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|-----------|---|----|----|
| 6th Class | 2 | 3 | 6 |
| 7th | 1 | 14 | 9 |
| 8th | 1 | 9 | 0 |
| 9th | 1 | 3 | 2 |
| 10th | 0 | 17 | 4 |
| 11th | 0 | 14 | 6 |
| 12th | 0 | 8 | 8 |
| 13th | 0 | 5 | 9 |

DEFENCE OF THE REALM REGULATIONS.

PROTECTION AGAINST RISKS OF MINES ORDER.

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 with a view to protecting British Merchant Vessels when navigating within certain Areas from the risk of damage by Mine:—

Part I.—Use of Mine Protection Gear.

1. British vessels equipped with the "Otter" protection gear are to stream their "Otters" on all occasions in the following waters:—

(a) *Arctic Ocean and White Sea*: East of 30° East longitude.

(b) *Baltic and Cattegat*: Throughout.

(c) *Mediterranean*:

(i) *Ægean Sea*: North and East of a line Thaso-Lemnos-Tenedos, extended both ends to meet the nearest point on the main land.

(ii) *Eastern Mediterranean*: North and East of a line Marmarice-Cyprus-Beirut.

(iii) *Adriatic*: North of the parallel of latitude of Santa Maria di Leuca.

(iv) *Western Mediterranean*: In the Straits of Bonifacio and Straits of Messina.

(d) *Black Sea*: Throughout.

2. Otters are to be streamed if uncertain of position, *i.e.*, in doubt as to being in approved tracks, channels and fairways, as follows:—

(a) *North Sea*:

In an area bounded on West by meridian of Cape Wrath.

In an area bounded on North by 61° N. parallel.

In an area bounded on East by 10° East meridian.

In an area bounded on South by line Dungeness-Boulogne.

(b) *Bay of Biscay and English Channel*: Within 10 miles of the North and West coasts of France.

(c) *Mediterranean*: East of 2° East and West of 21° East in waters of less than 180 fathoms.

3. In all other waters Otters are not required to be used provided that the approved tracks, channels and fairways are adhered to.

4. Senior Naval Officers at Ports from which ships are sailing may modify or add to these Orders as necessary.

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

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 as required by paragraphs

1 and 2 hereof, subject to the exceptions authorised or ordered under paragraph 4 hereof, shall be guilty of an offence against the Defence of the Realm Regulations.

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

6. Masters of vessels carrying deck cargo are to ensure that sufficient space to enable Otters to be handled efficiently is always left when loading.

7. The Admiralty Order dated 17th June, 1918, and published in the London Gazette of the 21st June, 1918, is hereby cancelled:

Part II.—Special Masthead Look-Outs.

8. The special Masthead Look-Outs ordered to be carried and employed in ships of 2,500 gross tonnage and upwards, under Admiralty Order of the 16th November, 1917, are still to be employed in the areas mentioned in paragraph 1 hereof, and, in addition, in the English Channel to the Eastward of the Meridian of Greenwich and in the entire area of the North Sea to the Southward of latitude 62° North and East of the Meridian of Cape Wrath. The special Masthead Look-Outs are to be paid only while the ship in which they are borne is navigating in these areas, and vessels which trade entirely outside these areas should cease to carry and pay these Look-Outs.

9. Special care is to be taken in navigating in the waters defined in paragraph 2, clauses (b) and (c) hereof, but special Look-Outs are not required to be carried in vessels navigating through these waters unless part of their voyage is within the areas covered in paragraph 1 hereof.

10. This Order is to apply to all ships to which Admiralty Order of the 16th November, 1917, in regard to Masthead Look-Outs applied, whether fitted with Otters or not.

11. The Admiralty Order dated the 16th November, 1917, and published in the London Gazette of the 20th November, 1917, is hereby cancelled.

Given under our hands this 9th day of May, 1919.

A. L. Duff.

J. A. Ferguson.

Admiralty, S.W. 1.

Admiralty, 1st May, 1919.

R.M.

The undermentioned relinquish the rank of Act. Capt. on alteration in posting—

Tempy. Lieut. (Act. Capt.) Robert Henry Winne. 25th Apr. 1919.

Tempy. Lieut. (Act. Capt.) Walter Prior. 27th Apr. 1919.

Tempy. Lieut. (Act. Capt.) John McKenzie. 28th Apr. 1919.

Admiralty, 2nd May, 1919.

R.M.

The undermentioned Proby. 2nd Lieuts. (tempy. Lieuts.) to be Lieuts.—

Basil Raymond Reiss-Smith.

Ernest Charles Lister Bearcroft.

Henry Ernest Francis Shackleton

George Harvie Morris

Edward Cecil Hoar.

Kenneth Edward Previté.

Ernest John Woodington

4th May 1919