

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.

Whilst at anchor in the Examination Anchorage, masters are warned that they must not (except to avoid accident) lower any boats, 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 port 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.	„ Mersey.
Belfast.	Jersey.	„ Tay.
Berehaven.	Lerwick.	„ Tees.
Blyth.	Lough Swilly.	„ Thames.
Clyde.	Milford Haven.	„ Tyne.
Cromarty.	Newhaven.	Scapa Flow.
Dover.	Plymouth.	Sheerness.
Falmouth.	Portland.	Sunderland.
Firth of Forth.	Portsmouth.	
<i>Canada.</i>		
Esquimalt.	Halifax.	Quebec.
<i>Mediterranean.</i>		
Gibraltar.		Malta.
<i>Indian Ocean.</i>		
Aden.	Colombo.	Mauritius.
Bombay.	Karachi.	Rangoon.
Calcutta.	Madras.	
<i>China Sea.</i>		
Hong Kong.		Singapore.
<i>Africa.</i>		
Durban.		Simons Bay.
Sierra Leone.		Table Bay.
<i>Australia.</i>		
Adelaide.	Melbourne.	Sydney.
Brisbane.	Newcastle.	Thursday Island.
Fremantle.		
<i>Tasmania.</i>		
	Hobart.	
<i>New Zealand.</i>		
Auckland.		Port Lyttelton.
Otago.		Wellington.
<i>West Indies.</i>		
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, as the vessels may have mines trailing in their sweeps, and also on account of the danger caused to traffic if mine-sweepers have to slip their sweeps to get out of the way of vessels.

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.

UNITED KINGDOM, MEDITERRANEAN, AND CHINA.
SIGNALS DISPLAYED BY VESSELS ACCOMPANYING FRIENDLY SUBMARINES.

Notice is hereby given that, in future, British men-of-war and merchant vessels, escorting or employed in exercising friendly submarines will fly "M" (International) flag at the masthead, accompanied by a group from the numeral table in the International Code of Signals, indicating the number of submarines in company. This signal is a warning to vessels that friendly submarines are in the vicinity. When "M" flag is displayed vessels are cautioned to steer so as to give the escorting vessel a berth of at least one mile, and also to pass astern of her. When from any cause this cannot be done, the escorting vessel should be approached at slow speed until warning is given of the danger zone by flags, semaphore, or megaphone, as most convenient, a good look-out being kept meanwhile for the submarines, whose presence may be only indicated by their periscopes showing above water. The use of the large red flag will be discontinued for this purpose.

UNITED STATES, ATLANTIC AND GULF COASTS.

Former notice hereby cancelled.

(1.) ATLANTIC COAST.

Nets and Defensive Sea Areas.

Vessels approaching a port of the United States may expect to find patrol vessels some distance off shore as well as close to the harbour entrance.

All incoming vessels must be identified before being permitted to proceed.

Upon approaching a port or defensive sea area, where vessels are stationed, the incoming vessel should obtain from the patrol a pilot or information that will enable said vessel to proceed. No vessel should proceed until identity has been established and permission has been given by the patrol.

Harbour entrance patrol vessels, in addition to the regular commission pennant, fly the jack forward during the day, and may show three lights—white, red, white—in a vertical hoist at night.

Directions from these boats must be obeyed, as they are in possession of the latest information regarding the nets, mines, and channels.

Speed limit in defensive sea areas is five knots.

Merchant vessels must show their national colours, and the international signal designating their names. They will receive pilots or instructions from the patrol vessels.

An incoming naval vessel must exchange recognition signals, and after having passed the outer limits of a defensive sea area shall proceed as directed. Should the shore defences make the demand signal, or other inquiry regarding the identity of the vessel, the proper answer must be given.

No vessels are permitted to pass through defensive sea areas except those which have been given authority to do so.

Recognition signals need not be exchanged with vessels on the inner side of defensive sea areas.

When demand is made by any fort, shore station, or patrol vessel a naval vessel approaching from seaward shall immediately answer the demand by making the prescribed recognition signal.

When the identity of the vessel is already known to the fort, shore station, or patrol vessel, the demand may be omitted. Coast-defence commanders will consider as hostile any vessels attempting to enter without making recognition signals when demanded.

1. Boston Harbour.

Narrows and South Broad Sound Channel, Net A 11: This net has no gate, and the above channels are closed to navigation.