

Should the port be closed (see paragraph 25) they will hoist in addition to the above three red balls vertical 6 ft. apart, in a position where they are clearly visible all round the horizon.

(b) By Night: They will carry in addition to the ordinary navigation lights three lights vertical 6 ft. apart in a position where they are clearly visible all round the horizon. These three lights will be white when the port is open, red when the port is closed (see paragraph 25).

25. "*Port closed*": *Meaning of the Term*.—The term "*Port closed*" means that vessels are not permitted to proceed inward further than the examination anchorage.

(2) The port will be closed as stated in paragraph 22. In addition the port may be closed at any other time by order of the Naval Officer-in-Charge.

26. *Signal to indicate "Port closed" and where hoisted*.—The signal to indicate that the port is closed is—

(a) By day—

(1) Three red balls hoisted vertically 6 ft. apart, in a position in the examination steamer (see paragraph 24) where they are clearly visible all round the horizon.

(2) A similar signal hoisted at Toloa (Adderley) Head Signal-station.

(b) By night—

(1) Three red lights hoisted vertically 6 ft. apart, in a position in the examination steamer where they are clearly visible all round the horizon in lieu of the three white lights hoisted when the port is open (see paragraph 24).

(2) A similar signal hoisted at Adderley Head.

27. *Instructions to Merchant Vessels when the Port is closed*.—When the signals specified in paragraph 26 are displayed the port is closed, and all merchant vessels must either remain in the examination anchorage or proceed to sea. No merchant vessel is permitted to proceed to sea from the examination anchorage without permission from the Examining Officer (see paragraph 19).

28. *Regulations to be observed when in the Examination Anchorage*.—Except to save life or to avoid accident, or with previous permission from the Examining Officer, masters of merchant vessels are forbidden to—

(1) Move the vessel.

(2) Communicate in any way with the shore or with other vessels.

(3) Lower any boats.

(4) Work any cables.

(5) Allow any person to leave the vessel, or any part of the vessel, cargo, stores, &c., to be removed.

(2) Should it be necessary in order to save life or to avoid accident to do any of these things without previous permission of the Examining Officer, this officer is to be communicated with at once.

29. *To get into Communication with the Examining Officer when in the Examination Anchorage*.—

(a) By day—Merchant vessels are to hoist flags D.P.G. international code.

(b) By night—Merchant vessels are to hoist two lights red over white 3 ft. apart, at the fore masthead.

30. *Special Regulations for Small Craft wishing to enter the Port*.—All small craft are to report to the examination vessel from whom permission to enter must be obtained.

## PART II.—INTERNAL MOVEMENT.

35. *Local Authority controlling Internal Movement*.—The Harbour-master is the local authority controlling internal movement. No movement in the port is to take place without the authority of this officer.

36. *Restrictions on Merchant Vessels entering certain Areas in the Port*.—Vessels with quantities of explosives exceeding five tons should enter the examination anchorage, whence they will be directed by the pilot to the large explosives anchorage.

(2) Vessels are not to anchor in the outer dredged channel above Ripa Island.