

with the advice of His Privy Council, is pleased to order, and it is hereby ordered, as follows:—

#### PRELIMINARY.

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

2. On this Order taking effect the said Order of the 17th January, 1912, shall cease to operate, and in lieu of the regulations thereby made the regulations and rules set forth in the First and Second Schedules to this Order are hereby made and shall have effect in relation to the Dockyard Port of Dover.

3. In this Order, and in the Schedules hereto, unless the context shall otherwise require, the terms "vessel" and "master" shall have the same meaning as in the said Dockyard Ports Regulation Act, 1865, and the term "the Dockyard Port" shall mean the Dockyard Port of Dover as described in paragraph 4 hereof.

#### DESCRIPTION OF LIMITS.

4. For the purposes of the said Act and of this Order and of the Schedules hereto the terms "Dockyard Port of Dover," "Admiralty Harbour" and "Commercial Harbour" shall be defined as follows:—

##### Dockyard Port of Dover.

The term "Dockyard Port of Dover" shall mean all the waters, bays and creeks so far as the tide flows lying between the lines drawn as follows:—

On the east a line drawn south true through a point on the shore at high-water mark situated 400 yards N. 57° E. true, from the root of the Eastern Arm.

On the west a line drawn south true through a point on the shore at high-water mark situated 400 yards S. 77° W. true, from the root of the Admiralty pier.

On the south a line drawn east and west, true, through a point situated 870 yards south, true, from the flagstaff in Archcliffe Fort.

##### Admiralty Harbour.

The term "Admiralty Harbour" shall mean that portion of the Dockyard Port which is enclosed by the Eastern Arm, Detached Mole and Prince of Wales' Pier, and by lines joining their extremities.

##### Commercial Harbour.

The term "Commercial Harbour" shall mean that portion of the Dockyard Port which is enclosed by the Admiralty Pier, Admiralty Pier Extension, and Prince of Wales' Pier, and by a line joining the extremities of the last two mentioned piers.

#### DELINEATION OF LIMITS.

5. On the chart accompanying this Order are drawn all the limits of the Dockyard Port, the Admiralty Harbour, and the Commercial Harbour respectively.

#### PENALTIES.

6. Any infringement of the regulations contained in the First Schedule hereto shall render the person infringing liable to the penalty prescribed in clause 12 of the said Schedule.

#### LOCAL AUTHORITIES.

7. Nothing in this Order shall affect the authority of the Harbour Board for Dover under the Acts of Parliament relating to them.

*Almeric FitzRoy.*

#### FIRST SCHEDULE.

##### REGULATIONS.

1. The Admiralty Harbour shall, subject to the provisions of clause 4 of this Schedule, be for the exclusive use of His Majesty's ships, and no merchant or other private vessel shall, without permission from the King's Harbour Master, anchor or lie in it.

2. No merchant or other private vessel shall, without licence in writing from the King's Harbour Master, be moored or fastened to any Government moorings, buoys, piles or vessels in the Dockyard Port.

3. The berths alongside the Admiralty Pier Extension eastward of the position of the old head of that pier are to be cleared whenever required for His Majesty's Service.

4. As far as practicable a fairway will be kept through the Admiralty Harbour for vessels passing between the eastern entrance of the Admiralty Harbour and the Commercial Harbour.

5. Moorings for His Majesty's ships, mark buoys, and other aids to navigation, and such other buoys as may be required for any purpose in connection with naval or military operations may be placed by the King's Harbour Master in such positions as he may from time to time consider the requirements of His Majesty's service demand.

6. No person shall lay moorings for private vessels in the Dockyard Port without the permission in writing of the King's Harbour Master, and all such moorings shall be in such positions as the King's Harbour Master shall deem fit, and shall be forthwith removed on the requisition of the King's Harbour Master to that effect.

7. If at any time the anchor of any merchant or other private vessel hooks any Government moorings, or any electric cables, or moorings of buoys, the master or other person having the charge or command of such vessel shall not proceed to unhook the same, but shall forthwith give notice thereof to the senior naval officer, or to the King's Harbour Master, in order that aid may be given for clearing such moorings or cables without doing damage to the same.

8. No merchant or other private vessel shall make fast to, or lie at, any of the buoys marking the channels or shoals in the Dockyard Port.

9. No vessel other than His Majesty's ships shall use the eastern entrance to the Admiralty Harbour between one hour after sunset and one hour before sunrise, without the special authority of the King's Harbour Master.

10. No ballast, stones, sand, earth, clay, refuse, ashes, rubbish, dust, filth of any description, nor refuse from any quarry, mine, or pit, nor any other matters solid or liquid whatsoever shall be unladen, cast or allowed to fall into the waters of the Dockyard Port except in such places as may be appointed by the King's Harbour Master, or upon the banks or any portion of the shore of the said Dockyard Port