

so as to be visible outboard or to reflect upwards.

Provided that this Order shall not apply to such navigation lights as the Admiralty instructions may authorise to be shown at any particular time or in any particular place or circumstances, or to any lights that are necessary for authorised signalling purposes.

3. Any naval officer whom a Senior Naval Officer for or at a port may appoint for the purpose may board any such vessel entering the port to inspect the means provided for screening lights as this Order requires. The Master of such vessel shall give facilities for such inspection and shall, if the inspecting officer so requires, sign a certificate to the effect that adequate means of screening lights are provided on board.

4. This Order shall come into force forthwith and may be cited as the Darkening Ship Order, 1939.

By Command of their Lordships.

R. H. A. Carter.

Admiralty, S.W.I.

26th August, 1939.

By Command of the Lords
Commissioners of the Admiralty.

NAVIGATION AND ANCHOR LIGHTS ORDER.

In pursuance of Regulation 43 of the Defence Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. This Order shall apply to all vessels not being either ships of war or hospital ships, except that it shall not apply to Dominion or foreign vessels outside the territorial waters of the United Kingdom.

2. This Order shall have effect:—

A. In Areas for which Route Instructions are issued and on routes where a Convoy System is in force, and

B. In Areas and on Routes, other than those above-mentioned, whatever information is received from the Admiralty, an Admiralty representative or local naval authority that Submarines, Aircraft or Raiders are operating.

Navigation Lights.

3. Navigation Lights must be dimmed to a visibility not exceeding two miles, except stern lights, the visibility of which is not to exceed one mile.

4. Navigation Lights are only to be exhibited

(a) for avoiding collision, in which case they are to be extinguished as soon as the danger of collision has passed, or

(b) when exceptional circumstances make their use absolutely necessary.

5. They must be so arranged that they can be instantly shown when required to be exhibited.

Masthead Steaming Lights.

6. One Masthead Steaming Light only is to be used, and this light is never to be used

unless the Master considers it absolutely necessary.

Side Lights.

7. Oil Side Lamps are only to be exhibited if electric lights are not available.

Stern Lights.

8. Stern Lights are to be electric where electric light is installed, and are to be controlled from the bridge. They are to have their reflectors removed from the lanterns.

9. Stern Lights are only to be exhibited for the purpose of avoiding collision, in which case they are to be extinguished as soon as the danger of collision is passed.

10. Vessels in convoy when ordered to exhibit a Stern Light are to use a light fitted with a shade and mounted so as to cast its light downward on the water only.

Anchor Lights.

11. The visibility of Anchor Lights is not to exceed one mile.

12. All Anchor lanterns are to be fitted with overhead screens, so arranged as to cut off the light at an angle of between 5 and 10 degrees above the horizontal.

General.

13. Notwithstanding the foregoing provisions of this Order, the Senior Naval Officer at or the Naval Officer in Charge of any port of the United Kingdom may give instructions either general or special for the showing of such Navigation Anchor or other Lights in waters within the control of the harbour authority, as he may consider necessary for the safety of shipping in such waters.

14. In waters other than those last mentioned, the Senior Naval Officer present on board any of H.M. Ships, or any naval officer appointed for the purpose, may give directions either general or special for the exhibition of any lights he may require to be shown.

15. This Order shall come into force forthwith and may be cited as the Navigation and Anchor Lights Order 1939.

By Command of Their Lordships,

R. H. A. Carter.

Admiralty, S.W.I.

26th August, 1939.

By Command of the Lords
Commissioners of the Admiralty.

FORTH PILOTAGE (EMERGENCY) ORDER, 1939.

In pursuance of the powers conferred on them by Regulation No. 43 of the Defence Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. Pilotage will be compulsory for vessels (save as provided hereunder) navigating in the Firth of Forth westward of the Eastern limit of the Dockyard Port of Rosyth, namely, a line drawn South (true) through the South Point of Carron Harbour (which is situated about 1,200 yards westward from Burntisland) to the South Shore of the Forth.

2. Vessels picking up or landing a pilot at Inchkeith in accordance with this Order shall not be required to pay pilotage rates in respect