

## Notice to Mariners No. 76 of 1916.

Marine Department,  
Wellington, N.Z., 19th September, 1916.



THE following Notices to Mariners, received from the Hydrographic Office, London; the Harbour and Light Department, Fremantle; and the Marine Department, Brisbane, are published for general information.

GEORGE ALLPORT,  
Secretary.

## UNITED KINGDOM.

## ADMIRALTY PUBLICATIONS. — METHOD OF REVISION OF NOTICES TO MARINERS.

In future, when Admiralty Notices to Mariners are revised and republished from time to time, new matter and alterations, &c., will be indicated in the following manner:—

- (1.) Entirely new paragraphs, by a broad line at the side.
- (2.) New or altered portions of paragraphs, will be underlined with a broad line.
- (3.) Paragraphs deleted will be indicated by a bracket extending right across the page, thus:—  

- (4.) Portions of paragraphs deleted will be indicated by a similar bracket, three-quarters of an inch long, thus:—  


## REGULATIONS WITH REGARD TO VESSELS' LIGHTS.

Notice is hereby given that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following order has been made by the Lords Commissioners of the Admiralty, dated 24th June, 1916:—

1. *Anchor Lights.*—No electrically lit lanterns shall be employed as anchor lights. The normal brilliancy of all other anchor lanterns shall be reduced by 50 per cent.

All anchor lanterns are to be fitted with overhead screens, so arranged as to cut off the light at an angle of between 20 and 25 degrees above the horizontal.

*Note.*—Specimen screens can be viewed at the Board of Trade Surveyor's Offices at Leith, North Shields, Hull, London, Plymouth, Cardiff, Liverpool, Glasgow, and Dublin.

2. *Bow and Masthead Steaming Lights.*—Vessels in estuaries and harbours where navigation in the dark hours is permitted shall not employ electrically lit lanterns as bow or steaming lights.

3. *Other Lights.*—No light, either aloft, on deck, or below, except those required by the Regulations for the Prevention of Collisions at Sea, and such as may be necessary for authorized signalling purposes, shall be permitted to be visible from outboard. This shall apply to all vessels whether under way or at anchor.

4. The above order applies to vessels of every description, other than H.M. ships, in the waters of the United Kingdom except within three miles of the Irish coast, and is now in force with the exception of the regulation relating to the screening of anchor lights, which shall come into force four weeks after the date aforesaid.

## CAUTION.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

## BRITISH ISLANDS.—CAUTION WITH REGARD TO EXTINCTION OF LIGHTS AND DISCONTINUANCE OR REMOVAL OF AIDS TO NAVIGATION.

*Former Notice.*—No. 3 of 1916.

*Caution.*—Mariners are hereby warned that it may be necessary to extinguish certain lights and to discontinue or remove any aids to navigation on the coasts of the British Islands without further notice.

Raids by hostile air-craft may necessitate local extinction of light, but the period of extinction will be as short as possible.

*Note.*—This notice is a republication of Notice No. 3 of 1916, with additional information.

## ENGLAND, SOUTH-EAST COAST.—THE DOWNS.—SOUTH GOODWIN LIGHT VESSEL.—TEMPORARY ALTERATION IN FOG-SIGNAL.

*Position.*—Lat. 51° 9' N., long. 1° 28' E.

*Alteration.*—The siren has been temporarily replaced by a horn giving three blasts every two minutes, thus—blast 2 secs., silent 2 secs.; blast 5 secs., silent 2 secs.; blast 2 secs., silent interval 107 secs.

*Note.*—Further notice will be given when the siren is again working.

## PORTUGAL.

## REGULATIONS RESPECTING ENTRY INTO PORTS.

## Vianna.

1. Any vessel wishing to cross the bar must wait on the leading-line for the bar do Sul, at a distance of about 7 cables from the shore, until the arrival of a pilot and an official from the Port Captain's office.

2. The vessel when hoisting the signal for a pilot must also signal her name and port of departure.

3. By day no merchant vessel is permitted to cross the bar without a pilot; by night no vessel is permitted to enter whether there is a pilot on board or not; any vessel attempting to do so will be treated as hostile.

4. If a vessel already has a pilot on board, she must nevertheless wait, at the distance from the shore indicated above, for the arrival of the official from the Port Captain's office. No vessel may anchor in the channel or in its vicinity without a pilot being on board.

5. When permission to enter is refused to any vessel the semaphore on Santiago Castle will hoist N flag, International Code, the vessel must then immediately proceed to sea, or anchor in order that the Captain of the port may examine her, at which the master of the vessel must assist.

6. Any vessel not obeying the instructions given will be treated as hostile.

7. In the event of a vessel hoisting the danger signal, to indicate an attack from a submarine, she may proceed to cross the bar if the conditions of sea and weather permit, but must comply with all instructions received from the pilots.

8. In the event of bad weather preventing the boat with the official from the Port Captain from leaving the port, a vessel which already has a pilot on board may proceed to cross the bar, if it is practicable for her to do so, after permission has been given from the semaphore station, which will hoist C pennant of the International Code.

9. Vessels must comply with all instructions received from the pilots and hoist all the signals ordered.

10. All vessels will be subject to a close examination whenever it may be considered necessary.

## Lisbon.

1. No vessel approaching the Port of Lisbon or navigating along the coast may enter the area to the east of the meridian of long. 9° 25' W., and to the north of the parallel of lat. 38° 33' 45" N., without a pilot.

2. Entry or exit of vessels from the Port of Lisbon is entirely prohibited between sunset and sunrise, or in foggy weather when the range of visibility is less than two miles.

3. Passage of vessels through the North Channel is prohibited until further notice.

4. Any man-of-war or merchant vessel, whether there is a pilot on board or not, which attempts to enter through any of the channels during the night will be considered hostile, and Port San Julian will notify her approach by firing a blank shot.

5. All vessels wishing to enter the Tagus must approach the citadel at Cascaes in order to embark a pilot and to communicate by signals or wireless telegraphy their name and port of departure; they must comply promptly with all orders received, and hoist such signals and distinctive marks as the pilot may prescribe. No vessel may proceed into any of the entrance channels without authorization from the semaphore station, which will be given by means of a signal known only to the pilot.

6. Any vessel, to which the semaphore station refuses permission to enter by hoisting flag N, is to proceed to sea at once, or to anchor so that the Captain of the port or the naval patrol vessel may visit her for the purpose of examination, at which the master should assist.

7. When authorization to enter is given to any vessel she will follow the directions received from the pilot, and continue to fly her name or other distinctive signal ordered by the pilot, and must reduce speed off Port San Julian until a similar signal is hoisted at the fort, granting permission for the vessel to continue on her course. From outside or inside the bar, up to the anchorage, the vessel is to comply promptly with all orders received from naval patrol vessels.