

2. Mariners are warned that it would be in the interests of safety for single vessels to adopt early measures to avoid approaching a squadron under the above conditions which might involve risk of collision and to keep out of its way.

3. Attention is also drawn to the uncertainty of the movements of Aircraft Carriers which must necessarily turn into the wind when aircraft are taking off or landing.

4. In circumstances where a single vessel has not taken early measures to keep out of the way of a squadron or Aircraft Carrier, the "Regulations for preventing Collisions at Sea" must be the guide.

Note.—This Notice is a repetition of the former Notice quoted above.

(*Notice No. 7 of 1/1/1935.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 7956/34.*)

No. 8.

WARNING SIGNALS TO DENOTE THE PRESENCE OF SUBMARINES.

Former Notice.—No. 8 of 1934.

1. Attention is drawn to the following warning signal which is in use to denote the presence of Submarines:—

British vessels fly a rectangular *red* flag to denote that Submarines, which may be submerged, are in the vicinity. Vessels are cautioned to steer so as to give a wide berth to any vessel flying such a flag. If from any cause it is necessary to approach her, vessels should proceed at slow speed until warning is given of the danger zone by flags, semaphore or megaphone, &c., a good look-out being kept meanwhile for Submarines whose presence may be only indicated by their periscopes showing above water. "M" flag International Code has been discontinued for the use of British vessels escorting Submarines.

A Submarine submerged at a depth too great to show her periscope, may sometimes indicate her position by releasing a "Smoke candle" which gives off a considerable volume of smoke on first reaching the surface, or by a discharge of oil.

2. Under certain circumstances warnings that Submarines are exercising in specified areas may be broadcast by a General Post Office W/T Station.

3. It must not be inferred from the above that submarines exercise only when in company with escorting vessels.

(*Notice No. 8 of 1/1/1935.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 7957/34.*)

By Command of their Lordships,

J. A. Edgell,

Captain, R.N., and Hydrographer
of the Navy.

Admiralty, London.

1st January, 1935.

The last Admiralty Notice to Mariners issued during 1934 was 2163.

ADMIRALTY NOTICE TO MARINERS.

No. 1 OF THE YEAR 1935.

CAUTION WHEN APPROACHING BRITISH PORTS.

PART I.

Closing of Ports.

Former Notice.—No. 1 of 1934; hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the British Isles, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II, of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* lights vertically disposed by night or three *red* balls vertically disposed by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II, of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing movable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

Examination Service.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service will probably be unknown to vessels