

TELEGRAMS FOR TAHITI.

Telegrams for Tahiti may now be forwarded by the routes and at the rates shown below:—

	Rate	
	per word	
	s.	d.
Pacific Cable:—		
Anglo-American Company ...	4	2
Direct United States Company...	4	2
French Company ...	4	2
Western Union Company ...	4	2
Commercial Company ...	4	2
Eastern Company ...	4	2

ADMIRALTY NOTICE TO MARINERS.

No. 816 of the year 1916.

ENGLAND, EAST COAST.

Notice is hereby given that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty, and are now in force:—

(1) *Harwich and Approaches—Traffic Regulation.*

Former Notices.—Nos. 246 and 621 of 1916.

With a view to safeguarding the interests of shipping in the vicinity of Harwich, no vessel, either British, Allied, or Neutral, is to be within the area west of a line joining the following positions:—

- (a) Lat. 52° 08' N., long. 1° 41' E.
- (b) Lat. 52° 02' N., long. 1° 42' E.
- (c) Sunk Light-Vessel.
- (d) Sunk Head Buoy.

Any vessel contravening the foregoing regulation will run the greatest risk of being sunk.

(2) *Yarmouth—Traffic Regulations.*

Former Notices.—No. 1022 of 1915 and No. 572 of 1916.

1. No vessels other than those of British Nationality or those of the Allied Nations shall enter Yarmouth haven until further Notice.

2. All vessels, other than open boats, are forbidden to be under way in Great Yarmouth Roads between one hour after sunset and half an hour before sunrise, until further Notice.

(3) *River Tyne Boom Defence—Entrance Signals and Traffic Regulations.*

Former Notice.—No. 594 of 1916.

The following signals will be displayed to indicate that the Boom is *Open to Traffic*:—

- By Day, 2 Black Balls, vertical.
- By Night, 2 White Lights, vertical.

The above signals will be hoisted on board H.M.S. *Satellite* and at the following Distant Signal Stations:—

(a) For Incoming Traffic.—At the Lighthouse on the end of the North Arm of the Breakwater.

(b) For Outgoing Traffic.—At Ballast Hill. Shipping at Dunstan and Tyne Docks should ascertain by telephone from H.M.S. *Satellite* whether they can proceed down river. A telephone for this purpose is kept at the Staith

Master's Office, Dunstan, and at the Dock Master's Office, Tyne Docks.

The absence of these signals will denote that the Boom is *Closed to Traffic*.

Vessels entering or leaving the Tyne, after passing the Pier Heads when bound inwards, and after passing Hay Hole Point when bound outwards, are to so regulate their speed that until the line of the Boom is passed they shall not come within a distance of 200 yards from their stem to the stern of the next vessel ahead proceeding in the same direction. Whilst navigating between Hay Hole Point and the Pier Heads, no vessel should attempt to overhaul and pass ahead of another vessel proceeding in the same direction.

When crossing the line of the Boom, all vessels are to preserve a mid-channel course as far as is consistent with safe navigation. Vessels of 25 feet draught and above are to stop their engines when crossing the line of the Boom at or about the time of low water.

Incoming and outgoing vessels must not cross the line of the Boom at the same time. Vessels proceeding against the tidal stream must so regulate their speed that any vessels proceeding with the tide shall first pass the obstruction.

No vessel is to anchor in the area bounded as follows:—On the west by a line drawn from the south-west corner of Dockwray Square to the east end of Salmons Quay, and on the east by a line drawn from Prior's Stone to the Volunteer Life Brigade House, provided only that a vessel proceeding to the oil jetty at South Shields may let go her anchor, if necessary, within the line of moorings off the said jetty; such vessels, however, are not to anchor to the eastward of a line drawn from Lloyd's Hailing and Signal Station to the Lifeboat House and slip on Commissioner's wharves.

With the above exceptions, the Rules and Regulations for the Navigation of the Tyne are to be adhered to.

Note.—This Notice is a re-publication of No. 1022 of 1915, together with Nos. 572, 594, and 621 of 1916.

CAUTION.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London,

27th July 1916.