

of the Realm (Consolidation) Regulations, 1914 the following Order has been made by the Lords Commissioners of the Admiralty and is now in force:—

The Orders contained in Admiralty War Instructions for British Merchant Ships or in any instructions or advice, confidential or otherwise, issued or given to Masters of vessels by British or Allied Naval Officers, or by other duly authorised Officers or Officials, as to routes to be taken and other precautions to be observed to avoid capture or destruction by the enemy, are to be observed even when they are in conflict with the provisions of the Regulations for preventing Collisions at Sea, and every vessel observing such regulations, instructions or advice shall be deemed to be taking measures to meet "special circumstances" within the meaning of Article 27 of the Regulations for preventing Collisions at Sea.

(2) CAUTION AS TO OBEYING ORDERS RECEIVED FROM H.M. SHIPS, &C.

The attention of all Masters or other persons in command or charge of vessels is directed to the duty of obeying promptly and strictly all orders, whether by way of signal or otherwise, given by any Officer in Command of any of His Majesty's Ships or by any Naval or Military Officer engaged in the defence of the coast. Cases have been reported to the Admiralty in which British Merchant Vessels have wilfully disregarded the Orders given by Patrol Boats, &c., and it is therefore considered necessary to remind all persons concerned of the penalties provided for such acts of disobedience.

Where vessels neglect to obey Orders so given the person in charge is liable to prosecution under the Defence of the Realm (Consolidation) Regulations, 1914, and upon conviction to be fined £100 or imprisoned for six months or, where the disobedience was of an aggravated kind, to suffer both penalties.

It should also be noted that failure to obey orders may necessitate the seizure and detention of the vessel, when found in any port of the United Kingdom subsequently to the time at which the act of disobedience was committed.

(3) USE OF MINE PROTECTION GEAR BY VESSELS.

Notice is given that, under the Defence of the Realm Regulations, the following Regulation has been made by the Lords Commissioners of the Admiralty with a view to protecting vessels navigating within certain areas from the risk of damage by mine, and is now in force:—

British vessels equipped with the "Otter" protection gear are to stream their Otters whenever they are within 10 miles of a navigational fix in European or Mediterranean waters, also when approaching Allied Ports abroad and in the North Sea, when to the southward of the parallel of 59° N., provided in each case that the depth of water exceeds 5 fathoms; except:—

(a) Vessels in Ocean Convoy, who will receive their instructions from the Senior Officer of the Convoy or Escort.

(b) When exemption for certain voyages or part of voyages is granted by a Senior Naval Officer.

(c) Vessels hugging the buoys of the war

channel by day, unless specially ordered to use Otters by local patrols.

*Note.*—Vessels which leave the buoyed war channel by night or in thick weather should immediately stream their Otters.

Senior Naval Officers at ports from which ships are sailing will modify or augment these orders as necessary, to suit local conditions or suspected mine-laying outside this 10-mile limit.

To secure the efficient working of the Otter gear it must be properly adjusted, actually running, and adequately manned.

Entry is to be made in the ship's log regarding the streaming and taking inboard of Otters.

The master or other person in command or charge of any British vessel who neglects to see that the apparatus is so adjusted, running, manned and worked, shall be guilty of an offence against the Defence of the Realm Regulations, subject, however, to the exceptions set out in the foregoing sub-paragraphs (a), (b) and (c).

(4) PROCEDURE FOR VISIT AND SEARCH OF VESSELS BY H.M. SHIPS.

In view of the danger of H.M. Ships closing vessels, apparently Neutral, British or Allied traders, but which are in reality German raiding cruisers, it is necessary to adopt a special Boarding procedure as a measure of precaution.

When it is desired to put into force the special Boarding procedure it will be as follows:—

A red pendant of a specially large size will be hoisted by the man-of-war exercising the right of visit and search. The hoisting of this pendant will be accompanied by the firing a rocket. This will signify that the merchant ship is to close the boat lowered by the man-of-war, whether the man-of-war remains in the vicinity of the boat or not.

(5) REGULATIONS WITH REGARD TO VESSELS' LIGHTS.

Notice is hereby given that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Orders have been made by the Lords Commissioners of the Admiralty and are now in force:—

In areas in which submarines or raiders may be met vessels are to be carefully darkened from sunset to sunrise and are to proceed without navigation lights. These lights must be so arranged that they can be instantly shown to avoid collision and extinguished as soon as the danger of collision is past. Navigation lights when specially ordered to be shown must be dimmed to a visibility of less than two miles—(Admiralty War Instructions for British Merchant Vessels).

1. *Masthead Lights.*—No Masthead Light of a brilliancy exceeding 2½-candle power is to be exhibited. Lights are to be shaded with plain opal glass and the reflectors are to be removed from the lanterns. Masthead Lights are never to be used unless the Master considers it absolutely necessary. The use of Masthead Lights is to be discontinued until provision has been made for their being dimmed in accordance with this Order.

2. *Side Lights.*—No Side Light of a brilliancy exceeding 8-candle power shall be exhibited.

In clear weather, and when specially ordered, 5-candle power lamps are to be exhibited.

Plain coloured glass is to be fitted to the