

At the Court at *Buckingham Palace*, the 12th day of *August*, 1924.

PRESENT,

The KING's Most Excellent Majesty in Council.

WHEREAS by Section 421, Sub-section (2), of the Merchant Shipping Act, 1894, it is provided that His Majesty in Council, on the application of any person having authority over the waters of any harbour, river, or other inland navigation, or, if there is no such person, any person interested in the navigation thereof, may make rules concerning lights and signals to be carried or the steps for avoiding collision to be taken, and that those rules shall, as regards vessels navigating the said waters, be of the same force as if they were part of the collision regulations:

And whereas by Section 419, Sub-section (2), of the said Act it is provided that 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:

And whereas the Rivers Humber and Trent are harbours, rivers, or inland navigations within the meaning of the Act, with no person having authority to make rules as aforesaid over the said waters thereof:

And whereas the Humber Conservancy Board who, under the Humber Conservancy Act, 1907, are interested in the navigation of the waters of the said rivers, submitted certain Rules for such navigation which were sanctioned by His Majesty King George the Fifth by Order in Council, dated the 19th July, 1910:

And whereas the Humber Conservancy Board have submitted to the Board of Trade certain proposed Rules for such navigation in lieu of Rule 12 of the above-mentioned Rules sanctioned by Order in Council dated the 19th July, 1910:

And whereas it has been made to appear to His Majesty that the proposed Rules are proper and reasonable:

And whereas the provisions of Section one of the Rules Publication Act, 1893, have been complied with:

Now, therefore, His Majesty, by virtue of the powers vested in Him by the Merchant Shipping Act, 1894, and by and with the advice of His Privy Council, is pleased to make the Rules which are set forth in the Schedule hereto annexed, and to direct that the same shall come into operation and be in force as and from the date of this Order in Council. And His Majesty is pleased, by and with the like advice, further to direct that as from the said date, the said Rule 12 so sanctioned by the Order in Council dated the 19th July, 1910, shall be altogether revoked, repealed, and abrogated.

SCHEDULE.

1. These Rules which should be read in conjunction with "The Trent Rules, 1910," "The Humber Bye-laws, 1910," and the Humber Rules, 1910, may be cited as "The Humber (Amendment) Rules, 1924."

2. These Rules shall be applicable to the Humber as defined by the Humber Conservancy Act, 1907.

3. Throughout the following Rules the words "Starboard Hand" shall denote that side which would be on the right hand of the

Mariner when approaching or navigating up the Humber from seaward, and "Port Hand" shall denote the left hand of the Mariner under the same circumstances.

A light on a wreck-marking vessel shall be carried in a lantern so constructed as to exhibit a clear and unbroken light visible all round the horizon at a distance of at least one mile.

If a wreck-marking buoy is lighted, the light shall be carried in a lantern so constructed as to exhibit a clear light visible all round the horizon at a distance of at least one mile.

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

4. Green shall be the colour for all purposes connected with wreck-marking, viz.:—

For Lights, Buoys, Balls, Shapes, Flags, Wreck-marking Vessels, &c.

Vessel and Buoys shall have the word "WRECK" painted in white letters on a green ground on their sides.

5. Wreck-marking buoys shall be of one of the following shapes, and (if a light is carried) shall be lighted in one of the manners following, and vessels shall pass the buoy in the manner indicated below:—

(a) To be passed on the Mariner's Port Hand—

Shape—Can.

Light—If lighted a Green Light giving two flashes.

(b) To be passed on the Mariner's Starboard Hand—

Shape—Conical.

Light—If lighted a Green Light giving three flashes.

(c) To be passed on either side—

Shape—Spherical.

Light—If lighted a Green Light giving one flash.

6. Wreck-marking vessels shall carry the following lights and shapes and give the following sound signals, and vessels shall pass the wreck-marking vessel in the manner indicated, viz.:—

(1) *Lights*.

(i) Between sunset and sunrise wreck-marking vessels shall carry the following lights:—

(a) To be passed on the Mariner's Port Hand—

Two green lights in a vertical line not less than 6 feet apart from the end of a cross-yard, the lower light to be of a height not less than 15 feet above the hull.

(b) To be passed on the Mariner's Starboard Hand—

Three green lights in a vertical line not less than 6 feet apart from the end of a cross-yard, the lowest light to be of a height not less than 9 feet above the hull.

(c) To be passed on either side—

Four green lights, two in a vertical line one over the other, not less than 6 feet apart, on each end of a cross-yard with a horizontal distance between the lights at either end of the cross-yard not less than 15 feet and not exceeding 25 feet. The height of the two lower lights to be not less than 15 feet above the hull.

(ii) A wreck-marking vessel shall not exhibit the ordinary riding light for a vessel at anchor.