

for vessels to distinguish lights, buoys, and navigation marks.

- (e) While the ships of war are illuminated, vessels of over 200 feet long will not be permitted to pass between the columns.

On the 7th of August, 1905, between 10 P.M. and midnight, there will be a display of fireworks by the ships in "A" line, and all vessels should keep to the southward of the fleet while they are in progress to avoid possible injury from falling rocket sticks.

- (f) The speed of steam vessels, when within the columns, is to be limited to 7 knots. Neglect of this rule, especially by paddle steamers, causes danger to small boats, which may result in loss of life. This rule will be strictly enforced.
- (g) While between the columns no vessels are to overtake and pass one another, and no vessel is to stop unless to avoid collision.
- (h) Should circumstances render it undesirable that vessels should pass between the columns, the ships of war at each end of the space which is closed to traffic will hoist a blue ensign where it can best be seen, which will indicate that no ship is to pass between these columns; any such ship must then pass south of the Ryde Middle. Should the ships of war be dressed, the blue ensign will take the place of one of the ensigns ordinarily displayed.

8. All vessels are to make use of the sound signals mentioned in clause 28 of the Regulations for the Prevention of Collision at Sea when altering course or stopping, viz. :—

When altering course to starboard, one short blast.

When altering course to port, two short blasts.

When engines are going astern, three short blasts.

9. After 9.30 A.M. on the review day (9th August, 1905), on a signal gun being fired by His Majesty's ship "Exmouth," no vessel whatever is to enter the review ground, and all vessels are to be clear of the review ground by 10 A.M.

10. During the time that the King is reviewing the Fleets, no vessel of any kind will be permitted to cross the lines of the ships of war, nor pass between the columns, nor follow the procession of Royal yachts.

11. Between the hours of 10.45 A.M. and 11.45 A.M. on the 9th of August, no vessels will be allowed to pass between Old Castle Point and the West Ryde Middle Buoy bound to the eastward.

12. When the review is over and the Royal Yacht has returned to her moorings, the French Fleet will commence to weigh and proceed into Portsmouth Harbour, after their departure the British Fleet will weigh and proceed to Spithead. During the time that the ships of war are getting underway, no vessels will be allowed to enter the review ground or pass between the columns of ships.

13. Any vessel at anchor in such a position as to obstruct the fairways or interfere with the navigation of the ships of war from the review ground to Spithead, will be requested to weigh, and, if necessary, will be removed.

14. Unless she should be disabled, no vessel will be permitted to anchor in the fairway of the channel between the Ryde Middle and the Isle of Wight between noon on the 5th of August, 1905, at 6 P.M. on the 9th August, 1905.

15. Between the hours of noon and 7 P.M. on the 9th of August, 1905, no vessel, unless

disabled, will be permitted to remain at anchor inside the area enclosed by the following lines, viz. :—

- (a) On the east, a line joining Southsea Castle Lighthouse, Horse Fort, and Noman's Fort.

On the south, a line joining Noman's Fort, East Sturbridge Buoy, and No. 1 Mother Bank Buoy.

On the west, a line joining No. 1 Mother Bank Buoy and the Western Measured Mile Buoy in Stokes Bay.

On the north, a line joining the Western Measured Mile Buoy, Gilkicker Point, and Southsea Castle Lighthouse.

- (b) Anchorage is prohibited at any time in the Portsmouth Harbour Channel and in the Swashway.

16. Masters of vessels are cautioned that for some time before the review lines of buoys will be laid to mark the positions of ships' berths. These buoys should be carefully avoided, as they are liable to injure small vessels coming into contact with them, and might cause injury to the floats of paddle vessels.

The position of the buoys will be as follows :—

LINE D.

No. 1, the western buoy, will be situated with Egypt Point Light bearing S. 58° W., and Norris Castle Flagstaff bearing S. 15° E., distant 14.6 cables.

No. 2 will be placed S. 79° E., 7.5 cables from No. 1.

No. 3 will be placed S. 79° E., 9.25 cables from No. 1.

No. 4 will be placed S. 79° E., 15.25 cables from No. 1.

No. 5 will be situated with Lee-on-Solent Pier Light bearing N. 63° E., distant 11 cables, and the south extreme of Stokes Bay Railway Pier bearing S. 63° E.

No. 6 will be placed S. 79° E., 1.75 cables from No. 5.

No. 7 will be placed S. 79° E., 3.5 cables from No. 5.

No. 8 will be placed S. 79° E., 5.25 cables from No. 5.

LINE A.

No. 1, the western buoy, will be situated with Egypt Point Light bearing S. 57° W., and Norris Castle Flagstaff bearing S. 26° E., distant 14.5 cables.

No. 2 will be placed S. 79° E., 2.7 cables from No. 1.

No. 3 will be situated with Norris Castle Flagstaff bearing S. 22° W., distant 12.1 cables, and Egypt Point Light bearing S. 78° W.

No. 4 will be situated with Lee-on-Solent Pier Light bearing N. 73° E., distant 17.6 cables, and Wootton Point bearing S. 8° E.

LINE B.

No. 1, the western buoy, will be situated with Egypt Point Light bearing S. 74° W., and Norris Castle Flagstaff bearing S. 25° E., distant 11.1 cables.

No. 11, the eastern buoy, will be situated with Lee-on-Solent Pier Light bearing N. 59° E., distant 16.75 cables, and Wootton Point bearing S. 3° E.

Buoys will be placed at a distance of 2 cables apart between No. 1 and No. 11 buoys.

LINE C.

No. 1, the western buoy, will be situated with Norris Castle Flagstaff bearing S. 28° W., distant 7.5 cables, and Egypt Point Light bearing N. 89° W.