

signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II., of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At all the ports or localities at home or abroad referred to in Part III. of this Notice, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

EXAMINATION SERVICE.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad, referred to in Part III. of this Notice.

(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the ports 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 port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

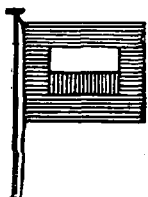
(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once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

Whilst at anchor in the Examination Anchorage, Masters are warned that they must not lower any boats, communicate with the shore, work cables, move the ship, or allow anyone to leave the ship, without permission from the Examination Steamer (except to avoid accident).

(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.

UNITED KINGDOM.		
Alderney	Guernsey	Portsmouth
Barrow	Hartlepool	Queenstown
Barry	Harwich	River Humber
Belfast	<u>Inverness firth</u>	„ Mersey
Berehaven	Jersey	„ Tay
Blyth	Lerwick	„ Tees
Clyde	Lough Swilly	„ Thames
Cromarty	Milford Haven	„ Tyne
Dover	Newhaven	Scapa Flow
Falmouth	Plymouth	Sheerness
Firth of Forth	Portland	Sunderland
CANADA.		
Esquimalt	Halifax	Quebec
MEDITERRANEAN.		
Gibraltar		Malta
INDIAN OCEAN.		
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		