

## (2.) 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, and is now in force:—

1. *Anchor Lights*.—No electrically lit lanterns are to be employed as anchor lights. The normal brilliancy of all other anchor lanterns is to 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 Surveyors' Offices at Leith, North Shields, Hull, London, Plymouth, Cardiff, Liverpool, Glasgow, and Dublin.

2. *Bow and Masthead Steaming-lights*.—Vessels in estuaries, harbours, anchorages, and channels where navigation in the dark hours is permitted are not to employ electrically lit lanterns as bow or steaming lights, with the exception of those vessels specially mentioned in paragraph 5.

3. *Other Lights*.—No light, either aloft, on deck, or below, except those authorized by the Admiralty Confidential Instructions, and such as may be necessary for authorized signalling purposes, are to be permitted to be visible from outboard. This applies to vessels whether under way or at anchor.

4. The above order applies to vessels of every description, other than H.M. ships and the vessels mentioned in the succeeding paragraph, in the waters of the United Kingdom.

5. Vessels carrying volatile oil or spirits in bulk are, notwithstanding the above orders, to exhibit (in lieu of oil-lamps) electrically lit lanterns not exceeding in brilliancy 50 per cent. of the brilliancy of the normal oil-lamps.

## (3.) WAR INSTRUCTIONS FOR MERCHANT VESSELS.

Notice is hereby given that, under the Defence of the Realm Regulation (Consolidation) Regulations, 1914, the following order has been made by the Lords Commissioners of the Admiralty, and is now in force:—

The orders contained in Admiralty War Instructions for British Merchant Ships, or in any instructions or advice, confidential or otherwise, issued or given to masters of vessels by British or Allied Naval Officers, or by other duly authorized officers or officials, as to routes to be taken and other precautions to be observed to avoid capture or destruction by the enemy, are to be observed even when they are in conflict with the provisions of the Regulations for preventing Collisions at Sea, and every vessel observing such regulations, instructions, or advice shall be deemed to be taking measures to meet "special circumstances" within the meaning of Article 27 of the Regulations for preventing Collisions at Sea.

## CAUTION.

Sections (2) and (3) of this Admiralty Notice to Mariners are issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in them 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 sections (2) and (3) of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

## NOTICE TO ALL MASTERS AND SHIPOWNERS OF BRITISH VESSELS.

## USE OF MINE-PROTECTION GEAR BY VESSELS IN CERTAIN WATERS.

Notice is hereby given that under the Defence of the Realm Regulations the following regulation has been made by the Lords Commissioners of the Admiralty with a view to protecting vessels navigating within certain areas from the risk of damage by mine, and is now in force:—

No British vessel equipped as directed by the Admiralty or Shipping Controller with the "Otter" protective gear shall, while navigating within the 60-fathom line off the United Kingdom, or in any waters less than 60 fathoms deep where mines have been reported or may with reasonable probability be encountered, or in less than 80 fathoms in the Mediterranean Sea, neglect to have such protective gear properly adjusted and actually running outboard and adequately manned to secure the efficient working of the apparatus; and the master or other person in command or charge of any British vessel who neglects to see that such apparatus is so adjusted, running, manned, and worked shall be guilty of an offence against the Defence of the Realm Regulations.

## NORTH ATLANTIC OCEAN.

IRELAND, SOUTH-WEST COAST.—DERELICT REPORTED SOUTH-WESTWARD OF.

*Date sighted*.—On the 4th June, 1917.

*Position*.—Lat. 51° N., long. 14° W.

*Description*.—Derelict vessel.

*Caution*.—This derelict constitutes a danger to navigation.

## CANADA, ATLANTIC COAST, AND NEWFOUNDLAND.

CAUTION WITH REGARD TO EXTINCTION OF LIGHTS AND ALTERATIONS IN AIDS TO NAVIGATION.—CAUTION RESPECTING VESSELS' LIGHTS.—TRAFFIC REGULATIONS.

I. *Extinction of Lights and Alterations in Aids to Navigation.*

Mariners are hereby warned that it may be necessary to extinguish certain lights and to discontinue or remove aids to navigation on the east coast of Canada and the coast of Newfoundland without further notice.

Information has been received that the following lights in St. Pierre Island have been extinguished: Ile aux Chiens and St. Pierre leading-lights.

II. *Caution respecting Vessels' Lights.*

The following orders with reference to vessels' lights on the east coast of Canada are now in force:—

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

2. *Bow and Steaming Lights*.—Vessels are not to use electrically lit lanterns as bow or steaming lights in the vicinity of harbours.

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, are to be permitted to be visible from outboard. This applies to vessels whether under way or at anchor.

4. The above orders apply to vessels of every description, other than H.M. ships, within the waters of Canada on the east coast, and extending up the St. Lawrence River as far as the Port of Quebec.

## III.

IV. *Port of Halifax.—Traffic Regulations.*

1. The Eastern Passage is closed to all traffic. Masters of vessels attempting to enter thereby render themselves liable to be fired upon without warning.

2. The passage westward of George Island is closed to all traffic.

3. All vessels, other than H.M. ships of war, wishing to enter the port are required to communicate with the Examination Steamer situated in the vicinity of the Examination Anchorage.

4. Incoming merchant vessels will be admitted to the Examination Anchorage at all times of the day or night irrespective of whether the port is opened or closed, but when the port is closed no merchant vessel will be permitted to proceed beyond the Examination Anchorage. Masters of all vessels are particularly warned that in foggy weather they must approach the Examination Anchorage at moderate speed or they are liable to be fired upon.

5. The Port of Halifax is closed to all vessels between sunset and sunrise.

6. Usual signals made by vessels arriving either with flags, guns, bomb rockets, lights, &c., are not to be made.

7. The Examination Steamer may be distinguished by the following special marks:—

(a.) PORT OPEN: During the day the Examination Steamer will hoist the following distinguishing marks when the port is open for merchant traffic:—

She will fly a Blue Ensign (Canadian). At the foremast head she will fly the special pilot flag, which is a red and white horizontal stripe surrounded by a blue border.

(b.) PORT CLOSED: At times during the day when it is necessary to close the port to all merchant traffic, the Examination Steamer will hoist distinguishing marks as follows:—

She will fly the Blue Ensign (Canadian). At the foremast head she will fly the special pilot flag (see above) and in addition three red balls.

In addition, if the port is closed during the day, there will be hoisted at Camperdown Signal-station, northward of Chebucto Head, three red balls.

8. Vessels are not permitted to anchor within 300 yards of a line joining George Island pier and Fort Clarence pier.