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ADMIRALTY FLEET ORDER

DEFENCE REGULATIONS—ORDERS ISSUED BY THE ADMIRALTY AND OTHER DEPARTMENTS

ADMIRALTY, S.W.1,
3rd June, 1943.

The following Order having been approved by My Lords Commissioners of the Admiralty is hereby promulgated for information and guidance and necessary action.

By Command of their Lordships,

H. V. Markham

To Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

NOTE:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

Head of "P" Branch

2582.—Defence Regulations—Orders Issued by the Admiralty and Other Departments

(N.L. 12406/42.—3.6.1943.)

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(1) *Regulation No. 2 Defence (Burial, Inquests and Registration of Deaths) Regulation 1942*

STATUTORY RULES AND ORDERS
1942 No. 2479

EMERGENCY POWERS (DEFENCE)

Burial, Inquests and Registration of Deaths

ADMIRALTY ORDER DATED NOVEMBER 30, 1942, APPLYING REGULATION 2 (6B) OF THE DEFENCE (BURIAL, INQUESTS AND REGISTRATION OF DEATHS) REGULATIONS, 1942, TO MEMBERS OF SPECIFIED ORGANISATIONS.

In pursuance of the powers vested in them by paragraph (6B) of Regulation 2 of the Defence (Burial, Inquests and Registration of Deaths) Regulations, 1942(a), the Lords Commissioners of the Admiralty hereby order that the said paragraph shall apply to all members of the following organisations as it applies to male persons who are members of a naval, military or air force:—

Women's Royal Naval Service.

Queen Alexandra's Royal Naval Nursing Service, or any reserve thereof.

Voluntary Aid Detachments employed under the direction of the Admiralty.

By Command of their Lordships,

H. V. MARKHAM.

(a) See S.R. & O. 1942, No. 1549.

(2) *Regulation No. 5*

THE CONTROL OF PHOTOGRAPHY ORDER (No. 1) 1939

In exercise of the powers conferred upon me as a competent authority by Regulation 5 of the Defence Regulations, 1939(a), I, the Right Honourable Leslie Hore-Belisha, one of His Majesty's Principal Secretaries of State hereby order as follows:—

1. No person shall, except under the authority of a written permit granted by me or on my behalf, make any photograph, sketch, plan, or other representation of any object of the descriptions following, that is to say:—

(a) any fortification, battery, searchlight, listening post, or other work of defence;

(b) any aerodrome or seaplane station;

(c) any assembly of any of His Majesty's forces;

(d) any barracks, encampment, or building occupied or in course of preparation for occupation by any of His Majesty's forces;

(e) any arsenal, factory, magazine or store for munitions of war, arms, equipment, or supplies for any of His Majesty's forces, whether completed or in course of construction;

(f) any wireless, telegraph, telephone, signal or cable station;

(g) any dock, caisson, dockyard, harbour, shipbuilding works or loading pier;

(h) any vessel of war either complete or under construction, or any vessel or vehicle engaged in the transport of supplies or personnel;

(i) any aircraft or the wreckage of any aircraft;

(j) any building structure, vessel or other object damaged by enemy action or as a result of steps taken to repel enemy action;

(k) any hospital, or station at which casualties, whether civil or otherwise are treated; any ambulance or convoy of injured persons, or any injured person;

(l) any electricity, gas or water works, or any gasometer or reservoir, or any oil store;

(m) any assembly of persons for the purpose of transport or evacuation, or temporary camp or other accommodation or transport vehicles, used for the purpose of evacuation;

- (n) any riotous or disorderly assembly, or premises, or other objects damaged in the course of such an assembly ;
 (o) any roads or railways exclusively connected with works of defence.

2. Permits for the purposes of this Order, and for the making of photographs, sketches, plans or other representations of or in premises declared to be protected places for the purposes of the Defence Regulations, may be granted on my behalf by the Army Council, by General Officers Commanding-in-Chief, by the Lords Commissioners of the Admiralty, by Naval Commanders-in-Chief, by the Air Council, by Air Officers Commanding-in-Chief and Air Officers Commanding, by the approved authority in charge of a protected place, or by any officer or person authorised in writing by me or on my behalf by the Army Council, by General Officers Commanding-in-Chief, by the Lords Commissioners of the Admiralty, by Naval Commanders-in-Chief, by the Air Council, by Air Officers Commanding-in-Chief, and Air Officers Commanding, or by the approved authority in charge of a protected place.

3. No person shall publish in any manner any photograph, sketch, plan, or other representation made in pursuance of a permit granted under this Order, unless and until it has been submitted to and approved for publication by the authority or person by whom the permit was granted ; and approval may be given subject to such conditions or restrictions as may be thought necessary in the interests of the defence of the Realm.

4. Nothing in this Order or in Regulation 5 of the Defence Regulations shall apply to any photograph, sketch, plan, or other representation made by any person in the service of His Majesty or by any constable acting in the course of his duty as such.

This Order shall come into force forthwith and may be cited as the Control of Photography Order (No. 1), 1939.

Given under my hand at the War Office this 10th day of September, 1939.

(Signed) LESLIE HORE-BELISHA.

CONTROL OF PHOTOGRAPHY ORDER (No. 2), 1939.

In exercise of the powers conferred upon me as a competent authority by Regulation 5 of the Defence Regulations, 1939, I, the Right Honourable Leslie Hore-Belisha, one of His Majesty's Principal Secretaries of State hereby Order as follows :—

- (1) The Control of Photography Order (No. 1) 1939, shall have effect as if the following proviso were inserted at the end of Article 2 thereof, namely :—

“ Provided that any such permits for the making from aircraft in flight of photographs, sketches, plans or other representations shall be granted only by or on behalf of the Secretary of State for Air.”

- (2) This Order shall come into force forthwith and may be cited as the Control of Photography Order (No. 2), 1939.

Given under my hand at the War Office, this 27th day of November, 1939.

(Signed) LESLIE HORE-BELISHA.

THE CONTROL OF PHOTOGRAPHY ORDER (No. 4), 1941. DATED AUGUST 7, 1941.

In pursuance of the powers conferred upon them by Regulation 5 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. The Master of any Ship may have in his possession any camera surrendered to him by any person in that ship and shall to that extent be exempted from the provisions of Regulation 5 (1) (a) (iii).

2. The following area is hereby specified as an area to which the provisions of Regulation 5 (1) (a) (i) and 5 (1) (b) (i) apply, to wit :—The counties of Orkney and Zetland : provided that persons having cameras in private premises in the said area shall nevertheless be exempted from the provisions of Regulation 5 (1) (a) (i).

3. Permits for the purpose of Regulation 5 may be granted by the Admiralty, by a Naval Commander-in-Chief or a Flag or Naval Officer-in-Charge of any British Port or by any person authorised in writing by the Admiralty, by a Naval Commander-in-Chief, or by a Flag or Naval Officer-in-Charge of any British Port.

4. No person shall publish in any manner any photograph, sketch, plan or other representation made in pursuance of a permit granted under Section 3 of this Order, unless and until it has been submitted to and approved for publication by the Admiralty or by the Authority or person by whom the permit was granted, and approval may be given subject to such conditions and restrictions as may be thought necessary in the interests of the Defence of the Realm.

5. The Control of Photography Order (No. 3), 1940(a), is hereby cancelled.

6. This Order shall come into force forthwith and may be cited as the Control of Photography Order (No. 4), 1941.

By Command of Their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.

7th August, 1941.

(a) S.R. & O. 1940, No. 1297.

THE CONTROL OF PHOTOGRAPHY ORDER (No. 5) 1942, DATED OCTOBER 19, 1942, MADE BY THE SECRETARY OF STATE FOR WAR UNDER THE DEFENCE (GENERAL) REGULATIONS, 1939.

In exercise of the powers conferred upon me as a competent authority by Regulations 5 and 98 of the Defence (General) Regulations, 1939, I, the Right Honourable Sir Percy James Grigg, one of His Majesty's Principal Secretaries of State, hereby order as follows :—

1. Paragraph 1 of the Control of Photography Order (No. 1) 1939 (a), shall be varied and shall have effect subject to the following amendments :—

(i) In sub-paragraph (c) the words “ of His Majesty's forces or of any force to which the Allied Forces Act, 1940(b), applies ” shall be substituted for the words “ His Majesty's forces.”

(ii) In sub-paragraph (d) and (e) the words “ or of any force to which the Allied Forces Act, 1940 (b), applies ” shall be added after the words “ His Majesty's forces.”

(iii) After sub-paragraph (e) there shall be inserted the following sub-paragraph—“(ee) any munitions of war, arms, equipment, supplies or stores belonging to or intended for the use of any of His Majesty's forces or of any force to which the Allied Forces Act, 1940(b) applies.”

2. This Order shall come into force forthwith and may be cited as the Control of Photography Order (No. 5), 1942.

Given under my hand at the War Office, this 19th day of October, 1942.

P. J. GRIGG.

(a) S.R. & O. 1939 (No. 1125) I, p. 1171. (b) 3 & 4 Geo. 6, c. 51.

(3) Regulation No. 8

THE WIRELESS TELEGRAPHY (SHIPS) ORDER, 1939 DATED AUGUST 28, 1939

In pursuance of the powers conferred on them by Regulation 8 of the Defence Regulations, 1939(a), the Lords Commissioners of the Admiralty hereby make the following Order :—

1. All persons on board any sea-going ship, or in any vessel in any tidal water of Great Britain and Northern Ireland (including tidal waters in any harbour, river or inland waterway) are forbidden to use any wireless transmitting apparatus.

2. All persons on board any merchant vessel within the territorial waters of Great Britain and Northern Ireland, other than the waters covered by clause 1, and all persons on board any British merchant vessel (except a Dominion vessel) on

the high seas or wherever they may be except as provided in clause 1, are to conform to the directions issued by or on behalf of the Admiralty regarding the use of wireless transmitting apparatus.

3. This Order shall come into force forthwith and may be cited as the Wireless Telegraphy (Ships) Order, 1939.

By Command of Their Lordships,

Admiralty, S.W.1.
28th August, 1939.

R. H. A. CARTER.

(a) S.R. & O. 1939 No. 927.

THE WIRELESS TELEGRAPHY (SHIPS) ORDER, 1939,
DATED AUGUST 28, 1939

In pursuance of the powers conferred on them by Regulation 8 of the Defence Regulations, 1939(a), the Lords Commissioners of the Admiralty hereby make the following Order:—

1. All persons on board any sea-going ship, or in any vessel in any tidal water of Great Britain and Northern Ireland (including tidal waters in any harbour, river or inland waterway) are forbidden to use any wireless transmitting apparatus.

2. All persons on board any merchant vessel within the territorial waters of Great Britain and Northern Ireland, other than the waters covered by clause 1, and all persons on board any British merchant vessel (except a Dominion vessel) on the high seas or wherever they may be except as provided in clause 1, are to conform to the directions issued by or on behalf of the Admiralty regarding the use of wireless transmitting apparatus.

3. This Order shall come into force forthwith and may be cited as the Wireless Telegraphy (Ships) Order, 1939.

By Command of Their Lordships,

Admiralty, S.W.1.
28th August, 1939.

R. H. A. CARTER.

(a) S.R. & O. 1939 No. 927.

WIRELESS TELEGRAPHY (SHIPS) No. 2 ORDER, 1942, DATED
APRIL 9, 1942

In pursuance of the powers conferred on them by Regulation 8 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. All wireless transmitting apparatus on board any ship or vessel (not being a ship of war) within the territorial waters of the United Kingdom of Great Britain and Northern Ireland, shall be contained in a compartment or receptacle capable of being locked.

2. Such compartment or receptacle shall be kept locked while such ship or vessel is within any port in Great Britain or Northern Ireland (including any harbour, river or inland waterway) except when underway or when specially authorised to be opened as hereinafter provided.

3. The key of the said compartment or receptacle shall be retained in the personal custody of the Senior Deck Officer on board such ship or vessel (the expression "Senior Deck Officer" shall mean the officer in executive charge of the ship or vessel for the time being).

4. The Senior Deck Officer is authorised to unlock the said compartment or receptacle to enable the apparatus to be inspected or tested by a person duly authorised in that behalf by the Admiralty by the Minister of War Transport or by the Postmaster General or for any other lawful purpose.

5. All wireless aerials installed in any ship or vessel to which the provisions of this Order apply shall (except when such ship is underway or testing or will stay in port for a period of less than 24 hours duration) be lowered and disconnected whilst such ships or vessels are in port as aforesaid, provided always that the following receiving aerials may be used to enable the crew to listen to wireless broadcast programmes whilst such ships are in port, namely one aerial not exceeding 40 ft. in length for each receiver fitted in the ship or vessel in accordance with the requirements of the Wireless Receivers (Ships) No. 2 Order, 1941(a).

(a) S.R. & O. 1941 No. 1285.

6. This Order shall come into force forthwith and may be cited as the Wireless Telegraphy (Ships) No. 2 Order, 1942.

By Command of Their Lordships,

H. V. MARKHAM,

Admiralty, S.W.1.
9th April, 1942.

(4) Regulation No. 13C

THE REGULATED AREA (No. 6) ORDER, 1942

By Command of The Lords Commissioners
of the Admiralty.

In pursuance of powers conferred on them by Regulation 13A of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following order:—

1. They declare the Area described in the First Schedule hereto to be a Regulated Area for the purposes of the said Regulations.

2. They direct that the Admiral Commanding Orkneys and Shetlands shall be a Naval Authority for the purposes of the said Regulation 13A and may give directions accordingly.

3. In pursuance of Regulation 14 of the said Regulations The Lords Commissioners of the Admiralty hereby make as respects the said Regulated Area described in the First Schedule hereto the Byelaws set out in the Second Schedule hereto.

4. This Order shall come into force on the first day of June, 1942, and may be cited as the Regulated Area (No. 6) Order, 1942.

By Command of Their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.
29th April, 1942.

FIRST SCHEDULE.

The Counties of Orkney and Zetland.

SECOND SCHEDULE.

Byelaws.

All persons over 16 years of age shall complete the whole of the Registration Form A.R.E. and sign both parts thereof when staying at any hotel, boarding house or lodging house for one or more nights: Provided that this byelaw shall not apply to any member of His Majesty's forces or of an Allied force.

2. No person shall, without a written permit, have with him in any public place any telescope or binoculars.

Provided that this byelaw shall not apply to any of the following while acting in the course of his duty—any person in the service of His Majesty, of any local authority or of any public utility company, or any member of an Allied force, or any constable.

3. Permits may be granted by the Admiral Commanding Orkneys and Shetlands or by any person authorised in writing by him.

(5) Regulation No. 19C.

THE VESSELS (IMMOBILISATION) ORDER, 1940
DATED JULY 9, 1940

In pursuance of the powers conferred on them by Regulation 19c of the Defence (General) Regulations, 1939(a), the Lords Commissioners of the Admiralty hereby order as follows:—

PART I

1. This Part of this Order applies to the following waters, namely—

(a) The sea within three miles of the East and South Coasts of England from the boundary between England and Scotland to the boundary between the counties of Dorset and Devon.

(a) See S.R. & O. 1940 No. 1134.

- (b) The waters of any port, harbour or dock on the said coasts between the said boundaries.
- (c) The waters of any creek, bay, estuary, river or other inlet on the said coasts between the said boundaries, up to the point at which the tide ceases to ebb and flow,

provided that it shall not apply above the following points in the rivers named hereunder, namely—

In the River Tyne—Wylam Bridge.

In the River Derwent—Hollinside Railway Bridge.

In the River Tees—Yarm Bridge and across the debouchment of the River Leven.

In the River Thames—Barnes Bridge.

In the River Medway—East Farleigh Lock (2 miles above Maidstone).

In the River Trent—Line from landing place Amcotts to Flixborough Stather Ferry.

In the River Ouse—Line crossing the river at right angles from Swinefleet Warming Drain.

In the River Stour—L.N.E. Railway Bridge half a mile above Manningtree.

In the River Orwell—A line at right angles to the river from the south point of the entrance to Bourne Bridge Creek.

In the River Deben—A line at right angles to the river from the north point of the entrance to Martlesham Creek.

In the River Colne—L.N.E. Railway Bridge in Colchester.

In the River Blackwater—A line north and south through Hilly Pool Point Northey Island.

2. This Part of this Order applies to the vessels (including small craft and rowing boats) described hereunder which are or at any time may be brought within the waters defined in sub-paragraphs (a), (b) and (c) of the preceding paragraph or on land adjacent to those waters, namely—

- (1) Vessels holding a passenger certificate entitled "Passenger Certificate for a Home Trade passenger vessel plying on short excursions to sea, i.e. beyond partially smooth water limits, between 1st April and 31st October inclusive, during daylight, and in fine weather."
- (2) Vessels holding a passenger certificate entitled "Passenger Certificate for a vessel plying in partially smooth water"
- (3) Vessels holding a passenger certificate entitled "Passenger Certificate for a vessel plying for short distances to sea"
- (4) Vessels not holding passenger certificates and normally employed in carrying up to 12 passengers on voyages or excursions similar to those described in the preceding sub-paragraphs of this paragraph.

(5) Vessels normally used for private or pleasure purposes—
unless such vessel is in possession of a Permit under this Order issued by the Commander-in-Chief of Rosyth, the Nore or Portsmouth, the Vice-Admiral Dover or a Flag Officer or Naval Officer in charge.

3. The following provisions shall be complied with in the case of all vessels to which this Part of this Order applies—

- (1) All vessels which can be beached are to be beached.
- (2) All vessels which can be removed from the water are to be removed and kept removed as far as reasonably possible from the water.
- (3) (a) One or more of the following precautions are to be taken, as they may be appropriate.
 - (i) *Steam vessels.* The main throttle valve cover plate and spindle or other essential part of the propelling machinery is to be removed from the vessel and stored in a place of safety so as to render the machinery incapable of use. Any replacement part of such essential part is to be similarly removed.
 - (ii) *Motor craft.* The distributor arm of the ignition or a fuel injection valve of a Diesel engine or other essential part of the propelling machinery is to be removed from the vessel so as to render the machinery incapable of use. Any replacement part of such essential part is to be similarly removed.

(iii) *Sailing vessels, where the mast or masts are fixtures and the sails not portable by a single man.* The wheel or tiller or part of the rudder chains or screw gear or other essential part of the steering gear is to be removed so as to render it incapable of use. One or more essential parts of the windlass or sail-hoisting winches, if fitted, are to be removed.

(iv) *Other sailing vessels.* All oars, rowlocks, rudders, tillers and sails, other than sails laced to spars, are to be removed

(v) *Rowing boats.* All oars, rowlocks, rudders, painters, masts and sails are to be removed.

or (b) An adequate and substantial locking device is to be applied to the mechanism so as to render the vessel incapable of being driven without removing the locking device, and the locking device is to be locked and the key taken away and kept in safe custody.

PART II

4. This Part of this Order shall apply to all vessels, other than those vessels to which Part I applies, which are or at any time may be brought within waters to which Part I of this Order applies or on land adjacent to these waters.

5. No vessel to which this Part of this Order applies may be left unattended by day or night unless sub-paragraph (3) of paragraph 3 of this Order has been complied with.

6. For the purposes of this Order a vessel is to be regarded as unattended if she is moored or anchored offshore or lying alongside a pier or jetty or hauled up on the beach unless a person of 14 years of age or over is in attendance on the vessel either on board if she is offshore or in the immediate vicinity and within sight of it if she lying alongside or beached.

PART III

7. This Part of this Order shall apply to the following waters, other than the waters to which Part I of this Order applies:—

- (a) the sea within three miles of the coasts of the United Kingdom.
- (b) the waters of any port, harbour or dock on the said coasts.
- (c) the waters of any creek, bay, estuary, river or other inlet on the said coasts up to the point at which the tide ceases to ebb and flow.

8. All vessels in waters to which this Part of this Order applies shall comply with the provisions of paragraph 5 of this Order.

PART IV (GENERAL)

9. Nothing in this Order shall apply to any vessel employed for the purposes of His Majesty's forces or for police or fire service, or as a lifeboat of the Royal National Lifeboat Institution, or as an ambulance.

10. This Order shall take effect forthwith and may be cited as the Vessels (Immobilisation) Order, 1940.

By Command of Their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.

9th July, 1940.

THE VESSELS (IMMOBILISATION) (AMENDMENT) ORDER, 1943 DATED FEBRUARY 20, 1943

In pursuance of the powers conferred on them by Regulation 19c of the Defence (General Regulations), 1939, the Admiralty hereby make the following Order:—

1. (1) The waters and land adjacent thereto to which Part I of the Vessels (Immobilisation) Order, 1940(a), (hereinafter called the original Order) applies are hereby extended to include the following waters and the land adjacent thereto, namely:—

- (a) The sea within three miles of the South and South West coasts of England from the boundary between the counties of Dorset and Devon to the boundary between the counties of Devon and Somerset near Lynmouth Foreland.

(a) S.R. & O. 1940 (No. 1236) II, p. 912.

(b) The waters of any port, harbour or dock on the said coasts between the said boundaries;

(c) The waters of any creek, bay, estuary, river or other inlet on the said coasts between the said boundaries up to the point to which the tide ceases to ebb and flow (such point in case of doubt to be determined by a Naval authority).

(2) The words "(such point in case of doubt to be determined by a Naval authority)" shall be inserted immediately after the word "flow" in line 4 of sub-paragraph (c) of paragraph 1 of the original Order.

2. Part I of the original Order shall not apply in the River Tweed above a line 2 degrees 2½ minutes West (which is immediately below the confluence of the Whiteadder River).

3. All vessels to which Part I of the original Order as amended by this Order applies (b) are required to carry out the complete immobilisation laid down in paragraph 3 of the original Order (c) unless they have received permits from a Naval authority.

4. (1) Paragraph 4 of the original Order is hereby rescinded and the following paragraph shall be read and have effect in place thereof:—

"4. This part of this ("i.e., the original") Order shall apply to all vessels, other than those to which Part I applies which are or at any time may be brought within the following waters or on land adjacent thereto, namely:

- (a) The sea within three miles of the coasts of the United Kingdom;
- (b) the waters of any port, harbour or dock on the said coasts;
- (c) The waters of any creek, bay, estuary, river or other inlet on the said coasts up to the point at which the tide ceases to ebb and flow."

(2) Paragraphs 7 and 8, comprising Part III of the original Order are hereby rescinded.

Footnote continued from page 11.

(b) *Viz.*, Small passenger carrying vessels and private and pleasure craft.

(c) *Viz.*, Paragraph 3 of the original Order lays down the following provisions which are to be complied with in the case of all vessels to which Part I of the original Order applies —

- (1) All vessels which can be beached are to be beached.
- (2) All vessels which can be removed from the water are to be removed and kept removed as far as reasonably possible from the water.
- (3) (a) One or more of the following precautions are to be taken as they may be appropriate:
 - (i) *Steam vessels.*—The main throttle valve cover plate spindle or other essential part of the propelling machinery is to be removed from the vessel so as to render the machinery incapable of use. Any replacement part of such essential part is to be similarly removed.
 - (ii) *Motor craft.*—The distributor arm of the ignition or a fuel injection valve of a Diesel engine or other essential part of the propelling machinery is to be removed from the vessel so as to render the machinery incapable of use. Any replacement part of such essential part is to be similarly removed.
 - (iii) *Sailing vessels, where the mast or jibs or fixtures and the sails are not portable by a single man.*—The wheel or tiller or part of the rudder chains or screw gear or other essential part of the steering gear is to be removed so as to render it incapable of use. One or more essential parts of the windlass or sailhoisting winches, if fitted, are to be removed.
 - (iv) *Other sailing vessels.*—All oars, rowlocks, rudders, tillers, and sails, other than sails laced to spars, are to be removed.
 - (v) *Rowing boats.*—All oars, rowlocks, rudders, painters, masts and sails are to be removed.

or (b) An adequate and substantially locking device is to be applied to the mechanism so as to render the vessel incapable of being driven without removing the locking device, and the locking device is to be locked and the key taken away and kept in safe custody.

5. Notwithstanding the provisions of the original Order and without prejudice thereto the owners of all vessels (including small craft and rowing boats) to which either Part I or Part II of the original Order as amended by this Order applies shall comply with directions issued by a Naval authority requiring any specified steps to be taken for the immediate and complete immobilisation of all such vessels. Without prejudice to the generality of the foregoing provision such directions may include provisions:

- (a) Requiring any of such vessels to be beached in any specified place or places, and
- (b) requiring operations to be carried out on any of such vessels themselves (for example, the removal of planking) to render them entirely useless in the water.

6. The expression "Naval authority" in this Order shall mean a Naval Commander-in-Chief or a Flag or Naval Officer-in-Charge of any port in the United Kingdom.

7. This Order shall come into force forthwith and may be cited as "The Vessels (Immobilisation) (Amendment) Order, 1943."

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.

20th February, 1943.

(6) *Regulation No. 29B*

THE ADMIRALTY CIVIL POLICE AND ROYAL MARINE POLICE SPECIAL RESERVE (EMPLOYMENT AND OFFENCES) ORDER, 1941. DATED APRIL 3, 1941.

In pursuance of the powers conferred on them by Regulation 29B of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. Any person who is, on or after the date of this Order, employed as a constable appointed by the Admiralty under Section 3 of the Special Constables Act, 1923, is required to continue in his employment until his services are dispensed with in accordance with the provisions of Article 2 of this Order.

2. The services of any such person employed as aforesaid may be dispensed with

- (a) in a case where the person has given notice of his desire that his services should be dispensed with, by the Admiralty or the Chief Office of Police,
- (b) in any other case, under and in accordance with the provisions of any statute, statutory Regulation or rule, or contract of service relating to the employment or with any rule of law by the authority or person having power to terminate the employment.

3. Paragraph 1A of Regulation 29B of the said Regulations (which paragraph relates to disobedience to lawful orders and absence from duty) shall apply to any person employed as aforesaid.

4. This Order may be cited as "The Admiralty Civil Police and Royal Marine Police Special Reserve (Employment and Offences) Order, 1941."

By Command of Their Lordships,

J. S. BARNES.

Admiralty, S.W.1.

3rd April, 1941.

(7) *Regulation No. 43*

THE NAVIGATION ORDER NO. 1, 1939 DATED AUGUST 26, 1939

In pursuance of the powers conferred on them by Regulation 43 of the Defence Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following order:—

1. British merchant vessels at all times and Dominion vessels when in British Territorial Waters shall comply with any sailing or routing instructions which

a S.R. & O. 1939 No. 927.

may from time to time be issued to them by the Admiralty or by any person authorised by the Admiralty to act under this Order.

2. This Order shall come into force forthwith and may be cited as Navigation Order No. 1, 1939.

By Command of Their Lordships,

R. H. A. CARTER.

Admiralty, S.W.1.
26th August, 1939.

THE NAVIGATION ORDER NO. 2, 1939. DATED SEPTEMBER 1, 1939

In pursuance of the powers conferred on them by Regulation 43 of the Defence Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following order :—

1. All ships and vessels shall comply with the Public Traffic Regulations issued in respect of the undermentioned ports :—

Barrow	Milford Haven
Barry	Newhaven
Belfast	Plymouth
Blyth	Portland
Clyde	Portsmouth
Dover	Scapa Flow
Falmouth	Sunderland
Firth of Forth	Swansea
Harwich	Tees and Hartlepool
Humber	Thames and Medway
Invergordon	Tyne.
Mersey	

2. This Order shall come into force forthwith and may be cited as the Navigation Order No. 2, 1939.

By Command of Their Lordships,

R. H. A. CARTER.

Admiralty, S.W.1.
1st September, 1939.

(a) S.R. & O. 1939 No. 927.

NAVIGATION ORDER NO. 3, 1939

By Command of the Lords
Commissioners of the Admiralty.

In pursuance of the powers conferred on them by Regulation 43 of the Defence Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

(1) All ships and vessels shall comply with the Public Traffic Regulations issued in respect of the undermentioned port :—
Great Yarmouth.

(2) This Order shall come into force forthwith and may be cited as Navigation Order No. 3, 1939.

By Command of Their Lordships,

(Signed) R. H. A. CARTER.

Admiralty, S.W.1.
1st November, 1939.

THE NAVIGATION ORDER NO. 4, 1939.

DATED DECEMBER 6, 1939

In pursuance of the powers conferred on them by Regulation 43 of the Defence Regulations, 1939, the Commissioners for executing the office of Lord High Admiral hereby make the following Order :—

1. This Order shall apply to all ships within the territorial waters of the United Kingdom.

2. A person authorised under this Order may give directions to prohibit or restrict the entrance or departure of ships or of any ship to or from any port in his command or to restrict the movements of ships or of any ship within the area of or the approaches to such a port.

3. The following persons are authorised to act under this Order :—

The Naval Commander-in-Chief, Nore ;
The Naval Commander-in-Chief, Portsmouth ;
The Naval Commander-in-Chief, Western Approaches ;
The Naval Commander-in-Chief, Rosyth ;
The Admiral Commanding, Orkneys and Shetlands.

4. Any directions given under this Order shall cease to have effect seven days after the time at which they are given unless in the meantime they have been confirmed by the Admiralty.

5. This Order shall come into effect forthwith and may be cited as Navigation Order No. 4, 1939.

By Command of Their Lordships,

R. H. A. CARTER.

Admiralty, S.W.1.
6th December, 1939.

(a) S.R. & O. 1939 No. 927.

NAVIGATION ORDER NO. 5, 1940. DATED APRIL 10, 1940

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. This Order shall apply to the ships set out in the Schedule annexed hereto.

2. No ship shall navigate in tidal waters of the United Kingdom unless it has received a permit issued by a Naval Commander in Chief or Flag or Naval Officer in Charge of a port in the United Kingdom (hereinafter called a local naval authority). This permit is to be carried on board the ship at all times while under navigation.

3. All ships shall comply with any directions issued by a local naval authority, regarding the areas in his command in which navigation is allowed and where landing and embarkation may take place.

4. No movements of ships are to take place between sunset and sunrise or in thick weather save with the permission of the local naval authority.

5. No ship shall proceed from one port to another except by special permission of and by routes specified by the local naval authority.

6. The movements of ships carrying passengers for pleasure or excursion journeys to places off the mainland shall be limited to services which combine an essential transport facility and shall be restricted to direct sailings to and from the port or ports visited.

7. This Order shall come into effect on 20th April, 1940, and may be cited as Navigation Order No. 5, 1940.

By Command of Their Lordships,

R. H. A. CARTER.

Admiralty, S.W.1.
10th April, 1940.

(a) S.R. & O. 1939 (No. 927) I. p. 715.

SCHEDULE TO NAVIGATION ORDER NO. 5, 1940.

SHIPS TO WHICH THE ORDER APPLIES

1. Steamships carrying passengers in pursuance of a passenger certificate entitled "Passenger Certificate for a Home Trade passenger vessel plying on short excursions to sea, i.e., beyond partially smooth water limits, between 1st April and 31st October inclusive, during daylight, and in fine weather".

2. Steamships carrying passengers in pursuance of a passenger certificate entitled "Passenger Certificate for a vessel plying in partially smooth water".

3. Steam launches and motor boats carrying passengers in pursuance of a passenger certificate entitled "Passenger Certificate for a vessel plying for short distances to sea".

4. Small pleasure craft not holding passenger certificates and carrying up to 12 passengers on voyages or excursions similar to those described in the preceding section of this Schedule.

5. All other British vessels in the territorial waters of the United Kingdom except fishing vessels, vessels engaged in trade and rowing boats.

NAVIGATION ORDER No. 6, 1940

By Command of the Lords Commissioners
of the Admiralty.

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. All ships and vessels shall comply with the Public Traffic Regulations issued in respect of the under-mentioned ports:—

Kirkwall
Aberdeen
Dundee
Lowestoft
Sullom Voe (Shetlands)
Loch Ewe
Kyle of Lochalsh
Oban.

2. This Order shall come into effect forthwith and may be cited as Navigation Order No. 6, 1940

By Command of Their Lordships,
(Signed) R. H. A. CARTER.

Admiralty, S.W.1.
8th May, 1940.

NAVIGATION ORDER No. 6A, 1940

By Command of the Lords
Commissioners of the Admiralty.

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. All ships and vessels shall comply with the Public Traffic Regulations issued in respect of the undermentioned port:—

Holyhead.

2. This Order shall come into effect forthwith and may be cited as Navigation Order No. 6A, 1940.

By Command of Their Lordships,
(Signed) R. H. A. CARTER.

Admiralty, S.W.1.
5th August, 1940.

NAVIGATION ORDER (No. 7), 1941

By Command of The Lords Commissioners
of the Admiralty.

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Commissioners for executing the office of Lord High Admiral hereby made the following Order:—

1. All ships navigating within the areas described in the Schedule hereto shall keep at least four feet of water under their keels.

2. No vessel shall anchor in these areas.

3. This Order shall come into force forthwith, and may be cited as Navigation Order (No. 7), 1941.

By Command of their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.

29th August, 1941.

THE SCHEDULE

FIRST AREA

Eastern Limit—a line drawn due south (magnetic) from Holliwell Point to the southern shore of the River Crouch.

Western Limit—a line drawn from Crouch Cottages due North (magnetic) to the northern shore of the River Crouch.

SECOND AREA

Eastern Limit—a line drawn south (magnetic) from White House to the southern shore of the River Crouch.

Western Limit—a line drawn due north and south (magnetic) at a distance of one cable to the west of the above stated Eastern Limit.

THE NAVIGATION ORDER, No. 9, 1941. DATED OCTOBER 4, 1941

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. Except as provided in paragraph 4 of this Order no rowing boat shall navigate in the tidal waters of the United Kingdom unless the Owner or person in charge is in possession of a permit issued by a Naval Commander-in-Chief, or a Flag or Naval Officer in Charge of a Port in the United Kingdom or a Naval officer appointed as Resident Naval Officer at such a port (hereinafter called a local naval authority).

2. Every permit granted in accordance with paragraph 1 hereof is to be carried by the person in charge in the boat when under way.

3. The person in charge of the boat shall comply with any directions issued by the local naval authority in regard to the navigation of the boat. Such directions may provide for the limits within which the boat may be navigated, and the places where landing and embarkation may take place.

4. Naval Commanders-in-Chief and Flag Officers in Charge may exempt boats in any specific area of their commands from the provisions of this Order, and such exemption may be for a specific period or otherwise.

5. This Order shall come into force 28 days after the date thereof and may be cited as Navigation Order No. 9, 1941.

By Command of their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.

4th October, 1941.

THE NAVIGATION ORDER NO. 10, 1942. DATED FEBRUARY 19, 1942

In pursuance of Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. In this Order the term " vessel " includes any ship or boat or other description of vessel used in navigation.

2. No vessel is to approach or be under way within 3 miles of the coast of the United Kingdom between sunset and sunrise except :

- (a) when such vessel is part of an organised British convoy ;
- (b) when such vessel is on passage and using the main coastal searched channels where these encroach on the 3-mile limit ;
- (c) subject to their arrival having been notified to the Naval Authority in charge of the port in advance vessels proceeding from one United Kingdom port to another United Kingdom port may enter any port in Northern Ireland and any English or Scottish port from Milford Haven northabout to the Tees inclusive but exclusive of the Orkneys and Shetlands, provided that this exception shall not apply to fishing vessels ;
- (d) subject to their arrival having been notified to the Naval Authority in charge of the port in advance vessels sailing singly from overseas may enter the ports of Liverpool, Belfast and the Clyde.

Apart from the foregoing exceptions, vessels inside the 3-mile limit who are unable to make their destination before sunset must anchor or proceed outside that limit.

3. No vessel is to approach or be under way within 3 miles of the coast of the United Kingdom during daylight hours when weather conditions are such that visibility is less than 1 nautical mile except :

- (a) when such vessel is part of an organised British convoy ;
- (b) when such vessel is on passage and using the main coastal searched channels when these encroach on the 3-mile limit ;
- (c) when permission has been received from a Naval Patrol Vessel or an Examination Vessel.

Should any vessel be within the 3-mile limit when visibility deteriorates to less than 1 nautical mile, such vessel must anchor or stand out to sea immediately.

4. Any Naval Commander-in-Chief or Flag Officer-in-Charge of an area may by a local order exempt vessels within the area under his jurisdiction from the provision of this Order either at certain times of the day or night or at certain seasons of the year or otherwise ; and such local order may apply to all vessels or to specific types of vessels.

5. Vessels failing to comply with this Order are warned that they are liable to be mistaken for enemy vessels and thus fired upon.

6. This Order shall come into effect as from the 27th day of February, 1942, and may be cited as Navigation Order No. 10, 1942.

7. Navigation Order No. 8, 1941, is cancelled.

By Command of their Lordships,
H. V. MARKHAM.

Admiralty, S.W.1.

19th February, 1942.

THE NAVIGATION ORDER NO. 11, 1942. DATED MARCH 6, 1942

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following order :—

1. All ships and vessels shall comply with the Public Traffic Regulations issued in respect of the undermentioned ports :—

Appledore	Ayr
Ardrossan	Bristol

Berwick-on-Tweed	MacDuff
Buckie	Menai Straits (Bangor, Beaumaris, Port Dinorwic and Caernarvon)
Brightlingsea	Morecambe Bay Ports (Fleetwood, Heysham, Morecambe, Glassom Dock and Lancaster)
Campbeltown	Middlesbrough
Cardiff	Peterhead
Dee Estuary Ports	Preston
Dartmouth	Scarborough
Fowey	Shoreham
Gloucester and Severn Waterway	Stornoway
Inverness	Stranraer
Irvine	Troon
Littlehampton	Watchet
Lossiemouth	Whitehaven
Llanelly and Burry Port	Whitby
Larne	Workington, Maryport and Silloth
Lerwick	
Londonderry	

2. This Order shall come into force forthwith and may be cited as Navigation Order No. 11, 1942.

By Command of their Lordships,
H. V. MARKHAM.

Admiralty, S.W.1.

6th March, 1942.

THE NAVIGATION ORDER NO. 12, 1942. DATED MARCH 31, 1942

In pursuance of powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following order :—

1. No vessel shall, without permission, enter or be within the inlet on the north bank of the River Humber known as Hessele Haven north of a line latitude 53 degrees 43 minutes north.

2. All vessels other than those for which such permission has been granted shall be forthwith removed from the said inlet.

3. This Order shall come into force forthwith and may be cited as Navigation Order No. 12, 1942.

By Command of their Lordships,
H. V. MARKHAM.

Admiralty, S.W.1.

31st March, 1942.

THE NAVIGATION ORDER NO. 13, 1942. DATED MAY 23, 1942

In pursuance of powers conferred on them by Regulation 43 of the Defence (General) Regulations 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. No vessel shall anchor, trawl or fish within any of the following areas :—

(a) *EXMOUTH*—in an area enclosed by the following :—

(i) on the South by a line from Conger Rocks in a 226° direction for 5½ cables, thence in a 300° direction 6·2 cables to the opposite shore.

(ii) on the West by a line 184° from the Customs House to Warren Point.

(b) *TORQUAY*—in an area enclosed by the coast and the following :—

(i) Petit Tor and a line of bearing 24°.

(ii) Corban Point and a line of bearing 150°.

(c) *BRIXHAM*—in an area enclosed with the following lines:—

- (i) from the seaward end of Victoria Breakwater by a line in a 236° direction to the shore.
- (ii) from the seaward end of Victoria Breakwater by a line in a 056° direction 1.5 cables.
- (iii) thence by a line in a 326° direction for 2.3 cables.
- (iv) thence by a line in a 236° direction to the shore.

2. This Order shall come into force forthwith and may be cited as Navigation Order No. 13, 1942.

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.
23rd May, 1942.

THE NAVIGATION ORDER No. 14, 1942. DATED JUNE 18, 1942

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. No vessel shall anchor trawl or fish within the following area:—

Latitude 57° 50' 55" N., Longitude 5° 38' 00" W. (Approx.).

- (a) 010° distant 4.3 cables and
- (b) 343° distant 8.0 cables from the above position respectively.

South Limit.—From (a) above in a 216° direction for 4.9 cables thence in a 233° direction for 5.4 cables thence in a 257° direction to the shore.

North Limit.—From (b) above in a 270° direction for 2.6 cables thence in a 219° direction for 5.9 cables thence in a 270° direction for 2.4 cables thence in a 238° direction to the shore.

2. This Order shall come into force forthwith and may be cited as Navigation Order No. 14, 1942.

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.
18th June, 1942.

NAVIGATION ORDER No. 15, 1942

By Command of the Lords Commissioners
of the Admiralty.

In pursuance of the powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. No vessel shall anchor trawl or fish within the following area:—

Position (a) Ferris point light. Lat. 54° 51' N., long. 5° 47' W. (approx.).

(b) Bar point beacon about 5.3 cables 040° from (a) above.

South Limit. From (a) above in a 270° direction to the opposite shore.

North Limit. From (b) above in a 360° direction for 2.5 cables, thence in a 270° direction to the shore.

2. This Order shall come into force forthwith, and may be cited as Navigation Order, No. 15, 1942.

By Command of their Lordships.

(Signed) H. V. MARKHAM.

Admiralty, S.W.1.
6th July, 1942.

THE NAVIGATION ORDER No. 16, 1942. DATED SEPTEMBER 22, 1942

In pursuance of powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. No vessel shall anchor or fish within the following area:—

Position—Felixstowe Promenade Pier Light.

Latitude 51° 57' 00" N.

Longitude 1° 21' 30" E. (approx.)

Limits—From the above Light in a 130° direction for 6.3 miles thence in a 000° direction for 1.1 miles thence in a 328° direction for 4.9 miles thence in a 276° direction to the shore.

2. This Order shall come into force forthwith and may be cited as "Navigation Order No. 16 1942."

By Command of their Lordships.

J. S. BARNES.

Admiralty, S.W.1.

22nd September, 1942.

THE NAVIGATION ORDER No. 17, 1942. DATED OCTOBER 6, 1942

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. This Order shall apply to all vessels navigating within the territorial limits of the United Kingdom and to all British vessels (other than Dominion vessels) navigating in adjacent waters.

2. No vessel being navigated outside the district of any Pilotage Authority, shall be piloted by any person (other than the master or a seaman being bona fide one of the crew of the vessel) unless that person is the holder of a Deep Sea Certificate issued by one of the undermentioned Pilotage Authorities relating to the area in which the vessel is being navigated:—

Corporation of Trinity House of Deptford Strond.

Trinity House of Hull.

Trinity House of Newcastle-on-Tyne.

Forth (Trinity House of Leith) Pilotage Authority.

Clyde Pilotage Authority.

Tyne Pilotage Authority.

3. Notwithstanding anything in paragraph two of this Order the Naval Officer-in-Charge of any port or district may, on application being made to him by the Pilotage Authority of the district, and, if he considers it expedient so to do, authorise the Pilotage Authority to grant permission to a licensed pilot of the district to pilot a ship outside the limits of the Pilotage District.

4. This Order shall come into effect forthwith and may be cited as "Navigation Order No. 17, 1942."

By Command of Their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.

6th October, 1942.

THE NAVIGATION ORDER No. 19, 1942. DATED OCTOBER 28, 1942

In pursuance of powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. No vessel shall anchor, trawl or fish within an area bounded by straight lines joining the following points:—

54° 31 minutes 11 seconds—North.

05° 28 " 17 " —West.

(Point on the coast due East of Ballyo Bedan House.)

54° 31 minutes 12 seconds—North.
 05° 26 " 29 " —West.
 54° 30 " 15 " —North.
 05° 25 " 30 " —West.

(Line running due South to Burial Isle.)

54° 29 minutes 12 seconds—North.
 05° 25 " 25 " —West.
 54° 29 " 12 " —North.
 05° 25 " 55 " —West.

(A point on the coast just South of Halbert Point.)

2. This Order shall come into force forthwith and may be cited as " Navigation Order No. 19, 1942 ".

By Command of Their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.
 28th October, 1942.

THE NAVIGATION ORDER No. 20, 1942. DATED NOVEMBER 24, 1942

In pursuance of powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. No vessel shall anchor trawl or fish within an area defined by the following limits :—

(a) On the North :—

A line drawn 270 degrees from a point on the coast 351 degrees 4.6 cables from the beacon at White Point on the West Coast of Holy Island in the Firth of Clyde, as far as the 10 fathom line.

(b) On the South :—

A line drawn 270 degrees from a point on the coast 347 degrees 0.7 cables from the above beacon as far as the 10 fathom line.

(c) On the East :—

The high water line between (a) and (b).

(d) On the West :—

The 10 fathom line between (a) and (b).

2. Navigation Order No. 18, 1942, dated 12th October, 1942, is hereby revoked.

3. This Order shall come into force forthwith and may be cited as " Navigation Order No. 20, 1942 ".

By Command of their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.
 24th November, 1942.

THE NAVIGATION ORDER No. 21, 1943. DATED MARCH 12, 1943

In pursuance of the powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :

1. No vessel shall anchor, trawl or fish within an area in the Clyde estuary in the south channel between a line drawn 180 degrees from the western extremity of Eilean Fraoich and a line drawn 180 degrees from the eastern extremity of Eilean Mor.

2. This Order shall come into force forthwith and may be cited as " Navigation Order No. 21, 1943 ".

By Command of their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.
 12th March, 1943.

THE NAVIGATION ORDER No. 22, 1943. DATED MARCH 15, 1943

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. No vessel shall between sunset and sunrise enter the area of water between the Isle of Bute and the West Coast of Loch Fyne between 55° 45' N. and 55° 55' N.

2. This Order shall come into force forthwith and may be cited as " Navigation Order No. 22, 1943 ".

By Command of their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.
 15th March, 1943.

THE NAVIGATION ORDER No. 23, 1943. DATED MARCH 19, 1943

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. No vessel shall anchor, moor, trawl or fish within the following area :—

To the northward of a line drawn in a 220° direction from Corpach light for a distance of 2.3 cables and thence in a 293° direction to the shore.

2. This Order shall come into force forthwith and may be cited as " Navigation Order No. 23, 1943 ".

By Command of their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.
 19th March, 1943.

THE FISHING VESSELS (PERMIT) ORDER, 1939.
 DATED AUGUST 28, 1939.

In pursuance of the Regulation 43 of the Defence Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. No fishing vessel is to proceed to sea unless the Skipper is in possession of a Fishing Permit issued by the Port Fishery Captain or Port Fishery Officer.

2. For the purpose of this Order, the term " Fishing Vessel " includes every description of vessel used for fishing which is not propelled solely by oars.

3. This Order shall come into force forthwith, except that in respect of inshore fishing vessels it shall come into force fourteen days after the date hereof.

4. This Order may be cited as the Fishing Vessels (Permit) Order, 1939.

By Command of their Lordships,

R. H. A. CARTER.

Admiralty, S.W.1.
 28th August, 1939.

(a) S.R. & O. 1939 No. 927.

THE FORTH PILOTAGE (EMERGENCY) ORDER, 1942.
 DATED NOVEMBER 7, 1942

In pursuance of the powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. Pilotage will be compulsory for all vessels (save as provided hereunder) navigating in the Firth of Forth westward of the following limits, namely, a line drawn from North Carr Beacon to South Carr Beacon ; provided that this eastern

limit shall be deemed not to extend beyond the position in which Pilots boats in the district are from time to time stationed under the directions of the competent Naval authorities.

2. This Order shall apply to all ships except His Majesty's Ships and such other vessels as are granted exemption by the Commander-in-Chief, Rosyth.

3. The following provisions shall apply only to vessels docking and undocking at Methil; for the purpose of this paragraph Methil Convoy Anchorage shall mean the area within a radius of three nautical miles from the Pier Light at Methil, the whole of which area shall for the purpose of this paragraph be deemed to be within the Methil Pilotage district.

(i) The Stage under the pilotage rates and charges referred to in Byelaw 68 of the Forth (Trinity House of Leith) Pilotage Authority confirmed by the Board of Trade on the 18th June, 1929, is hereby varied as follows:—

Schedule 1 Pilotage Rates.

From the Eastern limits of the Forth Pilotage district to Largo Bay, Methil Roads, Methil Convoy Anchorage or Aberlady Bay and vice versa.

(ii) When a Methil Pilot moves a vessel from or to a position in the Methil Convoy Anchorage more than 1 mile from Methil Pier for the purpose of docking or undocking at Methil he shall be paid at the following rates in addition to the Pilotage rates referred to in Byelaw 23 of the Methil Pilotage District Byelaws confirmed by the Board of Trade on the 25th November, 1925, viz. :—

	£	s.	d.
For vessels under 1,000 tons gross
For vessels of 1,000 tons gross or over but under 2,000	...	1	11
For vessels of 2,000 tons gross or over but under 3,000	...	2	2
For vessels of 3,000 tons gross or over	...	2	12

4. This Order shall have effect notwithstanding anything to the contrary contained in the Byelaws made by the Forth (Trinity House of Leith) Pilotage Authority.

5. This Order shall come into force forthwith and may be cited as the Forth Pilotage (Emergency) Order, 1942.

6. The Forth Pilotage (Emergency) Order, 1939a is hereby cancelled.

By Command of their Lordships,
H. V. MARKHAM.

Admiralty, S.W.1.

7th November, 1942.

(a) S.R. & O. 1939 (No. 1154) I. p. 1151.

THE ISLE OF WIGHT PILOTAGE (EMERGENCY) ORDER, 1939

DATED AUGUST 28, 1939

In pursuance of the powers conferred on them by Regulation No. 43 of the Defence Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. Pilotage will be compulsory for vessels navigating in the Isle of Wight Pilotage District except H.M. ships and such other vessels as are granted exemption by the Commander-in-Chief, Portsmouth.

2. All Pilotage certificates granted to Masters and Mates for the District are hereby suspended to the extent ordered by the Commander-in-Chief, Portsmouth.

3. This Order shall come into force forthwith and may be cited as the Isle of Wight Pilotage (Emergency) Order, 1939.

By Command of their Lordships,
R. H. A. CARTER.

Admiralty, S.W.1.

28th August, 1939.

a S.R. & O. 1939 No. 927.

THE TRINITY HOUSE PILOTAGE DISTRICTS (EMERGENCY) ORDER, 1939.

DATED SEPTEMBER 1, 1939

In pursuance of the powers conferred on them by Regulation No. 43 of the Defence Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. This Order shall relate to all Pilotage Districts under the jurisdiction of the Corporation of the Trinity House of Deptford Strond.

2. Any Byelaws and regulations in force for the time being in the Districts to which this Order relates shall have effect only subject to the provisions of this Order and of Orders made by the Trinity House in accordance with instructions hereunder.

3. The Trinity House as defined in the Pilotage Act, 1913b, is hereby instructed as follows :—

(i) To suspend if it shall think fit the licences of all or any present pilots and the existing Pilotage certificates of all or any Masters or Mates within the said Districts.

(ii) To issue temporary licences for a period not exceeding three calendar months.

(iii) To renew such temporary licences for a period not exceeding three calendar months.

(iv) To suspend if it shall think fit any Pilotage Committee of the Trinity House.

4. No person shall act as a Pilot within any of the said Districts unless he is the holder of a licence granted by the Trinity House.

5. All licences shall be issued subject to such conditions as may be laid down by the Trinity House and shall be revocable or renewable at the discretion of the Trinity House.

6. The Trinity House is authorised to make new Rates or to modify existing rates for Pilotage either within or without any District.

7. This Order shall come into force forthwith and may be cited as the Trinity House Pilotage Districts (Emergency) Order, 1939.

By Command of Their Lordships,
R. H. A. CARTER.

Admiralty, S.W.1.

1st September, 1939.

(a) S.R. & O. 1939, No. 927.

(b) 2 & 3 Geo 5. c. 31.

THE TRINITY HOUSE PILOTAGE DISTRICTS (EMERGENCY) ORDER No. 2, 1939.

DATED DECEMBER 7, 1939

In pursuance of the powers conferred on them by Regulation No. 43 of the Defence Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. This Order shall relate to all Pilotage Districts under the jurisdiction of the Corporation of the Trinity House of Deptford Strond.

2. The Trinity House may appoint Pilotage Committees consisting of such persons as it may think fit, whether Elder Brethren of the Trinity House or not, and may delegate to such Pilotage Committees any of the powers or duties of the Trinity House under the Pilotage Act, 1913b, or the Defence Regulations, 1939, or any Orders made thereunder, relating to pilotage matters.

3. This Order shall come into force forthwith and may be cited as the Trinity House Pilotage Districts (Emergency) Order No. 2, 1939.

By Command of their Lordships,
R. H. A. CARTER.

Admiralty, S.W.1.

7th December, 1939.

a S.R. & O. 1939 No. 927.

b 2 & 3 Geo. 5. c. 31.

THE PILOTAGE STAGES AND RATES (VARIATION) ORDER, 1939.
DATED SEPTEMBER 1, 1939

In pursuance of the powers conferred on them by Regulation 43 of the Defence Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following order :

1. At any port in the United Kingdom the existing pilotage stages may be varied by the direction of the Naval Officer-in-Charge. When any such variation is made, the rate to be paid for such pilot age services is to be laid down by the Naval Officer-in-Charge, after consultation with the Pilotage Authority of the district.

2. This order shall come into force forthwith and may be cited as the Pilotage Stages and Rates (Variation) Order, 1939.

By Command of Their Lordships.

R. H. A. CARTER.

Admiralty, S.W. 1.
1st September, 1939.

(a) S.R. & O. 1939 No. 927.

THE DARTMOUTH PILOTAGE (EMERGENCY) ORDER, 1940.
DATED DECEMBER 12, 1940

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

(1) Pilotage will be compulsory for vessels navigating in the Dartmouth Pilotage District except H.M. Ships, ships trading coast-wise commanded by a British Master, and such other vessels as are granted exemption by the Commander-in-Chief, Western Approaches.

(2) This Order shall have effect notwithstanding anything to the contrary contained in the General Bye-laws made by the Trinity House in respect of their Outport Pilotage Districts so far as they relate to the Dartmouth Pilotage District.

(3) This Order shall come into force forthwith and may be cited as the Dartmouth Pilotage (Emergency) Order, 1940.

By Command of Their Lordships,

H. V. MARKHAM.

Admiralty, S.W.1.
12th December, 1940.

THE LONDON PILOTAGE (EMERGENCY) ORDER, 1941.
DATED APRIL 8, 1941

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. Pilotage will be compulsory for vessels navigating in the London Pilotage District except H.M. Ships and such other vessels as are granted exemption by the Commander-in-Chief, The Nore.

2. This Order shall have effect notwithstanding anything to the contrary contained in the General Byelaws made by the Trinity House or in any Orders made by the Trinity House under the provisions of the Trinity House Pilotage Districts (Emergency) Order, 1939a, so far as they relate to the London Pilotage District.

3. This Order shall take effect forthwith and may be cited as the "London Pilotage (Emergency) Order, 1941."

By Command of Their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.
8th April, 1941.

(a) S.R. & O. 1939 (No. 1163) I, p. 1153.

THE LONDON PILOTAGE (EMERGENCY) (No. 2) ORDER, 1942.
DATED MARCH 24, 1942

In pursuance of the powers conferred on them by Regulation No. 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. Paragraph 4 of the Trinity House Pilotage Districts (Emergency) Order, 1939a, shall not apply to any person acting as the pilot of a ship which is being moved in the part of the London Pilotage District between London Bridge and Gravesend for the purpose (a) of changing from one mooring to another mooring or (b) of being taken into or out of any dock.

Provided that this Order shall not apply to any person acting as the pilot of any ship (i) which is subject for the time being to compulsory pilotage or (ii) which is being moved for a distance exceeding 2 nautical miles in the part of the district between Barking Creek and Gravesend.

2. This Order shall come into effect forthwith and may be cited as the London Pilotage (Emergency) (No. 2) Order, 1942.

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.
24th March, 1942.

(a) S.R. & O. 1939 (No. 1163) I, p. 1153.

THE LIVERPOOL PILOTAGE (AMENDMENT) ORDER, 1941.
DATED JUNE 16, 1941

In pursuance of Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. Notwithstanding the provisions of Sections 3, 4, and 5 of the Liverpool Pilotage Order, 1920a, and of Section 48 of the Pilotage Act, 1913b, the Pilotage Committee of the Mersey Docks and Harbour Board (being the pilotage authority for the Liverpool pilotage district) may withdraw or authorise the Superintendent of Pilotage of the said District or in his absence the Acting Superintendent to withdraw from any vessel the pilot attending her whilst she is lying at any anchorage or mooring in the River Mersey when in the opinion of the said Superintendent or acting Superintendent the pilot's services are required for other duties.

2. A pilot so withdrawn from any vessel shall be relieved from any obligation to attend the vessel at such anchorage or mooring.

3. When a pilot is so withdrawn from any vessel the Master shall be relieved from the obligation imposed upon him by the said Order of 1920 to employ a pilot to attend the vessel at an anchorage or mooring to the Northward of an imaginary straight line drawn from the Dingle Point on the Lancashire shore of the Mersey to the New Ferry Slip on the Cheshire shore.

4. This Order shall come into effect forthwith and may be cited as the Liverpool Pilotage (Amendment) Order, 1941.

By Command of Their Lordships.

J. S. BARNES.

Admiralty, S.W.1.
16th June, 1941.

(a) Confirmed by 10 & 11 Geo. 5. c. ciii (b) 2 & 3 Geo. 5. c. 31.

THE LLANELLY PILOTAGE (EMERGENCY) ORDER, 1943.
DATED APRIL 20, 1943

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. Pilotage will be compulsory for all vessels navigating in the Llanelly Pilotage District except H.M. ships, provided that the Resident Naval Officer, Llanelly, may grant exemption from compulsory pilotage to any class or classes of vessels and thereupon pilotage in the said district shall not be compulsory for vessels of any such class or classes.

2. The Llanelly Pilotage (Emergency) Order, 1941(a), is hereby revoked.

3. This Order shall come into force forthwith and may be cited as the Llanelly Pilotage (Emergency) Order, 1943.

By Command of Their Lordships.

Admiralty, S.W.1.

20th April, 1943.

H. V. MARKHAM.

(a) S.R. & O. 1941 No. 1030.

THE DUNDEE PILOTAGE (EMERGENCY) ORDER, 1942.

DATED FEBRUARY 19, 1942

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Commissioners for executing the Office of Lord High Admiral hereby made the following Order :—

1. Pilotage shall be compulsory for all vessels (save as provided hereunder) navigating within the limits of the Dundee Pilotage District.

2. Every vessel navigating between the eastern limit of the Pilotage District and the anchorage off Dundee Harbour shall be piloted by a licensed Pilot of the Dundee Pilotage Authority.

3. Every vessel navigating in the area between the anchorage off Dundee Harbour and the wharves, quays and jetties or other berths at Dundee Harbour shall be piloted by a licensed pilot of the Dundee Pilotage Authority unless the Master or Mate of such vessel holds a pilotage certificate issued by the Dundee Pilotage Authority.

4. The charges for pilotage in the above-mentioned compulsory area shall be as follows :—

(a) For piloting a vessel from the sea and berthing her at the wharves, quays or jetties of the Port of Dundee (or vice versa) :—

or

For piloting a vessel from the sea to the anchorage off Dundee Harbour and subsequently berthing her at the wharves, quays or jetties of the Port of Dundee (or vice versa) :—

or

For piloting a vessel from the sea to Tayport Harbour (or vice versa)

or

For piloting a vessel from the sea to the western limits of the Dundee Pilotage District (or vice versa) :—

The Pilotage Dues prescribed in paragraphs 1 and 2 of the Schedule of Pilotage Dues and charges set out in Bye-Law VIII of the Bye-Laws made by the Dundee District Pilotage Authority on the 28th October, 1940, and confirmed by the Minister of Shipping on the 10th February, 1941, and annexed to the Bye-Laws, made by the Dundee District Pilotage Authority on the 18th October, 1926 and confirmed by the Board of Trade on the 6th November, 1926, or as these may be varied and in force from time to time. Provided always that where a vessel anchors at the anchorage before berthing (or vice versa), there shall be charged, in addition to the full pilotage dues, the usual fees for additional services if exigible.

(b) For piloting a vessel from the sea to the anchorage off Buddon Ness or vice versa :—

One third of the rates referred to at (a) above.

(c) For piloting a vessel from the sea to the anchorage off Dundee Harbour and the Pilot not berthing or vice versa :—

Threequarters of the rates referred to at (a) above inclusive of contributions (if any) exigible under Bye-Law No. 49 of the Dundee Pilotage District.

5. This Order shall apply to all vessels except H.M. Ships and such other class or classes of vessels as may be granted exemption therefrom by the Naval Officer in Charge, Dundee.

6. This Order shall come into force forthwith and may be cited as the Dundee Pilotage (Emergency) Order, 1942.

By Command of Their Lordships.

Admiralty, S.W.1.

H. V. MARKHAM.

19th February, 1942.

THE DUNDEE PILOTAGE (EMERGENCY) (AMENDMENT) ORDER, 1943.

DATED APRIL 14, 1943

In pursuance of the powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :

1. The Dundee Pilotage (Emergency) Order, 1942a, shall be amended by the substitution of the following paragraph for paragraph 5 of that Order.

5. This Order shall apply to all vessels except H.M. Ships provided that the Naval Officer in Charge, Dundee, may grant exemption from compulsory pilotage to any class or classes of vessels to which this Order would otherwise apply and thereupon pilotage in the Dundee Pilotage District shall not be compulsory for vessels of any such class or classes.

2. This Order shall come into force forthwith and may be cited as the Dundee Pilotage (Emergency) (Amendment) Order, 1943.

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.

14th April, 1943.

(a) S.R. & O. 1942 No. 314.

THE PILOTAGE CERTIFICATES (FRENCH MASTERS AND MATES) ORDER, 1940.

DATED AUGUST 10, 1940

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. All pilotage certificates which have been issued to Masters or Mates of French nationality in respect of the pilotage districts of Newhaven and of the Humber are suspended until further notice.

2. The suspension of the above-mentioned pilotage certificates may be revoked by the Admiralty in approved cases.

3. This Order shall come into effect forthwith and may be cited as the Pilotage Certificates (French Masters and Mates) Order, 1940.

By Command of their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.

10th August, 1940.

(a) S.R. & O. 1939 No. 927.

THE UNITED KINGDOM (CLOSED PORTS) ORDER, 1940.

DATED SEPTEMBER 30, 1940

In pursuance of the powers conferred upon them by Regulation No. 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. The undermentioned ports in the United Kingdom shall be closed, namely :—
Helmsdale, Burghead, Lossiemouth, Buckie, Macduff, Blakeney, Wells, Burnham, Southwold, River Deben, River Blackwater, Hamford Water, Folkestone, Rye, Newhaven, Littlehampton, Chichester Harbour, Bridport, Saundersfoot, Tenby, Solva, St. David's, Porth Gain, Cardigan, New Quay, Aberdovey, Barmouth, Port Madoc.

2. All vessels (including all fishing craft) are prohibited from entering the said ports unless they have previously obtained the written permission of the Naval authority in charge of the port to enter the same.

3. This Order shall come into effect forthwith and may be cited as the United Kingdom (Closed Ports) Order, 1940.

By Command of their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.

30th September, 1940.

THE DARKENING SHIP ORDER, 1939. DATED AUGUST 26, 1939

In pursuance of Regulation 43 of the Defence Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. This Order shall have effect:—

A. in Areas for which Route Instructions are issued and on Routes where a Convoy system is in force, and

B. in Areas and on Routes, other than those above mentioned, whenever information is received from the Admiralty, an Admiralty representative or local naval authority, that submarines, aircraft or raiders are operating, and

C. in harbours where Air Raid Precautions are in force.

2. Subject to the foregoing limitations no light of any description shall be exposed between sunset and sunrise:—

(a) in any British vessel (not being either a ship of war or a hospital ship or a Dominion ship) or

(b) in any Dominion or foreign vessel (not being either a ship of war or a hospital ship) within the territorial waters of the United Kingdom; so as to be visible outboard or to reflect upwards.

Provided that this Order shall not apply to such navigation lights as the Admiralty instructions may authorise to be shown at any particular time or in any particular place or circumstances, or to any lights that are necessary for authorised signalling purposes.

3. Any naval officer whom a Senior Naval Officer for or at a port may appoint for the purpose may board any such vessel entering the port to inspect the means provided for screening lights as this Order requires. The Master of such vessel shall give facilities for such inspection and shall, if the inspecting officer so requires, sign a certificate to the effect that adequate means of screening lights are provided on board.

4. This Order shall come into force forthwith and may be cited as the Darkening Ship Order, 1939.

By Command of their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.
26th August, 1939.

(a) S.R. & O. 1939 No. 927

THE NAVIGATION AND ANCHOR LIGHTS (NO. 3) ORDER, 1942
DATED MARCH 19, 1942

In pursuance of Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. This Order shall apply to all vessels not being either ships of war or hospital ships, except that it shall not apply to Dominion or foreign vessels outside the territorial waters of the United Kingdom.

2. This Order shall have effect:—

(a) In areas for which Route Instructions are issued and on routes where a Convoy System is in force, and

(b) In areas and on routes, other than those abovementioned, whenever information is received from the Admiralty, an Admiralty representative, or local naval authority, that Submarines, Aircraft or Raiders are operating.

Navigation Lights

3. Navigation lights must normally be dimmed to a visibility not exceeding two miles on a dark night with a clear atmosphere. In the case of stern lights, however, the visibility is not to exceed one mile. Navigation lights must be so arranged that they can be shown instantly when required to be exhibited.

4. Except as mentioned below, navigation lights are only to be exhibited—

(a) for avoiding collision, in which case they are to be extinguished as soon as the danger of collision has passed, or

(b) when exceptional circumstances make their use absolutely necessary.

Masthead Steaming Lights

5. One steaming light only is to be used.

Side Lights

6. Oil side lamps are only to be exhibited if electric lights are not available.

Stern Lights

7. Stern lights if electric, are to be controlled from the bridge. They are to be fitted with a blue lamp in accordance with instructions issued by the Admiralty from time to time.

Anchor Lights.

8. The visibility of anchor lights is not to exceed one mile on a dark night with a clear atmosphere.

9. Anchor lanterns are to be fitted with overhead screens, so arranged as to cut off the light at an angle of between 5 and 10 degrees above the horizontal.

In Convoy

10. When in convoy orders with regard to the use of navigation lights will be issued by the Commodore of the Convoy.

The stern light is always to be exhibited when navigation lights are ordered to be shown, except that rear ships of columns should not show their stern lights unless other ships are joining up astern of the convoy.

General

11. Notwithstanding the foregoing provisions of this Order, the Senior Naval Officer at, or the Naval Officer in Charge of any port of the United Kingdom may give instructions either general or special for the showing of such navigation, anchor or other lights in waters within the control of the harbour authority, as he may consider necessary for the safety of shipping in such waters.

12. In waters other than those last mentioned, the Senior Naval Officer present on board of H.M. ships, or any Naval Officer appointed for the purpose, may give directions either general or special for the exhibition of any lights he may require to be shown.

13. Navigation and Anchor Lights Order (No. 2) dated 16th June, 1941a, is cancelled.

14. This Order shall come into force forthwith and may be cited as the Navigation and Anchor Lights Order (No. 3), 1942.

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.
19th March, 1942.

(a) S.R. & O. 1941 No. 869.

THE FLARE-UP LIGHTS (SHIPS) ORDER, 1940.
DATED FEBRUARY 6, 1940

In pursuance of Regulation 43 of the Defence Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. This Order shall apply to all vessels not being either ships of war or hospital ships, except that it shall not apply to Dominion or foreign vessels outside the territorial waters of the United Kingdom.

2. The use of flare-up lights, as provided for in Schedule 1 of the Order in Council Consolidating Orders in Council Making Regulations for Preventing Collisions at Sea and Rules as to Signals of Distress (Statutory Rules and Orders, 1910, No. 1113b) shall be discontinued except as provided hereunder.

3. This Order shall not interfere with the use of

(i) Any signal of Distress commonly used by vessels at sea in accordance with the Statutory Rules and Orders, 1910, No. 1113.

(ii) Flares commonly exhibited by a Light Vessel when driven from her correct station.

(a) S.R. & O. 1939 No. 927.

(b) S.R. & O. 1910, p. 457.

(iii) Flares commonly exhibited by a Light Vessel for the purpose of attracting the attention of passing vessels, when necessary, with a view to avoiding risk of collision with the Light Vessel.

4. The Flare-up Lights (Ships) Order, 1939, dated 14th November, 1939(a), is hereby cancelled.

5. This Order shall come into force forthwith and may be cited as the Flare-up Lights (Ships) Order, 1940.

By Command of their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.
6th February, 1940.

(a) S.R. & O. 1939 No. 1625.

(8) Regulation No. 45

THE WIRELESS OPERATORS AND WATCHES (MERCHANT SHIPS) ORDER, 1940.
DATED MARCH 7, 1940

In pursuance of Regulation 45 of the Defence Regulations, 1939(a), the Lords Commissioners of the Admiralty hereby make the following Order:—

1. Every British ship to which the Merchant Shipping (Wireless Telegraphy) Rules, 1938(b), apply, whose hours at sea exceed eight, not being a ship of war or a Dominion ship, shall be provided with not less than two operators if so required by the Admiralty or a person authorised by the Admiralty.

2. Every British ship to which the Merchant Shipping (Wireless Telegraphy) Rules, 1938, apply, not being a ship of war or a Dominion ship, shall, when at sea, maintain such wireless watches as may be ordered by the Admiralty or a person authorised by the Admiralty, and in the absence of other instructions from such authority shall, when at sea, maintain wireless watches as follows:—

(a) When three or more operators are carried, a continuous watch.

(b) When two operators are carried, then (i) if the hours at sea do not exceed 48, a continuous watch; and (ii) if the hours at sea exceed 48, for not less than sixteen hours a day, including the times specified in the last column of the Schedule to this Order.

(c) When one operator only is available, then for not less than eight hours a day, including the times specified in the penultimate column of the Schedule to this Order, provided that, if the hours at sea do not exceed eight, wireless watch shall be kept during the whole time the ship is at sea.

3. Wireless watches in accordance with this Order shall be maintained by an operator, notwithstanding that the ship may be provided with an auto alarm or similar device.

4. For the purpose of this Order the persons authorised by the Admiralty include the Senior Naval Officer of any port, the Officer in charge of any convoy, any Officer appointed for naval control service duties and any Officer appointed by any of the aforesaid Officers or by the Admiralty to act in these matters.

5. The Wireless Operators and Watches (Merchant Ships) Order, 1939(c), is hereby cancelled.

6. This Order shall come into force forthwith and may be cited as the Wireless Operators and Watches (Merchant Ships) Order, 1940.

By Command of Their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.
7th March, 1940.

(a) S.R. & O. 1939 No. 927. (b) S.R. & O. 1938 (No. 1546) II, p. 2108.
(c) S.R. & O. 1939 No. 1639.

SCHEDULE.
TIMES OF WATCH.

Area of Zones	Zone Limits.		Hours of Watch, G.M.T.	
	West	East	1 Operator	2 Operators
A. Eastern Atlantic Ocean; Mediterranean, North Sea, Baltic.	Meridian of 30° W., Coast of Greenland.	Meridian of 30° E. to the south of the Coast of Africa. Eastern limits of the Mediterranean, of the Black Sea and of the Baltic, 30° E. to the north of Norway.	08-10 12-14 16-18 20-22	00-06 08-14 16-18 20-22
B. Western Indian Ocean, Eastern Arctic Sea.	Eastern Limit of Zone A.	Meridian of 80° E. West Coast of Ceylon to Adam's Bridge, thence westward round the Coast of India.	04-06 08-10 12-14 16-18	00-02 04-10 12-14 16-18 20-24
C. Eastern Indian Ocean, China Sea, Western Pacific Ocean.	Eastern Limit of Zone B.	Meridian of 160° E.	00-02 04-06 08-10 12-14	00-06 08-10 12-14 16-22
D. Central Pacific Ocean.	Eastern Limit of Zone C.	Meridian of 140° W.	00-02 04-06 08-10 20-22	00-02 04-06 08-10 12-18 20-24
E. Eastern Pacific Ocean.	Eastern Limit of Zone D.	Meridian of 90° W., as far as the Coast of Central America, then the West Coast of Central America and North America.	00-02 04-06 16-18 20-22	00-02 04-06 08-14 16-22
F. Western Atlantic Ocean and Gulf of Mexico.	Meridian of 90° W., Gulf of Mexico, East Coast of North America.	Meridian of 30° W., Coast of Greenland.	00-02 12-14 16-18 20-22	00-02 04-10 12-18 20-22

THE WIRELESS OPERATORS AND WATCHES (MERCHANT SHIPS) ORDER, 1940.
AMENDMENT ORDER, 1940. DATED OCTOBER 3, 1940

In pursuance of Regulation 45 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. Paragraph 1 of the Wireless Operators and Watches (Merchant Ships) Order, 1940a, shall be amended and take effect as follows:—

"1. Every British ship to which the Merchant Shipping (Wireless Telegraphy) Rules, 1938b, apply, whose hours at sea exceed eight, not being a ship of war or a Dominion ship, shall be provided with not less than three operators if so required by the Admiralty or a person authorised by the Admiralty."

2. This Order shall come into force forthwith and may be cited as the Wireless Operators and Watches (Merchant Ships) Order, 1940, Amendment Order, 1940.

By Command of Their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.

3rd October, 1940.

(a) S.R. & O. 1940 No. 331. (b) S.R. & O. 1938 (No. 1546) II, p. 2108.

THE WIRELESS RECEIVERS (SHIPS) ORDER, 1941.

DATED FEBRUARY 12, 1941

In pursuance of the powers conferred on them by Regulation 45 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. This Order shall apply to all British ships of under 1,600 gross registered tons displacement except:—

- (a) Ships of War or Dominion ships;
- (b) Fishing vessels below 40 gross registered Tons Displacement;
- (c) Steam or motor Launches.

2. No vessel to which the provisions of this Order apply shall, except under permission granted by or on behalf of the Admiralty, proceed to sea from any port (whether within or outside the United Kingdom) unless such vessel is equipped with a wireless receiving apparatus capable of receiving either the Home or Overseas News Bulletins in the English language broadcast by the British Broadcasting Corporation daily at 0700, 1300, 1800, 2100 and midnight B.S.T.

3. Every vessel to which the provisions of this Order apply shall, when at sea, maintain a wireless watch at such times as may be necessary to ensure that the said bulletins are received in the ship.

4. This Order shall come into force forthwith and may be cited as the Wireless Receivers (Ships) Order, 1941.

By Command of Their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.

12th February, 1941.

THE WIRELESS RECEIVERS (SHIPS) (NO. 2) ORDER, 1941.

DATED JULY 28, 1941

In pursuance of the powers conferred on them by Regulation 45 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following order:—

1. This Order shall apply to every British ship to which the Merchant Shipping (Wireless Telegraphy) Rules, 1938a, apply, not being a ship of war or a Dominion ship.

(a) S.R. & O. 1938 (No. 1546) II, p. 2108.

2. The expression "receiver" in this Order means an apparatus for receiving wireless broadcast transmissions, other than that required or permitted to be carried by the Merchant Shipping (Wireless Telegraphy) Rules, 1938, and the Wireless Telegraphy Receiving Apparatus and Watches (Merchant Ships) Order, 1941a.

3. No vessel to which the provisions of this Order apply shall, except under permission granted by or on behalf of the Admiralty, be fitted with any receiver which does not conform to the following provisions:—

(i) Subject to the exception provided in sub-paragraph (ii) hereof, the number of receivers carried in any ship shall be limited as follows:—

Either (a) Only one receiver shall be installed, with loud speaker extensions as required for the use of the officers, passengers and crew.
or (b) Only one receiver shall be installed in each mess room or recreation room provided for the use of the ship's officers and crew and only one receiver shall be installed for each class of passenger carried; provided that the total of such receivers shall not exceed 12 in number.

(ii) In addition to the receivers referred to in sub-paragraph (i) hereof a receiver may be installed in the Master's cabin.

(iii) Any receiver installed under sub-paragraph (i) hereof shall be fitted in a position approved by an officer duly authorised on behalf of the Admiralty or the Minister of War Transport, and shall be secured in such a manner that it cannot be removed by an unauthorised person.

(iv) All switches controlling the electrical supply to the receiver or receivers referred to in sub-paragraph (i) hereof shall be capable of being locked.

(v) The radiation from any receiver when attached to an aerial suitable for receiving on any of the frequencies for which it is capable of being used shall not exceed 0.1 microvolts per metre when measured at a distance of one nautical mile.

(vi) No aerial shall be used in connection with any of the foregoing apparatus
(a) within a radius of 50 feet of the aeriels of a direction finder, or
(b) if it is liable to set up electrical interference with any other of the ship's wireless installations; provided that this sub-paragraph shall not apply to any aerial fitted in a permanent manner and which has been approved by an officer duly authorised by the Admiralty or the Minister of War Transport.

4. The keys of the switches referred to in paragraph 3, sub-paragraph (iv), hereof shall be retained in the custody or under the direct control of the Master.

5. No receiver shall be fitted or used in any ship to which the provisions of this Order apply without the approval of the Master.

6. The Master of every vessel to which the provisions of this Order apply shall take steps to ensure that the degree of radiation from the receivers on board is frequently checked by the senior Radio Officer.

7. The Admiralty or an officer duly authorised on their behalf, may exempt, subject to such conditions as may be imposed, any ship for the period of any voyage or voyages, from compliance with any of the requirements of this Order.

8. For the purpose of this Order the officers authorised by the Admiralty include the Flag or Naval Officer in Charge of any port, the Officer in Charge of any convoy, any officer appointed for Naval Control Service duties and any officer appointed by any of the aforesaid officers or by the Admiralty to act in these matters.

9. Nothing in this Order shall authorise the use of any receiver in respect of which a licence is required by the Wireless Telegraphy Act, 1904b, or the Wireless Telegraphy Order, 1908c, or any other enactment, without such a licence having been obtained.

10. This Order shall come into force forthwith and may be cited as the Wireless Receivers (Ships) No. 2 Order, 1941.

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.

28th July, 1941.

(a) S.R. & O. 1941 No. 1284 (b) Edw. 7. c. 24. (c) S.R. & O. 1908 (No. 208) p. 960.

THE WIRELESS TELEGRAPHY RECEIVING APPARATUS AND WATCHES (MERCHANT SHIPS) ORDER, 1941. DATED JULY 28, 1941

In pursuance of Regulation 45 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. This order shall apply to every British ship to which the Merchant Shipping (Wireless Telegraphy) Rules, 1938(a), apply not being a ship of war, or a Dominion ship.

2. Every ship to which the provisions of this Order apply shall, in addition to the main aerial forming part of the installation required under the Merchant Shipping (Wireless Telegraphy) Rules, 1938, be fitted with an auxiliary aerial for emergency use which shall be erected in a different plane from the main aerial. When the ship is at sea, both main and auxiliary aerials shall, at all times, be capable of immediate connection with the main wireless transmitting set by means of a switch or link. A spare length of aerial wire shall also be carried on board for use in the event of the main and emergency aerials being destroyed or otherwise rendered useless.

3. Every ship to which the provisions of this Order apply, and which is required under the Wireless Operators and Watches (Merchant Ships) Order, 1940(b), or the Wireless Operators and Watches (Merchant Ships) Order, 1940, Amendment Order, 1940(c), to carry two or more operators, shall be provided with wireless telegraphy receiving apparatus as follows including any such apparatus carried in compliance with any Statute or Statutory regulations :—

(i) A wireless receiver capable of receiving waves of types A1, A2 and B on frequencies from 6,000 kilocycles per second to 25,000 kilocycles per second. Provided that until such apparatus is readily available, ships shall be deemed to comply with these requirements if the receiver is capable of receiving on frequencies from 6,000 to 20,000 kc/s.

(ii) A wireless receiver capable of receiving waves of types A1, A2 and B on frequencies from 15 kc/s. to 1,000 kc/s.

(iii) Alternatively to the receivers mentioned in the foregoing sub-paragraphs (i) and (ii) hereof, a single receiver capable of receiving waves of types A1, A2 and B on all frequencies from the higher frequency stipulated in sub-paragraph (i) hereof to the lower frequency stipulated in sub-paragraph (ii) hereof.

(iv) A receiver capable of receiving waves on frequencies from 488 to 513 kilocycles per second. This receiver shall be separate from the receivers required by sub-paragraphs (i) and (ii) or by sub-paragraph (iii) hereof.

(v) Sufficient batteries to operate the receivers and to provide for the recharging of the batteries while maintaining continuous reception on one receiver.

(vi) In addition to the wireless receiving apparatus required to be provided by sub-paragraphs (i) and (iv) hereof, ships to which the provisions of this Order apply may be fitted with, or carry, the following wireless receiving apparatus :—

(a) One set of direction finding purposes apparatus.

(b) One set of auto alarm apparatus.

(c) One set of radio telephony equipment.

(d) One set for use in emergency.

(e) Sets fitted in lifeboats or specifically provided for use in lifeboats.

4.—(i) All wireless receivers fitted after the date of this Order in British ships to which the provisions of this Order apply shall be such that the radiation from them shall not exceed 0.1 microvolts per metre on any of the frequencies for which they are capable of being used measured at a distance of 1 nautical mile when attached to an approved aerial.

(a) S.R. & O. 1938 (No. 1546) II, p. 2108.

(b) S.R. & O. 1940 No. 331.

(c) S.R. & O. 1940 No. 1831.

(ii) Any existing receivers to which the provisions of this Order apply and which do not comply with the requirements as to radiation laid down in sub-paragraph (i) hereof shall either be brought into compliance therewith or be replaced at the earliest opportunity.

5.—(i) Every British ship which carries three Radio Officers shall, in addition to keeping continuous watch as required under the Wireless Operators and Watches (Merchant Ships) Order, 1940, on a frequency of 500 kilocycles per second also keep a second and independent watch on such frequencies and at such times as may be notified from time to time by the Admiralty or a duly authorised officer on their behalf.

(ii) On every British ship which carries only two Radio Officers a continuous watch shall be kept unless an officer duly authorised on behalf of the Admiralty shall approve otherwise. This continuous watch shall be on a frequency of 500 kilocycles per second. In addition, a second and independent watch shall be kept on such frequency and at such times as may from time to time be notified by the Admiralty or a duly authorised officer on their behalf.

6. Wireless watches in accordance with this Order shall be maintained by a Radio Officer notwithstanding that the ship may be provided with an auto-alarm or similar device except that ships with only two Radio Officers shall, on the 500 kilocycles per second frequency, employ an auto-alarm or other receiver operating a loud speaker during those periods when the Radio Officer on duty is also required to keep a watch on another frequency, as prescribed in paragraph 5, sub-paragraph (ii). Any such loud speaker shall be situated close to the Radio Officer on duty.

7. The Admiralty or an Officer duly authorised on their behalf, may exempt, subject to such conditions as may be imposed, any ship for the period of any voyage or voyages, from compliance with any of the requirements of this Order.

8. For the purpose of this Order, the Officers authorised by the Admiralty include the Flag or Naval Officer-in-Charge of any port, the Officer-in-Charge of any Convoy, any Officer appointed for Naval Control Service duties and any Officer appointed by any of the aforesaid officers or by the Admiralty to act in these matters.

9. This Order shall come into force forthwith and may be cited as the Wireless Telegraphy Apparatus and Watches (Merchant Ships) Order, 1941.

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1,
28th July, 1941.

THE WIRELESS TELEGRAPHY APPARATUS AND WATCHES (SMALL VESSELS) ORDER, 1942. DATED FEBRUARY 7, 1942

In pursuance of Regulation 45 of the Defence (General) Regulations, 1939, The Lords Commissioners of the Admiralty hereby make the following Order :—

1. This Order shall apply to every British foreign-going ship under 1,600 gross registered tons not being a passenger ship, ship of war, or Dominion ship.

2. The expression "foreign going ship" in this Order shall have the same meaning as the expression "foreign going ship" in the Merchant Shipping Act, 1894(a).

3. No ship to which the provisions of this Order apply shall except under permission granted by or on behalf of the Admiralty proceed to sea from any port (whether within or outside the U.K.) unless she is equipped with a wireless telegraph installation (hereinafter referred to as the "installation") of a type approved by the Postmaster-General and which complies with the provisions of paragraphs 4, 5, 6 and 7 hereof.

4.—(i) All dangerous parts of the installation shall be either screened or effectively isolated.

(ii) Suitable arrangements are to be made to the satisfaction of the Minister of War Transport for housing the installation which shall secure that there will be no interference by extraneous noises or otherwise with the efficient reception of

wireless signals. The housing shall include provision for efficient means of communication with the bridge of the ship and the equipment shall include all necessary tools and spares, together with a spare aerial for emergency use. Where the installation is fitted in a separate compartment the equipment shall include an emergency lighting installation unless other arrangements for such lighting have been made.

5. The installation shall be so constructed as to be capable of transmitting on waves of type A2 or B on a frequency of 500 kilocycles per second and of receiving clearly on all frequencies from 1,000 kilocycles per second to 15 kilocycles per second and of allowing changes from transmission to reception and vice versa when communication is established to be made rapidly.

6.—(i) Sufficient power shall be provided by means of batteries for the working of the installation and means shall be provided for charging the batteries.

(ii) Batteries shall be maintained in a fully charged condition. A statement that this requirement has been fulfilled shall be inserted in the official log book each day.

(iii) A record of batteries shall be kept by the operator in the form shown in the Fifth Schedule to the Merchant Shipping (Wireless Telegraphy) Rules, 1938(a). These records shall be open to the inspection of any officer authorised for that purpose by the Minister of War Transport or the Postmaster-General.

7. The normal range of the transmitter shall not be less than 75 nautical miles by test, which will be considered as equivalent to 25 metre amperes.

8. Every ship to which the provisions of this Order apply shall carry at least one wireless operator who shall possess the Postmaster-General's Special Certificate of Proficiency in Radio Telegraphy or a certificate of a higher grade and who shall have had at least six months' experience as wireless operator at sea.

9. Wireless watches shall be maintained on board for not less than eight hours a day, including the times specified in the penultimate column of the schedule to the Wireless Operators and Watches (Merchant Ships) Order, 1940(b), or for such other period or periods as may be required by the Admiralty.

10. A wireless log shall be carried on board and kept as near as possible to the installation: it shall be available for inspection by any officer authorised for that purpose by the Minister of War Transport or the Postmaster-General. Every operator shall enter in the wireless log his name, the times at which he goes on and off watch and all incidents occurring during his watch connected with the wireless telegraphy service which may appear to be of importance to the safety of life at sea. In particular there shall be entered in the wireless log where practicable all distress messages and distress traffic in full.

11. The master of every ship to which the provisions of this Order apply shall take all necessary steps to ensure that the wireless telegraphy service of the ship is maintained in accordance with the provisions of this Order (and with the conditions of the licence granted by the Postmaster-General under the Wireless Telegraphy Acts, 1904 to 1926).

12. All wireless telegraphy receiving apparatus on board shall comply with the Wireless Receivers (Ships) (No. 2) Order, 1941(c), and as regards radiation shall comply with the Wireless Telegraphy Receiving Apparatus and Watches (Merchant Ships) Order, 1941.

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.

7th February, 1942.

(a) S.R. & O. 1938 (No. 1546) II, p. 2108.

(b) S.R. & O. 1940 (No. 331) II, p. 921.

(c) S.R. & O. 1941 No. 1285.

THE WIRELESS TELEGRAPHY EMERGENCY APPARATUS (MERCHANT SHIPS) ORDER,
1942. DATED OCTOBER 24, 1942

In pursuance of Regulation 45 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

1. This Order shall apply to every British ship to which the Merchant Shipping (Wireless Telegraphy) Rules, 1938(a), apply, not being a ship of war or a Dominion ship.

2. Notwithstanding anything which may be laid down in the Wireless Telegraphy Receiving Apparatus and Watches (Merchant Ships) Order, 1941(b), and the Wireless Receivers (Ships) (No. 2) Order, 1941(c), no ship to which this Order applies shall, except under permission granted by or on behalf of the Admiralty, proceed to sea from any port (whether within or outside the United Kingdom) unless it is fitted with an additional Emergency Wireless Apparatus as follows:—

(a) In a compartment remote from the main wireless office there shall be fitted a battery operated emergency transmitting and receiving apparatus capable of operating on 500 Kc/s.

(b) Arrangements shall be provided in the compartment mentioned in paragraph 2 (a) hereof

(i) For charging the batteries used to supply the emergency transmitter and receiver fitted in the compartment.

(ii) For the electric lighting of the compartment in emergency.

(c) The apparatus referred to in sub-paragraph (b) above shall be connected to an aerial separate from those to which the main wireless set can be connected.

(d) The foregoing apparatus shall be of a type and pattern approved by H.M. Postmaster-General.

3. This Order shall come into force forthwith and may be cited as the "Wireless Telegraphy Emergency Apparatus (Merchant Ships) Order, 1942".

By Command of their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.

24th October, 1942.

(a) S.R. & O. 1938 (No. 1546) II, p. 2108.

(b) S.R. & O. 1941 (No. 1284) II, p. 1533.

(c) S.R. & O. 1941 (No. 1285) II, p. 1535.

THE PROTECTION OF EXPOSED PERSONNEL (MERCHANT SHIPS) ORDER, 1940.
DATED FEBRUARY 14, 1940.

In pursuance of Regulation 45 of the Defence Regulations, 1939(a), the Lords Commissioners of the Admiralty hereby make the following Order:—

1. This Order applies to all ships registered in the United Kingdom whose owners have been or may be notified by the Admiralty or by a person authorised by the Admiralty that they will be required to provide protection on board their ships for personnel exposed to machine gun attack by enemy aircraft.

2. No ship the owner of which has been so notified is to proceed to sea, except under permission granted by or on behalf of the Admiralty, from any port in the United Kingdom, unless she has embarked such special equipment for the purpose described above as may from time to time be ordered by the Admiralty.

3. The nature of the equipment to be provided has been or will be notified to Shipowners from time to time as may be found necessary.

4. This Order shall come into force forthwith and may be cited as the Protection of Exposed Personnel (Merchant Ships) Order, 1940.

By Command of their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.

14th February, 1940.

(a) S.R. & O. 1939 No. 927.

THE MERCHANT SHIPS (ACCOMMODATION FOR DEFENCE PERSONNEL) ORDER, 1941.
DATED MARCH 10, 1941

In pursuance of Regulation 45 of the Defence Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order—

1. This Order applies to all British ships (other than Dominion ships) whose owners or managers have been or may be notified by the Admiralty or by a person authorised by the Admiralty in that behalf that they will be required to provide accommodation on board their ships for the use of personnel embarked for manning the defensive equipment.

2. No ship, to which the provisions of this Order apply may, except under permission granted by or on behalf of the Admiralty, proceed to sea from any port in the United Kingdom, unless there have been made on board such structural alterations for the purpose aforesaid as may from time to time be ordered by the Admiralty.

3. The nature of the alterations and accommodation to be provided has been or will be notified to Shipowners from time to time as may be found necessary.

4. This Order shall come into force forthwith and may be cited as the Merchant Ships (Accommodation for Defence Personnel) Order, 1941.

By Command of their Lordships.

Admiralty, S.W.1.
10th March, 1941.

H. V. MARKHAM.

THE MERCHANT SHIPS (PASSIVE DEFENCE) ORDER, 1941.

DATED APRIL 15, 1941

In pursuance of the powers conferred on them by Regulation 45 of the Defence (General) Regulations, 1939, The Lords Commissioners of the Admiralty hereby make the following Order :—

1. This Order shall apply to all British ships except ships of War and Dominion ships.

2. No vessel to which the provisions of this Order apply shall, except under permission granted by or on behalf of the Admiralty, proceed to sea from any port (whether within or outside the United Kingdom) unless she is equipped with civilian duty gas masks, suits of protective clothing, sets of decontaminating gear and bleach powder, in accordance with the following scale :—

Type of Ship.	Sets of decontaminating gear (i).	Suits of protective clothing (ii) and civilian duty gas masks, including spares.	Bleach powder (iii) and (iv).
	No.	No.	Wt.
Passenger ships over 12,000 G.T. ...	3	24	10 cwts.
Passenger ships from 8,000-12,000 G.T.	2	16	5 cwts.
Passenger ships from 5,000-8,000 G.T. and cargo ships over 8,000 G.T.	2	8	1 cwt.
Passenger ships from 1,000-5,000 G.T. and cargo ships from 1,000-8,000 G.T.	1	8	1 cwt.
Ships under 1,000 G.T. and not under 300 G.T.	1	3	1 cwt.

For notes (i) to (iv) see Schedule.

3. This Order shall come into force forthwith and may be cited as The Merchant Ships (Passive Defence) Order, 1941.

By Command of their Lordships.

Admiralty, S.W.1.
15th April, 1941.

H. V. MARKHAM.

SCHEDULE

Notes to paragraph 2 of the above Order.

(i) A set of decontaminating gear consists of :—

- 1 shallow tray.
- 2 long-handled scrubbers.
- 2 buckets.
- 2 whitewash brushes.
- 1 gallon paraffin.
- Swabs.
- Sand (for mixing with bleach powder).

(ii) A suit of protective clothing consists of :—

- 1 pair rubber gum boots.
- 1 pair oilskin trousers.
- 1 oilskin jacket.
- 1 oilskin hood (only one of these need be provided for every two men).
- 1 pair oilskin gloves.

(iii) The bleach powder which is recommended for use is that of the super-tropical quality [(i.e., stabilized chloride of lime) (stabilized bleach powder)—(30 per cent. available chlorine)]. This, if suitably stowed, is not likely to deteriorate for a considerable time. Bleach powder should be packed in zinc-lined cases or strong iron or steel drums unless the vessel is trading only in a temperate climate, in which event the powder may be packed in sound wooden casks. It should in all cases be stowed in a cool, dry, well-ventilated place away from food-stuffs, living quarters, acids and turpentine.

(iv) For the decontamination of bare metals paraffin or petrol may be used in lieu of bleach.

(9) Regulation No. 53.

THE SMALL CRAFT (INFORMATION) ORDER, 1940.

DATED MAY 10, 1940

By Command of the Lords Commissioners of the Admiralty.

In pursuance of the powers conferred on them by Regulation 53 of the Defence (General) Regulations, 1939a, the Lords Commissioners of the Admiralty hereby make the following Order :—

1. Every person who at the date of this Order has on any premises in the United Kingdom owned or occupied by him any self-propelled craft (including motor boats) between 30 and 100 feet in length which are used for their owners' own pleasure or for carrying fare-paying passengers for pleasure, and which have not already been offered to or requisitioned by or on behalf of His Majesty shall within fourteen days of that date send to the Director, Small Vessels Pool, Admiralty, London, S.W.1, a written declaration stating as at the date of this Order what vessels as aforesaid were on the premises, with full details of those vessels including (in relation to vessels not owned by him) the name and address of the owner.

2. This Order shall come into effect forthwith and may be cited as the Small Craft (Information) Order, 1940.

By Command of Their Lordships.

Admiralty, S.W.1.
10th May, 1940.

R. H. A. CARTER.

a S.R. & O. 1939 (No. 927) I, p. 715.

(10) Regulation No. 55.

THE RESTRICTION OF REPAIRS OF SHIPS ORDER, 1940.

DATED JANUARY 31, 1940

In pursuance of Regulation 55 of the Defence Regulations, 1939a, the Commissioners for executing the office of Lord High Admiral hereby order as follows :—

1. No person whose business or part of whose business is the repair alteration or drydocking of ships shall carry out or cause or permit to be carried out in the

a S.R. & O. 1939, No. 927.

United Kingdom repairs or alterations to or the drydocking of ships otherwise than to the order of any Department of His Majesty's Government in the United Kingdom except under the authority of a licence granted by the Admiralty.

2. Any licence which, at the date of coming into force of this Order, has been granted by the Board of Trade or by the Ministry of Shipping under the Restriction of Repairs of Ships Order, 1939(a), and is then in force, shall be deemed to be a licence granted by the Admiralty and reference in that licence to the Board of Trade or the Minister of Shipping shall be construed accordingly.

3. In this Order the expression "ship" has the same meaning as in the Merchant Shipping Act, 1894(b).

4. This Order shall come into force on the 1st day of February, 1940, and may be cited as the Restriction of Repairs of Ships Order, 1940.

By Command of Their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.
31st January, 1940.

(a) S.R. & O. 1939, No. 1086.

(b) 57 & 58 Vict. c. 60.

THE RESTRICTION OF CONSTRUCTION OF SHIPS ORDER, 1940.
DATED JANUARY 31, 1940

In pursuance of Regulation 55 of the Defence Regulations, 1939(a), the Commissioners for executing the office of Lord High Admiral hereby order as follows:—

1. No person shall construct or cause or permit to be constructed in the United Kingdom any ship otherwise than to the order of any Department of H.M. Government in the United Kingdom except under the authority of a licence granted by the Admiralty.

2. Any licence which, at the date of coming into force of this Order, has been granted by the Board of Trade or by the Ministry of Shipping under the Restriction of Construction of Ships Order, 1939(b), and is then in force, shall be deemed to be a licence granted by the Admiralty and reference in that licence to the Board of Trade or the Minister of Shipping shall be construed accordingly.

3. Every person whose business or part of whose business is to construct ships or to produce any articles or material required for, or in connection with the construction of ships in the United Kingdom shall, upon being requested so to do by the Admiralty and within such time as the Admiralty may direct, furnish to the Admiralty such returns and other information relating to the business of that person as the Admiralty may require.

4. In this Order the expression "ship" has the same meaning as in the Merchant Shipping Act, 1894(c).

5. This Order shall come into force on the 1st day of February, 1940, and may be cited as the Restriction of Construction of Ships Order, 1940.

By Command of Their Lordships.

R. H. A. CARTER.

Admiralty, S.W.1.
31st January, 1940.

(a) S.R. & O. 1939, No. 927.

(b) S.R. & O. 1939, No. 1087.

(c) 57 & 58 Vict. c. 60.

THE SEGREGATION OF ALUMINIUM SCRAP AND ALUMINIUM ALLOY SCRAP
(ADMIRALTY) ORDER, 1941. DATED MARCH 3, 1941

In pursuance of the powers conferred on them by Regulation 55 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby order as follows:—

1. Any undertaking engaged whether as Principal or sub-contractor on work directly or indirectly for or on behalf of the Admiralty and making use of aluminium or aluminium alloy shall make provision for the collection, segregation, and storage of aluminium and aluminium alloy scrap in accordance with such directions as may be issued from time to time by the Admiralty.

2. This Order shall not apply to an undertaking also engaged on work for or on behalf of the Air Ministry to which directions as to collection, segregation and storage of aluminium scrap and aluminium alloy scrap have already been issued by the Air Ministry.

3. This Order shall take effect forthwith and may be cited as the "Segregation of Aluminium Scrap and Aluminium Alloy Scrap (Admiralty) Order, 1941."

By Command of Their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.
3rd March, 1941.

THE SEGREGATION OF ALUMINIUM SCRAP AND ALUMINIUM ALLOY SCRAP
(ADMIRALTY) (AMENDMENT) ORDER, 1941. DATED APRIL 9, 1941

In pursuance of the powers conferred on them by Regulation 55 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby order as follows:—

1. Paragraph 2 of the Segregation of Aluminium Scrap and Aluminium Alloy Scrap (Admiralty) Order, 1941(a), is amended to read as follows:—

This Order shall not apply to an undertaking also engaged on work for or on behalf of the Ministry of Aircraft Production to which directions as to collection, segregation and storage of aluminium scrap and aluminium alloy scrap have already been issued by the Ministry of Aircraft Production.

2. This Order shall take effect forthwith and may be cited as the Segregation of Aluminium Scrap and Aluminium Alloy Scrap (Admiralty) (Amendment) Order, 1941.

By Command of Their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.
9th April, 1941.

(a) S.R. & O. 1941, No. 281.

(11) *Regulation No 56.*

THE TRINITY HOUSE (CONTROL OF WRECKS AND OTHER OBSTRUCTIONS)
(REVOCATION) ORDER, 1943. DATED FEBRUARY 22, 1943

The Lords Commissioners of the Admiralty hereby revoke the Trinity House (Control of Wrecks and Other Obstructions) Order, 1942 (S.R. & O. 1942, No. 1286).

By Command of Their Lordships.

H. V. MARKHAM.

Admiralty, S.W.1.
22nd February, 1943.

THE PUBLIC UTILITY UNDERTAKINGS (CONTROL OF WRECK, ETC.) ORDER, 1943.
DATED FEBRUARY 12, 1943

The Minister of War Transport in exercise of the powers conferred upon him by Regulation 56 of the Defence (General) Regulations, 1939 (having been duly designated by the Treasury as a competent authority for the purpose in relation to lighthouse undertakings), and of all other powers enabling him in that behalf, hereby makes the following Order :—

1. The obligations and limitations imposed, with respect to any dock, harbour, lighthouse, canal or inland navigation undertaking, by, or by virtue of any Act or other instrument determining the functions of the undertakers, in relation to vessels and aircraft sunk, stranded or abandoned, or to any property recovered therefrom or to any other wreck or obstruction or danger to navigation or to the recovery from any person of all or any of the expenses incurred by the undertakers in dealing therewith shall be relaxed to the extent specified in the next following Article of this Order.

2. Every such obligation or limitation shall cease to have effect, if, and in so far as, the undertakers are thereby required to publish or to give notice of the exercise or intended exercise of any of their rights or powers or to obtain the consent thereto of any other person.

Provided that nothing in this Article shall be taken to apply to any obligation or limitation imposed by the proviso to Section 530 of the Merchant Shipping Act, 1894(a).

3. The provisions of this Order shall apply in relation to any part of a vessel or aircraft and to anything being or forming part of the machinery, tackle, equipment, cargo, stores or ballast of a vessel or aircraft as they apply in relation to vessels and aircraft.

4. The Dock and Harbour Undertakings (Control of Wrecks and Other Obstructions) Order, 1941(a), is hereby revoked.

5. This Order shall come into force on the twenty-second day of February, 1943, and may be cited as the Public Utility Undertakings (Control of Wreck, etc) Order, 1943.

Signed by authority of the Minister of War Transport this 12th day of February, 1943.

S. S. WILSON,
Authorised by the Minister.

Paragraph 2 : (a) 57 & 58 Vict. c. 60.

Paragraph 4 : (a) S.R. & O. 1941 (No. 1315) II, p. 1193.

(12) *Regulation No. 88.*

THE NAVAL PERMITS (FEES) ORDER, 1940.

DATED JULY 22, 1940

In pursuance of the powers conferred on them by Regulation 88 of the Defence (General) Regulations, 1939*, the Lords Commissioners of the Admiralty hereby order as follows :—

1. A fee of two shillings and sixpence may be charged in respect of the issue of a duplicate permit in place of a permit which has been issued by any person authorised in that behalf by the Admiralty for the purposes of any of the said Regulations and which has been lost by the holder thereof.

2. This order shall take effect forthwith and may be cited as the Naval Permits (Fees) Order, 1940.

By Command of their Lordships.

Admiralty, S.W.1.
22nd July, 1940.

R. H. A. CARTER.

* S.R. & O. 1939 No. 927.

(A.F.Os. 2643/40, 2646/40, 3123/40, 3608/40, 3962/40, 920/41, 1134/41, 1136/41, 1560/41, 1667/41, 1762/41, 3111/41, 3112/41, 3564/41, 4825/41, 3786/41, 3899/41, 726/42, 610/42, 840/42, 1218/42, 1487/42, 1862/42, 2340/42, 2720/42, 2956/42, 3335/42, 4697/42, 5112/42, 5358/42, 5359/42, 5855/42, 888/43, are cancelled.)