

POST OFFICE
IMPERIAL AND FOREIGN PARCEL POST

The rates of postage which are directed to be charged in place of rates previously published on outgoing parcels addressed to the undermentioned territory by the routes specified are as follows:—

Place of Destination	Route	Rates of Postage on each Parcel not exceeding				
		2 lb.	3 lb.	7 lb.	11 lb.	22 lb.
Cuba—		s. d.	s. d.	s. d.	s. d.	s. d.
(A) All places except Guantanamo Bay ...	Via New York Sea direct ...	4 6 3 0	4 6 3 0	8 9 5 3	13 6 7 6	23 9 12 6
(B) Guantanamo Bay (U.S. Naval Station)	Via U.S.A. ...	3 3	3 3	7 3	11 9	21 6

Ministry of Works.
10th January, 1946.

The KING has been graciously pleased to approve the Appointment of D. H. Brinton, Esq., D.M. Oxon., F.R.C.P., to the Civil Consulting Staff of King Edward VII Convalescent Home for Officers at Osborne, Isle of Wight, in succession to F. M. R. Walshe, Esq., O.B.E., D.Sc., M.D., F.R.C.P.

The last Admiralty Notice to Mariners issued during 1945 was No. 4454.

ADMIRALTY NOTICE TO MARINERS.

No. 1 of the year 1946.

CAUTION WHEN APPROACHING BRITISH PORTS.

PART I.

Closing of Ports.

Former Notice.—No. 1 of 1945; 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, Traffic Control 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.

Vessels are particularly warned not to enter a declared "Dangerous Area" or approach boom defences without permission, nor to anchor or remain stopped in a dangerous area or prohibited anchorage unless specially instructed so to do.

PART II.

Examination Service.

(4) In certain circumstances it is also necessary to take special measures to examine individual vessels desiring to enter ports and localities at home and abroad and to control entry generally. This is the function of the Examination Service. Where Traffic Control Vessels take the place of Examination Vessels their authority is the same.

(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.

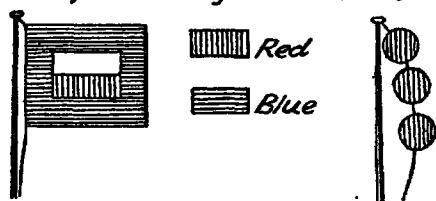
(6) As the institution of the Examination Service will probably be unknown to vessels desiring to enter the port, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any port in the British Empire, serious delay and risk will be avoided if four efficient all round lanterns, two red and two white, are kept available for use.

(7) By day the distinguishing flag of the Examination Vessel or Traffic Control Vessel will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red balls vertically disposed if entrance is prohibited.

Special Flag Three Red Balls



Usually the Examination Vessels or Traffic Control Vessels will fly the Blue Ensign, but in certain circumstances they may fly the White Ensign.

By night the steamer will carry:—

(a) Three red lights vertically disposed if entrance is prohibited.

(b) Three white lights vertically disposed if entrance is permitted.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Merchant vessels approaching a British Port at which the Examination Service is in force, must hoist their signal letters on arriving within visual signal distance of the port, and are not to wait for the signal "What is the name of your vessel?" to be made from the Examination Vessel.

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Vessel or Traffic Control Vessel.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden except for the purpose of avoiding accident, to do any of the following things, without permission from the Examining Officer:—

To lower any boat.

To communicate with the shore or with other ships.

To move the ship.

To work cables.

To allow any person or thing to leave the ship.

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

(11) When the Examination Service is in force merchant vessels when approaching ports are