

NAVAL PRIZE MONEY.

*Department of the Accountant-General
of the Navy, Admiralty, Somerset
House, March 1, 1858.*

NOTICE is hereby given to all persons interested therein, that preparations are now making for the intended distribution of proceeds from the slave brigantine, name unknown, captured on the 7th June, 1856, by Her Majesty's ship Teazer.

Agents or other persons having any just and legal demand, unliquidated, against the said proceeds are required to transmit the particulars of any such demand to the Registrar of the High Court of Admiralty, in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said Court.

Agents and all other persons holding powers of attorney, prize orders, assignments, or other instruments, by virtue of which they may be legally entitled to claim the share belonging to any captor, are requested, with as little delay as possible, to transmit the same, accompanied by the usual documents, to the Prize Branch of the Department of the Accountant-General of the Navy, Admiralty, Somerset-House.

Due notice will be given, by future advertisements in the London Gazette, of the date proposed for the commencement of distribution; and, at the same time, the amount of an individual's share in the respective classes will be announced.

ADMIRALTY NOTICE respecting LIGHTS and FOG SIGNALS to be carried and used by Sea-going Vessels, to prevent Collision.

By the Commissioners for executing
the Office of Lord High Admiral
of the United Kingdom of Great
Britain and Ireland, &c.

BY virtue of the power and authority vested in us, we hereby revoke, as from and after the thirtieth day of September, 1858, the regulations made and published by us on the first day of May, 1852, relating to the Lights to be carried by Sea-going Vessels to prevent collision: And we hereby make the following regulations, and require and direct that the same be strictly observed and carried into effect on and after the first day of October, 1858.

STEAM VESSELS.

All Sea-going Steam Vessels, when under Steam, shall, between sunset and sunrise, exhibit the following Lights:

1. A bright White Light at the Foremast Head.
A Green Light on the Starboard side.
A Red Light on the Port side.

2. The Mast-head Light shall be so constructed as to be visible on a dark night, with a clear atmosphere, at a distance of at least 5 miles, and shall show an uniform and unbroken light over an arc of the horizon of 20 points of the compass, and it shall be so fixed as to throw the light 10 points on each side of the ship, viz.: from right ahead to 2 points abaft the beam on either side.

3. The Green Light on the Starboard side and the Red Light on the Port side shall be so constructed as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, and they shall be so fixed as to throw the light from right ahead to 2 points abaft the beam on the Starboard and on the Port sides respectively.

4. The side Lights are to be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent the lights from being seen across the bow.

5. Steam Vessels under Sail only, are not to carry their masthead Lights.

FOG SIGNALS.

All Sea-going Steam Vessels, whether propelled by paddles or screws, when their steam is up, and when under way, shall in all cases of Fog use as a Fog Signal a Steam Whistle, placed before the Funnel at not less than 8 feet from the deck, which shall be sounded once at least every five minutes; but when the steam is not up, they shall use a Fog Horn or Bell, as ordered for Sailing Ships.

SAILING VESSELS.

1. All Sea-going Sailing Vessels when under-way or being towed, shall, between sunset and sunrise, exhibit a Green Light on the Starboard side and a Red Light on the Port side of the vessel, and such Lights shall be so constructed as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and shall show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, from right a-head to 2 points abaft the beam on the Starboard and on the Port sides respectively.

2. The Coloured Lights shall be fixed whenever it is practicable so to exhibit them; and shall be fitted with inboard screens projecting at least 3 feet forward from the Light, so as to prevent the Lights being seen across the bow.

3. When the Coloured Lights cannot be fixed (as in the case of small vessels in bad weather), they shall be kept on deck between sunset and sunrise, and on their proper sides of the vessel, ready for instant exhibition, and shall be exhibited in such a manner as can be best seen on the approach of, or to, any other vessel or vessels in sufficient time to avoid collision, and so that the Green Light shall not be seen on the Port side, nor the Red Light on the Starboard side.

FOG SIGNALS.

All Sea-going Sailing Vessels, when under-way, shall, in all cases of Fog, use when on the Starboard Tack a Fog Horn, and when on the Port Tack shall Ring a Bell. These signals shall be sounded once at least every five minutes.

PILOT VESSELS.

Sailing Pilot Vessels are to carry only a White Light at the mast head, and are to exhibit a Flare-up Light every 15 minutes, in accordance with Trinity House regulation.

VESSELS AT ANCHOR.

All Sea-going Vessels when at anchor in roadsteads or fairways, shall between sunset and sunrise exhibit where it can best be seen, but at a height not exceeding 20 feet above the hull, a White Light in a Globular Lantern of 8 inches in diameter, and so constructed as to show a clear, uniform, and unbroken light all round the horizon, at a distance of at least one mile.

Given under our hands this 24th day of February, 1858.

*Charles Wood.
R. S. Dundas.*

By command of their Lordships,
W. G. Romaine, Secretary.