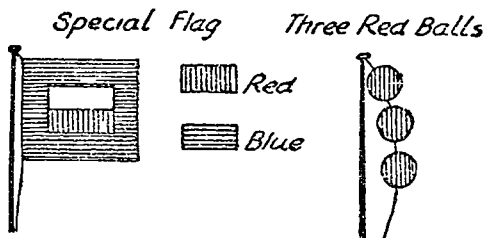


taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any port in the British Empire, serious delay and risk will be avoided if four efficient all-round lanterns, two red and two white, are kept available for use.

(7) By day the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red balls vertically disposed if entrance is prohibited.



Usually the Examination Steamers will fly the Blue Ensign, but in certain circumstances they may fly the White Ensign.

By night the steamer will carry:—

- (a) Three red lights vertically disposed if entrance is prohibited.
- (b) Three white lights vertically disposed if entrance is permitted.

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

(8) Merchant vessels approaching a British Port at which the 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 ship is that?" to be made from the Examination Steamer.

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at 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 lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

MINE-SWEEPING OPERATIONS.

H.M. vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

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.

(a) By vessels working singly:

A black ball at the foremast head, and a similar ball at the yardarm, or where it can best be seen, on that side on which it is dangerous to pass. (If a ball is shown at each yardarm it is dangerous to pass either side.)

Vessels showing this signal should not be approached nearer than 900 yards.

(b) By vessels working in pairs or groups:

A black ball at the foremast head, and a similar ball at the yardarm, or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS SHOWN BY NIGHT.

As for day, except that all round green lights will be used in a similar manner to and in place of the black balls.

Note.—This Notice is a repetition of Notice No. 1 of 1934.

(Notice No. 1 of 1/1/1935.)

Authority.—The Lords Commissioners of the Admiralty. (H. 7950/34.)

By Command of their Lordships,

J. A. EDGELL,
Captain, R.N., and Hydrographer
of the Navy.

Admiralty, London,
1st January 1935.

ADMIRALTY NOTICE TO MARINERS. No. 6.

BRITISH ISLES AND NORTH SEA.
GENERAL INFORMATION REGARDING MINES.

Former Notice.—No. 6 of 1934; hereby cancelled.

Mariners are informed that floating mines may occasionally be met with. They may be