

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* lights vertically disposed by night, or three *red* balls vertically disposed 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 some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing movable 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 ports or localities at home or abroad.

(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 port 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.

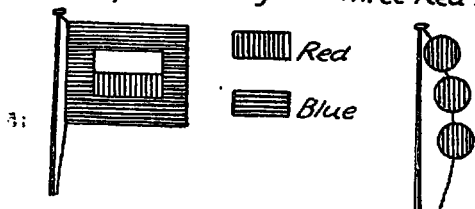
(6) As the institution of the Examination Service will probably be unknown to vessels desiring to enter the port, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any port in the British Empire, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) By day the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red balls vertically disposed if entrance is prohibited.

Special Flag Three Red Balls



Usually the Examination Steamers will fly the Blue Ensign, but in certain circumstances they may fly the White Ensign.

By night the steamer will carry:—

(a) Three *red* lights vertically disposed if entrance is prohibited.

(b) Three *white* lights vertically disposed if entrance is permitted.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Merchant vessels approaching a British Port at which the Examination Service is in force, must hoist their signal letters on arriving within visual signal distance of the port, and are not to wait for the signal "What ship is that?" to be made from the Examination Steamer.

(9) Masters are warned that, before attempting to enter any port 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 it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examining Officer:—

To lower any boat.

To communicate with the shore or with other ships.

To move the ship.

To work cables.

To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force 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.

MINE-SWEEPING OPERATIONS.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manoeuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS SHOWN BY DAY.

(a) By vessels working singly:

A black ball at the foremast head, and a similar ball at the yard-arm, or where it can best be seen, on that side on which it is dangerous to pass. (If a ball is shown at each yard-arm it is dangerous to pass either side.)

Vessels showing this signal should not be approached nearer than 900 yards.