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FRIDAY, 4 JUNE, 1915

At the Court at *Buckingham Palace*, the 2nd day of *June*, 1915.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by an Order in Council, dated the twenty-eighth day of November, nineteen hundred and fourteen, His Majesty was pleased to make Regulations (called the Defence of the Realm (Consolidation) Regulations, 1914) under the Defence of the Realm Consolidation Act, 1914, for securing the public safety and the defence of the Realm :

And whereas the said Act has been amended by the Defence of the Realm (Amendment) Act, 1915, and the Defence of the Realm (Amendment) No. 2 Act, 1915 :

And whereas the said Regulations have been amended by Orders in Council, dated the twenty-third day of March, the thirteenth day of April, and the twenty-ninth day of April, nineteen hundred and fifteen :

And whereas it is expedient further to amend the said Regulations in manner hereinafter appearing :

Now, therefore, His Majesty is pleased, by and with the advice of His Privy Council, to

order, and it is hereby ordered that the following amendments be made in the said Regulations :—

1. After Regulation 38 the following Regulation shall be inserted :—

“ 38A. If any vessel causes any injury by collision or otherwise to any ship belonging to or engaged in the service of His Majesty or to any person on board such ship, or is so navigated or managed as to cause danger of collision with any ship belonging to or engaged in the service of His Majesty, the master or other person in charge of the vessel shall be guilty of an offence against these regulations, unless it is shown that such injury or danger of collision was not caused or contributed to by any failure on his part to keep or cause to be kept a proper lookout, or to observe or cause to be observed any of the regulations for preventing collisions at sea or any regulations relating to the navigation or mooring of ships in a harbour or the approaches thereto or any of these regulations, or to take or cause to be taken any precaution required by the ordinary practice of seamen or by the special circumstances of the case.

“ This regulation shall not apply to a vessel not being a British vessel where the injury or danger takes place on the high seas outside the