

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.

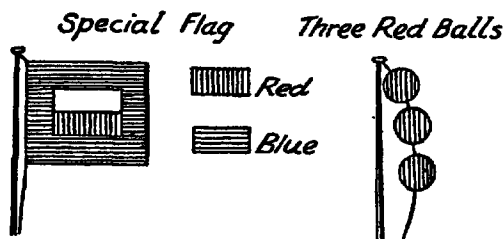
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, 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.



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 especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-Sweeping Operations.

(1) H.M. Vessels, operating singly or in formation, engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

Such vessels will show the signals hereinafter mentioned to indicate the nature of the work on which they are employed at the time:—

By day.—A black ball at the foremast head and a black ball at the yardarm on the side, or sides, on which it is dangerous for vessels to pass.

By night.—All round green lights instead of the black balls, and in a similar manner.

CAUTION.—When circumstances permit, vessels or formations showing these signals should not be approached nearer than 500 yards on either beam, and ships should in no case cross astern at a less distance than 1,000 yards.

In no circumstances should a ship pass through a formation of mine-sweepers.

(2) Conduct of Vessels in the vicinity of Mine-sweepers engaged in sweeping.

(i) It is the duty of any vessel—whether steam or sailing—to take early action to keep out of the way of vessels employed in mine-sweeping.

(ii) Mine-sweepers should warn merchant vessels who persist in approaching too close by means of the International Code of Signals.

PART IV.

Other Regulations in force.

Nothing in this Notice is to be taken as overruling such general or local regulations as may be issued by the Public Traffic Regulations at each port, through routing authorities, by Notices to Mariners, or other means to meet new dangers or situations which may arise, or to cover local conditions.

Attention is called to Notices to Mariners at present in force as follows:—

- (a) Routeing and safe channels.
- (b) Regulations for Fishing Vessels.
- (c) The regulations for shipping brought into force by the issue of Navigation Orders from time to time.

Note.—This Notice is a revision of Notice No. 1 of 1946.

(Notice No. 1 of 1/1/1947.)

Authority.—The Lords Commissioners of the Admiralty. (H. 6482/46).

By Command of their Lordships,

A. G. N. Wyatt,

Rear-Admiral, Hydrographer of the Navy.

Admiralty, London,

1st January, 1947.

ADMIRALTY NOTICE TO MARINERS.

NO. 7. CAUTION WITH REGARD TO SINGLE SHIPS APPROACHING SQUADRONS OR AIRCRAFT CARRIERS.

Former Notice.—No. 7 of 1946; hereby cancelled.

(1) The attention of shipowners and mariners is called to the danger to all concerned which is caused by single vessels approaching a squadron of warships or merchant vessels in convoy so closely as to involve risk of collision or attempting to pass ahead of or through such a squadron or convoy.

(2) Mariners are therefore warned that single vessels should adopt early measures to keep out of the way of a squadron or convoy.

(3) The fact that it is the duty of a single vessel to keep out of the way of a squadron or convoy does not entitle vessels so sailing in company to proceed without regard to the movements of the single vessel. Vessels sailing in a squadron or convoy should accordingly keep a careful watch on the movements of any