneous.

13. No vessel shall lie or be moored at any jetty, staith or landing place so as to obstruct the navigation of passing vessels.

14. Every landing place or ferry staith or step which, or any part of which, projects into the river or is submerged at high water shall, if required by the above named Board, be furnished with a beacon or buoy by day and a light by night to mark its outer extremity.

15. All ferry boat chains laid across the river shall be slackened down level with the bed of the river from side to side when not actually in use.

16. Nothing in these Rules shall be deemed to take away or affect any statutory rights possessed by or given to dock-masters, harbour-masters, or pier-masters within the prescribed areas in which they exercise their respective statutory jurisdictions.

NOTE.—By section four hundred and nineteen 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 by Section 421, Subsection (2), of the Merchant Shipping Act, 1894, it is provided that His Majesty in Council, on the application of any person having authority over