

and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the examination anchorage. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

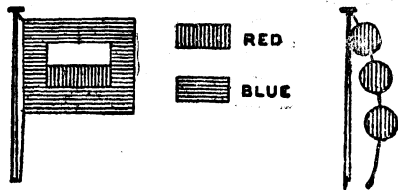
(6.) As the institution of the examination service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at 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 anyone 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.

<i>United Kingdom.</i>		
Alderney.	Guernsey.	Queenstown.
Barrow.	Hartlepool.	River Humber.
Barry.	Harwich.	River Mersey.
Belfast.	Jersey.	River Tay.
Berhaven.	Lough Swilly.	River Tees.
Blyth.	Milford Haven.	River Thames.
Clyde.	Newhaven.	River Tyne.
Cromarty.	Plymouth.	Scapa Flow.
Dover.	Portland.	Sheerness.
Falmouth.	Portsmouth.	Sunderland.
Firth of Forth.		
<i>Canada.</i>		
Esquimaux.	Halifax.	Quebec.
<i>Mediterranean.</i>		
Gibraltar.		Malta.
<i>Indian Ocean.</i>		
Aden.	Colombo.	Mauritius.
Bombay.	Karachi.	Rangoon.
Calcutta.	Madras.	

China Sea.

Hong Kong. Singapore.

Africa.

Durban. Simons Bay.
Sierra Leone. Table Bay.

Australia.

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

Tasmania.

Hobart.

New Zealand.

Auckland. Port Lyttelton.
Otago. Wellington.

West Indies.

Bermuda. Port Royal, Jamaica.

PART IV.—SWEEPING OPERATIONS.

Notice is hereby given that under the Defence of the Realm (Consolidation) Regulations, 1914, the following regulations have been made by the Lords Commissioners of the Admiralty, and are now in force.

H.M. vessels are constantly engaged in sweeping operations off the coasts of 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.

Caution.

Part IV of 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 Part IV of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

AFRICA.

(1.) E. AFRICA.—CAUTION *re* EXHIBITION AND EXTINCTION OF CERTAIN LTS.—The following lts. are ex. : Ras Kego-macha, Pembo Isl.; Ras Nungwe (Hog Pt.); Zanzibar; Ras Mkumbi (Moresby Pt.); Mafia Isl.; a lt. on Okuza Isl., S. Mafia. All other British lights on the east coast of Africa are either extinguished or cannot be depended upon. Cape Delgado lt. cannot be depended upon.

SPECIAL DIRECTIONS FOR APPROACHING MOMBASA.—Merchant vessels approaching Mombasa are warned to do so on the parallel of 4° S., passing through the meridian of 40° E.

(2.) MADAGASCAR.—CAUTION *re* EXTINCTION OF CERTAIN LTS.—All lts. at Diego Suarez are extinguished.

SPECIAL DIRECTIONS FOR ENTERING DIEGO SUAREZ.—Vessels bound for Diego Suarez, in order to avoid delay, are advised to notify the time of their arrival in advance to the Military Commander, three hours before arrival by day and five hours before arrival by night. The sig. denoting "Passage free" authorizes vessels to enter the chan., but they will still be under the obligation to stop when directed to do so from the semaphore, to allow the exam. service vessel to proceed alongside.

NOTE.—This notice is a repetition of Notice No. 794 of 1915, with additional information in Section (1), and embodies all the information received in connection with war operations, affecting nav. within the area concerned. This notice is a reproduction of Admiralty Notice to Mariners No. 536 of 1916. 1st June, 1916.

LITTLE FISH BAY.—CAUTION.—A large whaling-station exists at Praia Amelia, about two miles S. of Mossamedes Town. This station is powerfully lit by elec., whereas the lts.