

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

(11) 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.

PORTS OR LOCALITIES REFERRED TO.

United Kingdom.

Alderney	Lough Swilly
Barrow	Milford Haven
Barry	Newhaven
Belfast	Plymouth
Berehaven	Portland
Blyth	Portsmouth
Clyde	Queenstown
Cromarty	River Humber
Dover	„ Mersey
Falmouth	„ Tay
Firth of Forth	„ Tees
Guernsey	„ Thames
Hartlepool	„ Tyne
Harwich	Scapa Flow
Jersey	Sheerness
Lerwick	Sunderland

Canada.

Esquimaux	Quebec
Halifax	

Mediterranean.

Gibraltar	Malta
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Indian Ocean.

Aden	Karachi
Bombay	Madras
Calcutta	Mauritius
Colombo	Rangoon

China Sea.

Kong Kong	Singapore
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Africa.

Durban	Simons bay
Sierra Leone	Table bay

Australia.

Adelaide	Newcastle
Brisbane	Sydney
Fremantle	Thursday island
Melbourne	

Tasmania.

Hobart.

New Zealand.

Auckland	Port Lyttelton
Otago	Wellington

West Indies.

Bermuda	Port Royal, Jamaica
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PART IV.

SWEEPING OPERATIONS.

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

H.M. Vessels are constantly engaged in sweeping operations off the coasts of the United Kingdom.

Whilst so engaged, they work in pairs connected by a wire hawser, and are consequently hampered to a very considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which these vessels are engaged, they will show the following signals:—

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 for vessels to pass.

For the public safety, all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying this signal, and should especially remember that it is dangerous to *pass between* the vessels of a pair, as the vessels may have mines trailing in their sweeps and also on account of the danger caused to traffic if mine-sweepers have to slip their sweeps to get out of the way of vessels.

Caution.

Part IV. of this Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against these Regulations.

And person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in Part IV. of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Note.

This Notice is a revision of Notice No. 1 of 1918.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer of the Navy.

Admiralty, London

4th February, 1918.