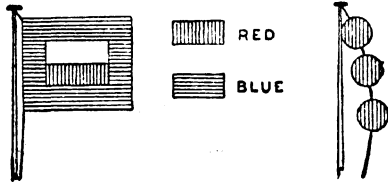


should be taken in approaching the ports, by day or night, to keep a sharp lookout for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In entering by night any of the ports mentioned in Part III, serious delay and risk will be avoided if four efficient all-round lamps, two red and two white, are kept available for use.

(7.) By day the distinguishing flags of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign. Also, three red vertical balls if the port is closed.

SPECIAL FLAG THREE RED BALLS



By night the steamer will carry—

- (a.) Three red vertical lights if the port is closed.
- (b.) Three white vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8.) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the distinguishing signal of their vessel ready to hoist immediately the Examination Steamer makes the signal.

(9.) Masters are warned that before attempting to enter any of these ports when the Examination Service is in force they must in their own interests strictly obey all instructions given to them by the Examination Steamer. In the absence of any instructions from the Examination Steamer they must proceed to the position marked "Examination Anchorage" on the Admiralty charts and anchor there, or keep the sea.

Whilst at anchor in the Examination Anchorage, masters are warned that they must not lower any boats (except to avoid accident), communicate with the shore, work cables, move the ship, or allow any one to leave the ship, without permission from the Examination Steamer.

(10.) In case of fog, masters are enjoined to use the utmost care, and the Examination Anchorage itself should be approached with caution.

(11.) Merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12.) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.—PORTS OR LOCALITIES REFERRED TO.

United Kingdom.

Alderney.	Lough Swilly.
Barrow.	Milford Haven.
Barry.	Newhaven.
Belfast.	Plymouth.
Berehaven.	Portland.
Blyth.	Portsmouth.
Clyde.	Queenstown.
Cromarty.	River Humber.
Dover.	„ Mersey.
Falmouth.	„ Tay.
Firth of Forth.	„ Tees.
Guernsey.	„ Thames.
Hartlepool.	„ Tyne.
Harwich.	Scapa Flow.
Jersey.	Sheerness.

Canada.

Esquimalt.	Quebec.
Halifax.	

Mediterranean.

Gibraltar.	Malta.
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Indian Ocean.

Aden.	Karachi.
Bombay.	Madras.
Calcutta.	Mauritius.
Colombo.	Rangoon.

China Sea.

Hong Kong.	Singapore.
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Africa.

Durban.	Simons Bay.
Sierra Leone.	Table Bay.

Australia.

Adelaide.	Newcastle.
Brisbane.	Sydney.
Fremantle.	Thursday Island.
Melbourne.	

Tasmania.

Hobart.

New Zealand.

Auckland.	Port Lyttelton.
Otago.	Wellington.

West Indies.

Bermuda.	Port Royal, Jamaica.
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PART IV.—SWEEPING OPERATIONS.

H.M. vessels are constantly engaged in sweeping operations off ports in the United Kingdom.

Whilst so engaged, they work in pairs connected by a wire hawser, and are consequently hampered to a very considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which these vessels are engaged, they will show the following signals:—

A black ball at the foremast head and a similar ball at the yardarm, or where it can best be seen, on that side on which it is dangerous for vessels to pass.

For the public safety, all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying this signal, and should especially remember that it is dangerous to pass between the vessels of a pair.

NOTE.—This notice is a repetition of Notice No. 101 of 1915, with the addition of paragraph (8).

Authority.—The Lords Commissioners of the Admiralty.  
By Command of their Lordships.

J. F. PARRY,  
Hydrographer.

Hydrographic Department,  
Admiralty, London, 7th April, 1915.

Notice to Mariners No. 50 of 1915.

SOUTH PACIFIC OCEAN.—DANGEROUS BREAKERS REPORTED.

Marine Department,  
Wellington, N.Z., 16th June, 1915.

CAPTAIN A. T. Norton, commanding the s.s. "Wairuna" on a voyage from Vancouver, B.C., to Wellington, N.Z., reports that he sighted at 5.30 p.m. on 23rd May heavy breakers, being abeam of them at 5.55 p.m. about two miles off. The approximate position of them is latitude 5° 27' S., longitude 162° 1' W. There was a heavy S.E. swell running at the time, with fresh breeze. The breakers appeared to extend for about 200 yards in a N.E. by E. and S.W. by W. direction, and were plainly visible several miles away. They were breaking very heavily and continuously, and he had them in sight for nearly an hour altogether. Unfortunately Captain Norton was only able to give an approximate position of this very dangerous shoal, as he had no sun at noon, nor was he able to fix his position during the afternoon or evening by double altitudes of either sun or stars, and for the following three days he had no sights at all. He had, however, good a.m. sights for longitude on that day when the sun was not far from the prime vertical, and he has confidence therefore that the longitude cannot be far out.

Possibly the reef is the one which is charted Victoria Island (E.D.) in latitude 6° 45' S., longitude 160° 40' W., that being S. 46° E. 127 miles from the shoal sighted.

Charts, &c., affected: Admiralty Charts Nos. 2683 and 783.

GEORGE ALLPORT,  
Secretary.

Notice to Mariners No. 51 of 1915.

MOTUEKA HARBOUR.—CAUTION re MOORING-PILES FOR DREDGE AND DREDGE-MOORINGS.

Marine Department,  
Wellington, N.Z., 16th June, 1915.

MASTERS of vessels approaching or leaving the present Motueka Harbour or Moultere Lagoon are warned to keep clear of mooring-piles, and as the dredge is again work-