Vessels.

Inland Waters : Immobilisation.

THE VESSELS ON INLAND WATERS (IMMOBILISATION) (NORTHERN IRELAND) ORDER, 1941, DATED 2ND JANUARY, 1941, MADE BY THE MINISTRY OF PUBLIC SECURITY UNDER REGULATION 19C OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

1941. No. 4.

WHEREAS by the Delegation of Emergency Powers (Northern Ireland) Order, 1940, (a) made on October 2, 1940, by the Secretary of State under Regulation 102A of the Defence (General) Regulations, 1939, (b) the Secretary of State delegated his powers as respects Northern Ireland under Regulation 19C of the said Regulations to the Ministry of Public Security for Northern Ireland :

NOW, THEREFORE, the Ministry of Public Security for Northern Ireland, in pursuance of the powers so delegated to it and of all other powers enabling it in that behalf, hereby orders as follows :—

1.—(1) Subject as hereinafter provided, a vessel on any inland waters or on any land adjacent thereto shall not be unattended unless—

(*a*) in the case of a steam vessel, the main throttle valve cover plate and spindle or some other essential part of the propelling machinery and any replacement part of the said plate and spindle or other essential part have been removed from the vessel so as to render the machinery incapable of use ;

(*b*) in the case of a motor vessel, the distributor arm of the ignition or a fuel injection valve of a Diesel engine or some other essential part of the propelling machinery and any replacement part of the said arm, valve or other essential part have been removed from the vessel so as to render the machinery incapable of use ;

(*c*) in the case of a sailing vessel of which the mast or masts are fixed and of which the sails cannot be removed by one man, the wheel or the tiller or a part of the rudder chains or of the screw gear or some other essential part of the steering gear has been removed from the vessel so as to render the said wheel, tiller, chains or gear incapable of use and, in addition, an essential part of the windlass or sail hoisting winch has been removed from the vessel ;

(a) S. R. & O. (U.K.) 1940, No. 1789.
(b) S. R. & O. (U.K.) 1939, No. 927 ; and see S. R. & O. (U.K.) 1940, No. 1134.