

Vessels carrying volatile oil 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.

NOTE.—This notice is a revision of the former notice.

CAUTION.—Sections (1), (3), and (5) 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 (1), (3), and (5) of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

WARNING TO VESSELS TO KEEP CLEAR OF CONVOYS.

Masters of vessels are hereby warned that all steam vessels are to keep clear of convoys that they may meet or overtake. "War Instructions for British Merchant Vessels" are to be carefully observed. The practice of cutting through a convoy is not permissible.

ENGLAND, SOUTH COAST.

ROYAL SOVEREIGN LIGHT-VESSEL.—WRECK NORTH-EASTWARD OF MARKED BY LIGHT-BOUY.

Position.—At a distance of about $2\frac{1}{2}$ miles north-eastward from the Royal Sovereign light-vessel. Lat. $50^{\circ} 43' 50''$ N., long. $0^{\circ} 30' 25''$ E.

Description.—Sunken wreck of a steamer, with two masts showing above water.

Remarks.—The above wreck is marked by a conical light-buoy painted green exhibiting a *flashing green light every two and a half seconds*, situated at a distance of about one cable southward from the wreck.

Note.—This wreck, which was sunk in 1917, is already shown on the latest editions of Charts Nos. 2451, 2675c, and 1598, and on some copies of the remaining charts.

UNITED KINGDOM.

NAMES OF VESSELS TO BE DISPLAYED ON ENTERING PORTS.

Notice is hereby given that on and after 1st March, 1918, each and every merchant ship entering a port within the United Kingdom shall display her name painted in white letters on a black board on the side on which she is approaching the examination steamer, and at such other times and in such manner as may be directed by the Port Authorities.

The name shall be painted in block letters of such size as to enable the name to be read by the naked eye at a distance of twice the vessel's own length, in ordinary clear weather (visibility = 0 in the scale), whether by day or under search-light beam at night.

Vessels of under 500 tons gross shall display one such board placed over the side in the vicinity of the vessel's bridge.

Vessels of 500 tons gross and over shall display two such boards, one in the vicinity of the vessel's bridge, and the other in the next most conspicuous position over the side.

Note.—The above order does not relieve a vessel of the necessity of complying with the Board of Trade requirements as to the proper equipment of signal flags.

BRITISH ISLANDS.

INTENDED INTRODUCTION OF SUMMER TIME.

Period of Alteration.—From 2.0 a.m. March 24th to 2.0 a.m. September 30th, 1918.

1. During the above period *British summer time*, which is one hour in advance of Greenwich mean time, will be kept in the British Islands.

2. The clock time of all time-signals, with the undermentioned exception, will be one hour later than the time shown in the Admiralty List of Time-signals under the column "Standard Time"; the Greenwich mean time of the time-signals remaining the same as shown in Admiralty Publications.

The exception referred to above is the time-gun at Edinburgh Castle, which will be fired at noon G.M.T., corresponding to 1 h. 00 m. 00 s. *British summer time*.

3. In the Admiralty Tide-tables full information is given as to the time used.

In all cases in which the time shown by the clock differs from that used in the tide-tables, the difference must be applied to the time of the tide as obtained from the tide-tables.

Note.—Greenwich mean time should invariably be used, both in Great Britain and Ireland, in all tidal records kept for permanent reference.

4. It should be noted that the change in time also temporarily affects certain Admiralty Sailing Directions and Charts, &c., as well as the tables showing the duration of "Official Night" embodied in the Public Traffic Regulations for various Defended Ports.

ENGLAND.

SOUTH COAST, ISLE OF WIGHT.—NEEDLES ROCKS.—NON-EXISTENCE OF WRECK NORTH-WESTWARD OF.—EXISTENCE OF WRECK SOUTHWARD OF.

1. Non-existence of wreck north-westward of:

Position on charts.—At a distance of about $1\frac{1}{4}$ miles north-westward from the Needles Lighthouse. Lat. $50^{\circ} 41' N.$, long. $1^{\circ} 37' W.$

Remarks.—The wreck is to be expunged from the charts.

2. Existence of wreck southward of:

Position.—At a distance of about $8\frac{1}{4}$ miles southward from the Needles Lighthouse. Lat. $50^{\circ} 31' N.$, long. $1^{\circ} 37' W.$

Description.—Sunken wreck of a steamer.

NEEDLES ROCKS.—AMENDED POSITION OF WRECKS OFF.—FURTHER DETAILS.

Position (approximate).—At a distance of about $1\frac{1}{2}$ cables eastward from position given in former notice, and 4 cables, 257° (N. 88° W. mag.), from Needles Lighthouse. Needles Lighthouse, lat. $50^{\circ} 39\frac{1}{2}' N.$, long. $1^{\circ} 35\frac{1}{2}' W.$

Description.—Wreck of the bow portion of a steamer.

SOUTH-EAST COAST.—VARNE LIGHT-VESSEL.—WRECK NORTH-WESTWARD OF MARKED BY LIGHT-BOUY.

(a) Wreck:

Position.—At a distance of about 5 miles north-westward from the Varne light-vessel. Lat. $50^{\circ} 59' 58'' N.$, long. $1^{\circ} 11' 10'' E.$

Description.—Sunken wreck of a steamer, over which there is a least depth of 5 fathoms.

(b) Light-buoy:

Position.—Marking the above wreck.

Description.—A wreck-marking light-buoy, exhibiting a *flashing green light every ten seconds*.

Note.—This wreck, which was sunk in 1916, is already shown on the latest editions of Charts Nos. 2451, 2675c, and 1598.

On certain copies of the charts the wreck was shown as being marked by an unlighted wreck buoy; the buoy has been replaced by the light-buoy mentioned above.

ENGLISH CHANNEL.—DOVER STRAIT, WESTERN APPROACH.—EXISTENCE OF A WRECK.

Position.—At a distance of about $8\frac{1}{4}$ miles eastward of the Royal Sovereign light-vessel. Lat. $50^{\circ} 41' 30'' N.$, long. $0^{\circ} 40' 30'' E.$

Description.—A sunken wreck with derrick and mast showing above water.

SOUTH COAST.—SELSEA BILL.—WRECK-MARKING LIGHT-BOUY ESTABLISHED SOUTH-WESTWARD OF.

Position.—At a distance of about three-quarters of a cable north-eastward of the wreck situated about 4 miles south-westward of Selsea Bill. Lat. $50^{\circ} 39' 48'' N.$, long. $0^{\circ} 50' 4'' W.$

Description.—A green wreck-marking light-buoy which will shortly exhibit a *flashing white light every two and a half seconds*.

ST. LEONARDS.—WRECK REPORTED SOUTHWARD OF.

Position (approximate).—At a distance of about 8 miles southward of St. Leonards. Lat. $50^{\circ} 43' 25'' N.$, long. $0^{\circ} 37' E.$

Description.—A sunken wreck with mast and spar showing above water.

CANADA.

NOVA SCOTIA.—HALIFAX HARBOUR.—BEDFORD NARROWS.—LEADING-LIGHTS ESTABLISHED.

(a) Front light:

Position.—At a distance of about 150 yards westward of the point on the western side of the entrance to Tufts Cove. Lat. $44^{\circ} 40' 36'' N.$, long. $63^{\circ} 36' 18'' W.$

Abridged description.—I. F., 37 ft., vis. 3 m.

Details.—Character, a *fixed white light*; elevation, 37 ft.; visibility, 3 miles; structure, white pole with shed at base, 26 ft. in height.