

4. *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 Surveyor's Offices at Leith, North Shields, Hull, London, Plymouth, Cardiff, Liverpool, Glasgow, and Dublin.

5. *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.

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.

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.

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.

#### NORTH SEA.

##### CAUTION WITH REGARD TO PROHIBITED AREA.

In view of the unrestricted warfare carried on by Germany at sea by means of mines and submarines, not only against the Allied Powers, but also against Neutral shipping, and the fact that merchant ships are constantly sunk without regard to the ultimate safety of their crews, H.M. Government give notice that, on and after 15th May, 1918, the following prohibited area will be established in the North Sea dangerous to all shipping, and should be avoided.

##### Prohibited Area.

The area enclosed by a line joining the following positions:—

- (1.) Lat.  $59^{\circ} 12\frac{1}{2}'$  N., long.  $4^{\circ} 49'$  E.
- (2.) „  $59^{\circ} 29'$  N., „  $3^{\circ} 10'$  E.
- (3.) „  $58^{\circ} 25'$  N., „  $0^{\circ} 50'$  W.
- (4.) „  $59^{\circ} 20'$  N., „  $0^{\circ} 50'$  W.
- (5.) „  $60^{\circ} 21'$  N., „  $3^{\circ} 10'$  E.
- (6.) „  $60^{\circ} 00'$  N., „  $4^{\circ} 56'$  E.

thence along the western limits of Norwegian territorial waters to position (1).

#### ADMIRALTY PUBLICATIONS.

##### ALTERATION IN SYSTEM OF DATING CHARTS FOR ADMIRALTY NOTICES TO MARINERS.

*Date of Alteration*.—Notices dated 1st May, 1918.

The existing system of dating Admiralty charts for Admiralty Notices to Mariners is to be superseded by the following:—

When a chart is corrected for an Admiralty Notice to Mariners, the year and the number of the notice is to be inserted in red in the bottom left hand corner of the chart, thus: 1918—2, 17, 46, &c.

*Remarks*.—Charts which have been cancelled for any cause other than the issue of a new edition will carry in the bottom left-hand corner in brackets the date of such cancelling, thus: 1918—2, 17, 46 (X 21) 50, 62, &c.: 1919—(1 2), 40, 72, &c.

#### ENGLAND.

##### SOUTH COAST.—LYME BAY.—BILL OF PORTLAND.—WRECK NORTH-WESTWARD OF.

*Position*.—At a distance of about  $9\frac{1}{2}$  miles north-westward of the Bill of Portland. Lat.  $50^{\circ} 33' 40''$  N., long.  $2^{\circ} 41' 21''$  W.

*Description*.—Sunken wreck of a steamer with two masts showing about 20 ft. above water.

##### ISLE OF WIGHT.—ST. CATHERINE POINT LIGHT.—INTENDED ALTERATION IN PERIOD.

*Date of Alteration*.—On and after 25th April, 1918.

*Position*.—Lat.  $50^{\circ} 34\frac{1}{2}'$  N., long.  $1^{\circ} 17\frac{3}{4}'$  W.

*New Abridged Description*.—Lt. fl. cv. 45 secs., 136 ft., vis. 18 m.

*Alteration*.—The period of this flashing light will be altered from five seconds to forty-five seconds, and the duration of the flash from two-tenths of a second to four-tenths of a second.

*Note*.—No further notice will be given.

#### FRANCE.

##### NAMES OF VESSELS TO BE DISPLAYED ON ENTERING PORTS.

Every merchant vessel entering a French port shall show her name, painted in white letters on a black board, from the side of the vessel facing the Examination vessel.

The letters of the name must be sufficient size to be visible with the naked eye, at a distance of twice the length of the vessel, in clear weather by day, or under searchlight beam at night.

Vessels of under 500 tons gross shall show the board from the bridge. Those of 500 tons and over shall show two boards, one from the bridge, the other in the vicinity on the hull.

The above order does not relieve a vessel of the necessity of strictly conforming to the ordinary Examination Service regulations.

#### FRANCE AND ITALY.

##### INTRODUCTION OF SUMMER TIME.

Summer time has been introduced in France and Italy during 1918 for the periods specified below, and in consequence the clock time in these countries has been advanced one hour:—

France	..	..	9th March to 6th October.
Italy	..	..	9th March to 7th October.

#### FRANCE AND FRENCH COLONIES, ETC.

##### NEW PILOT FLAG.

Information has been received from the French Government that a new Pilot flag, as described below, has been authorized for use in all ports on the coasts of France and the French Colonies, &c., from the undermentioned dates:—

- (a.) In all ports on the coasts of France and North Africa from 1st May, 1918.
- (b.) In all ports on the coasts of the French Colonies 15 days after the notification from the French Government has been received.

The new flag will be of the same form and design as flag "W" of the International code, but with the colours interchanged, the centre of the flag being blue and the outer border being red.

The flag should be exclusively used to make the request for a Pilot in place of flag "S" of the International code, which will, so far as French ports are concerned, cease to have the meaning assigned to it in the International code of signals.

#### STRAIT OF GIBRALTAR.—MOROCCO.

##### CAPE SPARTEL LIGHT.—REDUCTION IN VISIBILITY.

*Position*.—Lat.  $35^{\circ} 47\frac{1}{4}'$  N., long.  $5^{\circ} 55\frac{3}{4}'$  W.

*New Abridged Description*.—Lt. occ., ev. 10 secs., 312 ft., vis. 5 m. (Irregular 1917.)

*Caution*.—The visibility of Cape Spartel light has been reduced to 5 miles.

#### CHINA.

##### EAST COAST.—YANG-TSE-KIANG.—SOUTH CHANNEL.—WRECK MARKED BY LIGHT-BOUY.

(a.) Wreck:

*Position*.—At a distance of 18.9 cables,  $15^{\circ}$  (N.  $18^{\circ}$  E. mag.) from Kiu-toan (61 ft. high) beacon. Lat.  $31^{\circ} 17\frac{1}{2}'$  N., long.  $121^{\circ} 44\frac{1}{4}'$  E.

*Description*.—Sunken wreck of a steamer with masts and funnel showing above water.

(b.) Light-bouy:

*Position*.—At a distance of about three-quarters of a cable north-eastward from the wreck.

*Description*.—A green wreck-marking light-bouy, exhibiting an *occulating red light every eight seconds*, thus—light 4 secs., eclipse 4 secs.

*Variation*.— $3^{\circ}$  W.

#### SOUTH AUSTRALIA.

##### SPENCER GULF.—TIPARA BAY, LONG POINT.—EXTENSION OF BANK REPORTED.

*Position*.—Long Point, lat.  $34^{\circ} 0\frac{1}{4}'$  S., long.  $137^{\circ} 32\frac{1}{2}'$  E.

*Details*.—The southern edge of the bank off Long Point is reported to be extending, and a note "Reported extending to the southward (1917)" is to be inserted on the charts at a distance of about 18 cables southward from the extremity of the above-mentioned point.