

PART VI.

Other regulations in force.

Nothing in this Notice is to be taken as over-ruling such general or local regulations as may be issued by the Public Traffic Regulations at each port, through routing 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 (No. 3) Order, 1942.)

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

(d) Instructions regarding use of W/T.

(e) Routeing and safe channels.

(f) Coasts and Ports—approach prohibited in certain areas and at certain times. Navigation Order No. 10/1942.

(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 Notice No. 1 of 1942.

(*Notice No. 1 of 1/1/1943.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 3751/42.*)

By Command of their Lordships,

J. A. EDGELL,

Vice-Admiral, Hydrographer of the Navy.

Admiralty, London,
1st January, 1943.

ADMIRALTY NOTICE TO MARINERS.

No. 6.

ENGLAND AND WALES, WEST COASTS.

Anti-Aircraft Artillery Practice—Warning to Shipping.

Former Notice.—No. 6 of 1943; hereby cancelled. Notice No. 6 not issued for 1944.

No. 6 Notice is included in Notice No. 5 for 1944.

(*Notice No. 6 of 1/1/1944.*)

Authority.—Admiralty. (*H. 3763/43.*)

No. 7.

CAUTION WITH REGARD TO SINGLE SHIPS APPROACHING SQUADRONS OR AIRCRAFT CARRIERS.

Former Notice.—No. 7 of 1943; hereby cancelled.

(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 or convoy.

(2) Mariners are therefore warned that single vessels should adopt early measures to keep out of the way of a squadron or convoy.

(3) The fact that it is the duty of a single vessel to keep out of the way of a squadron or convoy does not entitle vessels so sailing in company to proceed without regard to the movements of the single vessel. Vessels sailing in a squadron or convoy should accordingly keep a careful watch on the movements of any single vessel approaching the squadron or convoy and should be ready, in case the single vessel does not keep out of the way, to take such action as will best aid to avert collision.

(4) 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.

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

(*Notice No. 7 of 1/1/1944.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 3764/43.*)

By Command of their Lordships,

J. A. EDGELL,

Vice-Admiral, Hydrographer of the Navy.

Admiralty, London,
1st January, 1944.

ADMIRALTY NOTICE TO MARINERS.

No. 8.

WARNING SIGNALS TO DENOTE THE PRESENCE OF SUBMARINES.

Former Notice.—No. 8 of 1943.

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.

Vessels are cautioned to steer so as to give a wide berth to any vessel flying such a signal.

British vessels fly a rectangular red flag to denote that friendly submarines, which may be submerged, are in the vicinity. Vessels are cautioned to steer so as to give a wide berth to any vessel flying such a flag. If from any cause it is necessary to approach her, vessels should proceed at slow speed until warning is given of the danger zone by flags, semaphore or megaphone.

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

(*Notice No. 8 of 1/1/1944.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 3765/43.*)

By Command of their Lordships,

J. A. EDGELL,

Vice-Admiral, Hydrographer of the Navy.

Admiralty, London,

1st January, 1944.

SOUTHERN RAILWAY.

SOUTHAMPTON DOCKS.

NOTICE is hereby given that on and after the 1st day of January, 1944, the charge of 10 per cent. at present added to the undermentioned Rates and Charges will, subject to the stated exceptions, be reduced to 5 per cent. Provided that if any reduced rate or charge includes a fraction of one penny, the fraction if less than one halfpenny will not be charged or if equal to or more than one halfpenny it will be charged as one penny.

1. The rates on merchandise, &c., imported and landed specified in Schedule (D) of the Second Schedule to the Southern Railway Act, 1923, with the exception of the wharfage dues (when the import rate is not payable) and the overside rate.

2. The bonding rates and charges for wines and spirits specified in the said Schedule (D) with the exception of the charges for rent, agency, providing bond and preparing consignment notes.

3. The rates on wood including dock haulage specified in the said Schedule (D) with the exception of the charges for rent and the overside rate.

4. The rates on merchandise, &c., for shipment specified in Schedule (E) of the said Second Schedule with the exception of the wharfage due (when the rates specified in the 2nd and 3rd columns of the said Schedule (E) are not payable) and the overside rate, in respect of measurement cargo, weight cargo and rough weight cargo.

5. The rates, charges and rents on grain, seed and flour imported specified in Schedule (F) of the said Second Schedule with the exception of the charges for warehouse rent.

And notice is further given that on and after the said 1st day of January, 1944, the charge of 25 per cent. at present added (in consequence of the introduction of a Dock Labour Scheme for the Port of Southampton) to the amount of the labour cost in the Southern Railway Company's charges based on labour cost and establishment charge will, subject to the above mentioned fractions rule, be reduced to 12½ per cent. of the amount of the labour cost.

H. A. SHORT,

Docks and Marine Manager.

29th December, 1943.

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