

possession or under his control at the date hereof, distinguishing between—

- (a) Type in case, including standing matter in chase and paper, on boards and matter awaiting distribution.
- (b) Spacing material, including quads, quotations, metal furniture and leads.
- (c) Electro plates and blocks.
- (d) Stereo plates, metal and blocks.
- (e) Linotype metal.
- (f) Monotype metal.

And shall supply such further particulars and information with regard to type metal as may be required by the said Controller.

2. This Order may be cited as the Type Metal (Returns) Order, 1918.

NOTE.—All applications in reference to this Order should be addressed to the said Controller, and marked "Type Metal."

## NAVAL SALVAGE MONEY.

*Department of the  
Accountant-General of the Navy,  
Admiralty, S.W.,  
28th May, 1918.*

Notice is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the following Salvage awards:—

Salvage of s.v. "Elizabeth Eff" by H.M. Trawler "Lucida," on 5th June, 1917.

Salvage of s.s. "Gisla" by H.M.S. "Sunflower," on 15th and 16th November, 1916.

Salvage of Norwegian barque "Henrik Ibsen" by H.M. Yacht "Goissa" and H.M. Trawlers "Cicero," "W. S. Bailey," "Lark II.," "Roskeen" and "Zonia," on 21st to 23rd November, 1916.

Salvage of s.s. "Ambon" by H.M. Ships "Wyndham," "Pelican II.," "Verbena II.," "Miura," "Lois," "St. Cuthbert" and H.M. Tugs "Rover," "Industrious" and "Woonda," on 21st February, 1917.

Salvage of s.s. "Karina" by H.M. Ships "Rinaldo," "Fullah," "Forcados" and "Remus," between 11th and 16th January, 1916.

Agents or other persons having any just and legal demand, unliquidated, against the awards are required to transmit the particulars of any such demand to the Registrar of the Admiralty Division of H.M. High Court of Justice, in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said court.

Due notice will be given, by future advertisement in the London Gazette, of the date proposed for the commencement of distribution.

## DEFENCE OF THE REALM REGULATIONS.

### DARKENING SHIP—NAVIGATION AND ANCHOR LIGHTS.

In exercise of the powers conferred upon them by the Defence of the Realm Regulations, and all other powers thereunto enabling them,

the Lords Commissioners of the Admiralty hereby make the following Order:—

(a) In areas in which submarines and/or raiders are likely to be met, which areas are defined in war instructions for British merchant ships or within such limits as may be defined by officers responsible for the issue of route instructions at home or abroad, and

(b) In areas other than those above mentioned, whenever information is received by war warnings, or otherwise, that submarines and/or raiders are operating.

(1) Vessels are to be carefully darkened from sunset to sunrise. No light of any description shall be exposed in any vessel so as to be visible outboard or to reflect upwards, other than navigation lights at such times and in such circumstances as they are authorized to be shewn by this Order, and lights which are necessary for signalling purposes.

Any Naval Officer whom the Senior Naval Officer of the Port may appoint for the purpose, may board any vessel entering the port to inspect the means provided for the screening and shading of lights as this Order requires. The Master of such vessel shall give facilities for such inspection and shall, if the Inspecting Officer so requires, sign a certificate to the effect that adequate means of screening lights are provided on board.

(2) *Navigation lights* must be dimmed to a visibility not exceeding two miles.

Subject to any directions given under paragraph 8 hereof, they are only to be exhibited (a) for avoiding collision, in which case they are to be extinguished as soon as the danger of collision is past; (b) when exceptional circumstances make their use absolutely necessary.

They must be so arranged that they can be instantly shewn when required to be exhibited.

(3) *Masthead lights.* No masthead light of a brilliancy exceeding  $2\frac{1}{2}$  candle power at its source is to be exhibited. Dioptric lenses and reflectors are to be removed from the lanterns and lights are to be shaded with plain opal glass.

One masthead light only is to be used, and this light is 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 reduced in accordance with this Order.

(4) *Side lights.* No side light of a brilliancy exceeding eight candle power at its source shall be exhibited. Dioptric lenses and reflectors are to be removed from the lanterns and the lights are to be shaded with plain coloured glass.

Ships with electric lamps are to carry five candle power bulbs for use when specially ordered.

Oil side lamps are only to be exhibited if electric lights are not available.

(5) *Stern lights.* No stern light of a brilliancy exceeding  $2\frac{1}{2}$  candle power at its source shall be exhibited. Dioptric lenses and reflectors are to be removed from the lanterns and lights are to be shaded with plain opal glass.

Stern lights are to be electric where electric light is installed and are to be controlled from the bridge.

In vessels where electric light is not installed, an oil lamp or electric torch of equivalent brilliancy may be substituted.

Stern lights are not to be exhibited when navigation lights are ordered to be shewn unless stern lights are definitely mentioned in the order.