

vessel is showing the signal denoting that she is under way for the purpose of passing in or out of the Harbour, all other of H.M. Ships present in the port shall as a general warning hoist the Pilot Jack by day, or by night show position lights (two white lights vertical 8 feet apart hoisted at the Peak, or, if no gaff, hoisted abreast the maintop in the middle line of the ship or on the Ensign Staff).

*Regulations for Vessels crossing the Torpedo Range.*

7. Whenever practice with torpedoes takes place a red flag will be hoisted at the firing point and on the 2,000 yards Range Target to warn vessels that practice is taking place within the areas referred to in Clause 18, of the First Schedule. Vessels having occasion to cross the range are to be guided by the positions of the red flag on the 2,000 yards Range Target. If hoisted right up this flag indicates that a torpedo is about to be fired and vessels are not to cross the range; if seen to be low on the flagstaff it shows that the range is clear and can be crossed at any position south of the 2,000 yards Range Target.

*Marking of Wrecks.*

8. Should a vessel sink or become a wreck in any part of the Dockyard Port so that an obstruction in a navigable fairway is caused, which in the opinion of the King's Harbour Master it is necessary to mark, such wreck shall be indicated in accordance with the Uniform system of Wreck-Marking off the coasts of the British Isles, as follows:—

(1) Green shall be the colour for all purposes connected with Wreck-Marking, namely, for lights, buoys, balls, shapes, wreck-marking vessels, &c.

(2) Vessels and buoys shall have the word "WRECK" painted in white letters on their sides.

(3) Throughout these regulations the term "Starboard Hand" shall denote that side which would be on right hand of the mariner, either going with the mainstream of the flood or approaching a harbour, river, or estuary from seaward; the term "Port Hand" shall denote the left hand of the mariner in the same circumstances.

*(4) Shapes and Characteristics of Wreck-marking Buoys.*

When a wreck-marking buoy is used, it shall be of one of the following shapes, and (if a light is carried) it shall be lighted in one of the manners following to indicate to the mariner on which hand he should pass the buoy.

(a) To be passed on the mariner's Port hand—

Shape.—Can.

Light.—If lighted, a Green Light giving two flashes.

(b) To be passed on the mariner's Starboard Hand—

Shape.—Conical.

Light.—If lighted, a Green Light giving three flashes.

(c) To be passed on either side—

Shape.—Spherical.

Light.—If lighted, a Green Light giving one flash.

*(5) Characteristics of Wreck-Marking Vessels.*

When a wreck-marking vessel is used, it shall carry the lights and shapes and give the sound signals following to indicate to the mariner on which hand he should pass the vessel:—

*(1) Lights.*

(i) Between sunset and sunrise to carry the following lights:—

(a) To be passed on the mariner's Port Hand—

Two green lights in a vertical line not less than 6 feet apart from the end of a crossyard, the lower light to be of a height not less than 15 feet above the hull.

(b) To be passed on the mariner's Starboard Hand—

Three green lights in a vertical line not less than 6 feet apart from the end of a crossyard, the lowest light to be of a height not less than 9 feet above the hull.

(c) To be passed on either side—

Four green lights, two in a vertical line one over the other, not less than 6 feet apart, on each end of a crossyard with a horizontal distance between the lights at either end of the crossyard not less than 15 feet, and not exceeding 25 feet. The height of the two lower lights to be not less than 15 feet above the hull.

(ii) A wreck-marking vessel shall not carry the ordinary riding light for a vessel at anchor.

*(2) Shapes.*

Between sunrise and sunset to carry green balls or shapes corresponding in number and arrangement to the green lights as detailed above.

*(3) Sound Signals.*

A wreck-marking vessel during fog, mist, falling snow, or heavy rain-storms, whether by day or night, to ring a deep-toned bell at intervals of not more than 30 seconds as follows:—

(a) To be passed on the mariner's Port Hand—

Two strokes in succession.

(b) To be passed on the mariner's Starboard Hand—

Three strokes in succession.

(c) To be passed on either side—

Four strokes in succession.

*Harbour Channels—when to be kept clear.*

9. When it is specially necessary to keep clear any of the channels between the breakwaters because a large number of His Majesty's Ships, or a very large vessel, or a Royal Yacht is entering or leaving the harbour, a red oblong flag with a white diagonal bar from the inner upper corner will be hoisted by day, or three red lights, vertical by night at the flagstaff at "A" Head. By day, while this flag is flying on the Northern arm of the flagstaff at "A" Head of the North-eastern breakwater, no vessel shall enter the North Ship Channel, and while the flag is flying on