

1912, and the 9th day of February 1914, with reference to the Dockyard Port of Dover :

And whereas it appears expedient to amend and add to such Rules as hereinafter provided :

And whereas the provisions of Section 1 of the Rules Publication Act, 1893, have been complied with :

Now, therefore, His Majesty, by virtue of the powers in this behalf by the said Act or otherwise in Him vested, on the joint recommendation of the Admiralty and the Board of Trade, by and with the advice of His Privy Council, is pleased to order, and it is hereby ordered, as follows :—

1. This Order shall take effect from one calendar month from the date hereof.

2. Clauses 2 and 4 of the Second Schedule to the said Order in Council, dated the 10th day of June 1912, as amended by the said Order in Council, dated the 9th day of February 1914, are hereby repealed.

3. The following Rules shall have effect in relation to the Dockyard Port of Dover, and shall be read and construed as though inserted in the Second Schedule of the said Order in Council dated the 10th day of June 1912, in the positions indicated by the numbers prefixed thereto :—

“2. When one of His Majesty’s vessels or other vessel, being either in charge of His Majesty’s Officers or over 9000 tons gross register, intends to pass in or out of the Admiralty Harbour through the Eastern entrance she shall hoist the Red Ensign over ‘M’ flag (International Code—Alphabetical) by day, or a Red Light by night at the foremast head, and all other of His Majesty’s vessels present in the port shall hoist the Pilot Jack by day or show position lights (two white lights vertical, 8 feet apart, hoisted at the peak, or, if no gaff, hoisted abreast of the maintop in the middle line of the ship *or on the Ensign Staff*) by night, as a general warning. The Pilot Jack shall also be hoisted by day, or position lights by night, on the flagstaff on the eastern breakwater for the same purpose, and all other vessels under way in the harbour or in the approach to the eastern entrance outside the harbour, shall keep out of the way of the said vessel flying the Red Ensign over ‘M’ flag, or showing the Red Light at the foremast head : provided always that the said vessel shall be navigated with due care and at a moderate speed.”

“4. When one of His Majesty’s vessels or other vessel, being either in charge of His Majesty’s Officers or over 9000 tons gross register, intends to pass in or out of the Admiralty Harbour through the Western entrance she shall hoist the Red Ensign over ‘M’ flag (International Code—Alphabetical) by day, or a Red Light by night at the foremast head, and all other of His Majesty’s vessels present in the port shall hoist the Pilot Jack by day or show position lights (two white lights vertical, 8 feet apart, hoisted at the peak, or, if no gaff, hoisted abreast of the maintop in the middle line of the ship *or on the Ensign Staff*) by night, as a general warning. The Red Ensign over ‘M’ flag shall not, however, be so hoisted when other vessels are using or are about to use the Western entrance as indicated by signal at the Commercial Harbour Master’s Flagstaff, except in cases of emergency when priority of passage shall be given to His Majesty’s

vessels or other vessel, being either in charge of His Majesty’s Officers or over 9000 tons gross register. All other vessels under way in the harbour or in the approach to the Western entrance outside the harbour shall keep out of the way of the said vessel flying the Red Ensign over ‘M’ flag, or showing the Red Light at the foremast head : provided always that the said vessel shall be navigated with due care and at a moderate speed.”

ALMERIC FITZROY.

(Notice No. 1212 of 1918.)

*Publication.*—Channel Pilot, Part I., 1908, page 383 ; Supplement No. 4, 1917.

*Authority.*—Order in Council dated 4th September 1918. (H. 5833/18.)

By Command of their Lordships,

J. F. PARRY,  
Hydrographer of the Navy.

Admiralty, London,  
17th October 1918.

ADMIRALTY  
NOTICE TO MARINERS.  
No. 1213 of the year 1918.

ENGLAND, SOUTH COAST:

CHATHAM AND SHEERNESS (DOCKYARD PORTS)—  
ORDER IN COUNCIL.

At the Court at Buckingham Palace, the 4th day of September 1918.

PRESENT,

The KING’s Most Excellent Majesty in Council.

Whereas by the Dockyard Ports Regulation Act, 1865, it is enacted that it shall be lawful for His Majesty in Council, from time to time, by Order in Council, to define the limits of a Dockyard Port for the purposes of that Act, and to make regulations in relation to any Dockyard Port for all or any of the purposes in the said Act particularly mentioned, and for such other purposes as from time to time seem necessary, with a view to the proper protection of His Majesty’s vessels, dockyards, or property, or to the requirements of His Majesty’s Naval Service :

And whereas by the same Act it is also enacted that in relation to any Dockyard Port, it shall be lawful for His Majesty in Council, from time to time, by Order in Council, on the joint recommendation of the Admiralty and the Board of Trade, to make rules concerning the Lights or Signals to be carried or used, and the steps for avoiding collision to be taken by His Majesty’s vessels and other vessels, navigating the waters of the Port, and of the approaches thereto :

And whereas in pursuance of the said Act certain Regulations and Rules were made by