

**ADMIRALTY COURT CASES ON THE  
RULE OF THE ROAD: AS LAID DOWN BY  
THE ARTICLES AND REGULATIONS NOW  
IN FORCE UNDER ORDER IN COUNCIL  
FOR PREVENTING COLLISIONS AT SEA**

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Admiralty Court Cases on the Rule of the Road: As Laid Down by the Articles and Regulations  
Now in Force Under Order in Council for Preventing Collisions at Sea by William Holt

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**WILLIAM HOLT**

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ADMIRALTY COURT CASES  
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ENTERED AT STATIONERS' HALL.

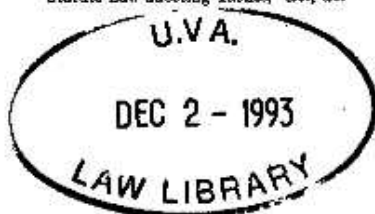
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## PREFACE.

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WHATEVER may be thought of the execution of this work, there can be no two opinions as to its usefulness. It *must* conduce to the saving of life, and, probably, to the salvage of some millions of property.

The work is published under the following circumstances. The Merchant Shipping Amendment Act of 1862, sets forth certain new Rules or Regulations for the prevention of collisions at sea, to supersede all the old Rules of the Road previously in force. These new Rules or Regulations,—as set forth in the schedule of the Act of 1862,—were to be open to amendment by the Admiralty and the Board of Trade, subject to the approval of the Privy Council. The Articles or Regulations, which form the subject-matter of the present volume, are the Rules or Regulations so amended and approved, and are the *only* Articles or Regulations for the prevention of collisions at sea *now* in force.

As the Articles, issued under the Act of 1862, could only apply to British ships,—or to British and Foreign ships in British waters or jurisdiction,—it was provided further by that Act, that the Government of any Foreign State might come in by convention, and adopt the new Articles under sanction of the Privy Council; and,—within a short time after the passing of the Act,—every Maritime State of any name or

repute came in and adopted the Articles, as an international code in common with this country. (See note, p. 2, *post.*)

Immediately after the passing of the Act of 1862, the fact was recognised that the new Articles could only apply to *Merchant* ships, and not to ships of the Royal Navy; inasmuch as such Articles were issued under the authority of a *Merchant* Shipping Act. Two or three very serious collisions at sea having shortly after occurred between some of Her Majesty's ships and some ships in the Merchant service,—owing to the fact of the Rule of the Road being so imperfectly understood,—the Lords of the Admiralty issued a series of Sailing and Steering Rules so precisely similar to the new Articles issued under the authority of the Act of 1862, and now set forth in this volume, that these new Articles may be received and acted upon as the Universal code of "Articles" now in force for preventing collisions at sea.

It so happened that the Editor of this work was called upon, at the time when these new Articles first came into force, to note the cases in the Admiralty Court day by day as they were reported; and the Editor was at once impressed with the importance of preserving a record of the particular decisions that were given by the Court, upon each and all of these Articles; more especially as the authorised Court Reports were at this period somewhat irregularly published. The present work is the result of the Editor's collection of such cases; and although many of these cases are not to be found in the regular published reports of the Court, yet most of them were very accurately taken in short-hand at the time and reported in the *Irish Times*, the *Shipping and Mercantile Gazette*, the *Maritime Register*, &c., of nearly even date.

The Editor has to express his obligation to Lord Westbury

for a facility of access to the Judgments delivered by the Judicial Committee of the Privy Council; to Mr. Rothery, the Registrar of the Court of Admiralty, for his obliging means of reference to the records of that Court; and to Mr. Richardson, the Proctor of the Dublin Admiralty Court, for valuable assistance rendered.

The Editor is, of course, aware that a work of this character, —a pioneer of its class—is open to great improvement; and will be happy in a future edition to avail himself of any practical suggestions that may be offered.

NEW SQUARE,  
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