

unless instructed to the contrary, assume that the port is closed and either anchor in the Examination anchorage or proceed to sea.

VESSELS ARE PARTICULARLY WARNED NOT TO ENTER A DECLARED " DANGEROUS AREA " OR APPROACH BOOM DEFENCES WITHOUT PERMISSION, NOR TO ANCHOR OR REMAIN STOPPED IN A DANGEROUS AREA OR PROHIBITED ANCHORAGE, UNLESS SPECIALLY INSTRUCTED TO DO SO.

PART II.

Examination Service.

(4) In addition to controlling entry generally it is also necessary to take measures to examine individual vessels before they are permitted to enter. This is the function of the Examination Service.

(5) Examination Vessels, carrying the distinguishing flags or lights mentioned in paragraph (7) are charged with the duty of examining ships who desire to enter a port, and may allot positions in which they are to anchor, or give such other directions as are necessary for the safety of the vessels and the security of the port, including the channel to be followed, should up-to-date information on this point not already have been issued by routing authorities.

Notes.—(a) Information regarding emergency alterations of searched channels, closing of ports or other instructions may also be passed to merchant vessels by patrols.

(b) Where pilotage is compulsory the pilots will be in possession of the latest information regarding the searched channels, as well as the regulations for the entry into the port.

(6) It is the responsibility of the approaching vessel to identify the Examination Vessel by the signals mentioned in paragraph (7) and to bring-to at once if ordered to do so. Failure to obey these orders will be met by the firing of a bring-to round by the Examination Battery, followed by effective fire if the way is not immediately taken off the ship.

(7) By Day the distinguishing flag of the Examination Vessel will be a square flag coloured White and Red Horizontal surrounded by a Blue border. Examination Vessels who are commissioned will wear the White Ensign; if not commissioned, the Blue Ensign.

By Night the Examination Vessel will carry:—

(a) Three *White* lights vertically disposed if the port is open.

(b) Three *Red* lights vertically disposed if the port is closed (see also paragraph (3)).

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

Note.—These lights may not invariably be displayed—(see paragraph (3)).

(8) Merchant vessels approaching a British Port at which an 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 is the name of your vessel " to be made by the Examination Vessel.

(9) Vessels allowed to proceed into harbour by the Examination Vessel will be given a Special Signal to hoist consisting of a combination of flags by day and coloured lights by night to enable them to pass the defences in safety. Vessels should be ready to hoist these signals immediately, and should by night have two red and two white lanterns ready for this purpose.

By Day flags should be well shaken out.

The Examination Vessel will give instructions as to the point at which these signals can be lowered.

As a general rule Merchant Vessels will be examined in the order of their arrival, and if permitted to enter, will proceed up harbour in the same order unless instructed to the contrary.

(10) If ordered to 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 move the ship.
- To work cables.
- To lower any boat.
- To communicate with the shore or with other ships.

To allow any person or thing to leave the ship.
To get into communication with the Examining Officer when in the Examination Anchorage Merchant Vessels are to hoist the following signals:—

By Day—Flags J.G. (International Code) inferior to the Code Pendant.

By Night—2 lights, red over white, 3 feet apart at the fore masthead.

(11) The restriction on communications in the Examination Anchorage also applies to vessels when approaching the port when the use of private signals, whether by day or night, will render a vessel liable to be fired upon. The sounding of sirens or whistles by ships in British Waters which might be heard on land is to be restricted to the minimum necessary for the safety of navigation.

Attention is drawn to the regulations forbidding the use of W/T in tidal waters of Great Britain and Northern Ireland, and to such orders as may be issued similarly in British Dominions and Colonies. W/T apparatus must be contained in a receptacle or compartment capable of being locked, which must be kept locked while the ship is in port in Great Britain or Northern Ireland and the key retained in the personal custody of the senior deck officer. See Wireless Telegraphy (Ships) No. 2 Order, 1942.

PART III.

Lights to be displayed.

(12) Subject to any other general or local orders the following regulations regarding display of lights at night are to be observed.

(a) Outside the harbour, including the Examination Anchorage if so situated, steaming and bow lights are only to be exhibited when necessary for safe navigation and to avoid danger of collision. Similarly anchor lights of vessels in the Examination Anchorage are to be displayed only when other vessels are navigating in their immediate vicinity. They are always to be ready, however, for use as described above.

(b) Inside the harbour, vessels permitted to navigate are to employ bow and steaming lights, and vessels at anchor, anchor lights.

(c) All these lights are to be screened from above and dimmed as laid down in " Navigation and Anchor Lights (No. 3) Order, 1942 ", issued in pursuance of Regulation No. 43 of the Defence Regulations, 1939.

(d) No other lights are to be visible from out-board, as laid down in " Darkening Ship Order, 1939 ", issued in pursuance of the above Defence Regulation No. 43.

PART IV.

Internal Movement and Leaving the Port.

(13) Local instructions regarding internal movement can be obtained from the Examining Officer and particular attention should be paid 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.

(1) H.M. Vessels, operating singly or in formation, engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

Such vessels will show the signals hereinafter mentioned to indicate the nature of the work on which they are employed at the time:—

By Day—A black ball at the foremast head 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.

These lights will only be shown when necessary to warn approaching friendly ships.

CAUTION.—WHEN CIRCUMSTANCES PERMIT, VESSELS OR FORMATIONS SHOWING THESE SIGNALS SHOULD NOT BE APPROACHED NEARER THAN 500 YARDS ON EITHER BEAM, AND SHIPS SHOULD IN NO CASE CROSS ASTERN AT A LESS DISTANCE THAN 1,000 YARDS.

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

(II) *Conduct of Vessels in the vicinity of Mine-sweepers engaged in sweeping.*

(i) It is the duty of any vessel—whether steam or sailing—to take *early* action to keep out of the way of vessels employed in mine-sweeping.

(ii) Mine-sweepers should warn merchant vessels who persist in approaching too close by means of the International Code of Signals.