

to the action to be taken during Air Raid alarm periods. Merchant Vessels are invariably to keep clear of H.M. Ships and Government Vessels whether under way or not.

(14) Vessels are only to leave the port under instructions from the local authorities and it must be stressed that they must leave punctually at the time ordered so that they may be passed safely through the defences and avoid delaying and thus endangering other vessels. A blue flag hoisted ashore indicates that no Merchant Vessel is to leave the port while this signal is flying.

PART V.

Mine-Sweeping Operations.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manoeuvring powers. **VESSELS MUST KEEP CLEAR OF MINE-SWEEPERS.**

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.

When towing sweeps.

All vessels towing sweeps are to show:—

By day.—A black ball at the fore masthead and a black ball at the yardarm on the side or sides on which it is dangerous for vessels to pass.

By night.—All round green lights instead of the black balls, and in a similar manner.

(b) **VESSELS OR FORMATIONS SHOWING THESE SIGNALS ARE NOT TO BE APPROACHED NEARER THAN 500 YARDS ON EITHER BEAM AND SHIPS ARE NOT TO CROSS ASTERN AT A LESS DISTANCE THAN 1,000 YARDS.**

IN NO CIRCUMSTANCES IS A SHIP TO PASS THROUGH A FORMATION OF MINE-SWEEPERS.

(c) Mine-sweepers should be prepared to warn Merchant Vessels who persist in approaching too close by means of any of the appropriate signals from the Merchant Navy Code or the International Code of Signals.

PART VI.

Other regulations in force.

Nothing in this Notice is to be taken as overruling such general or local regulations as may be issued by the Public Traffic Regulations at each port, through routeing authorities, by Notices to Mariners or other means to meet new dangers or situations which may arise, or to cover local conditions.

Attention is called to Notices to Mariners at present in force as follows:—

(a) Cautions regarding extinction or alterations of coastal lighting in British, Dominion, and Allied colonial waters.

(b) Navigation lighting restrictions (Navigation and Anchor Lights Order, 1939.)

(c) Instructions regarding darkening ship. (Darkening Ship Order, 1939.)

(d) Instructions regarding use of W/T. (W/T (Ships) Order, 1939.)

(e) Routeing and safe channels.

(f) Coasts and Ports—approach prohibited in certain areas and at certain times. Defence (Approach of Merchant Vessels) Order, 1940.

(g) Regulations for Fishing Vessels.

(h) The regulations for shipping brought into force by the issue of Navigation Orders from time to time.

Note.—This Notice is a revision of Notices 1 and 1437 of 1940.

(Notice No. 1 of 1/1/1941.)

Authority.—The Lords Commissioners of the Admiralty. (H. 3336/40.)

By Command of their Lordships,

J. A. Edgell, Vice-Admiral,
Hydrographer of the Navy.

Admiralty, London.

1st January, 1941.

ADMIRALTY NOTICE TO MARINERS.

No. 7.

Caution with regard to Single Ships approaching Squadrons or Aircraft Carriers.

Former Notice.—No. 7 of 1940.

1. The attention of shipowners and mariners is called to the danger to all concerned which is caused by single vessels approaching a squadron of Warships or Merchant vessels in convoy so closely as to involve risk of collision, or attempting to pass ahead of, or through such a squadron.

2. Mariners are warned that it would be in the interests of safety for single vessels to adopt early measures to avoid approaching a squadron under the above conditions which might involve risk of collision and to keep out of its way.

3. Attention is also drawn to the uncertainty of the movements of Aircraft Carriers which must usually turn into the wind when aircraft are taking off or landing.

4. In circumstances where a single vessel has not taken early measures to keep out of the way of a squadron or Aircraft Carrier, the "Regulations for preventing Collisions at Sea" must be the guide.

Note.—This Notice is a repetition of the former Notice quoted above.

(Notice No. 7 of 1/1/1941.)

Authority.—The Lords Commissioners of the Admiralty. (H. 3343/40.)

By Command of their Lordships,

J. A. Edgell, Vice-Admiral,
Hydrographer of the Navy.

Admiralty, London.

1st January, 1941.

ADMIRALTY NOTICE TO MARINERS.

No. 8.

Warning Signals to denote the Presence of Submarines.

Former Notice.—No. 8 of 1940.

Attention is drawn to the following warning signal which is in use to denote the presence of submarines:—

British vessels, when engaged in hunting enemy submarines, display a cone, point up over a rectangular Red Flag.