

or from the Pilot boat in the Examination anchorage.

From seawards to Examination anchorage pilotage is optional.

It is compulsory for all merchant vessels to have a licensed local pilot on board when entering the port, except:—

Vessels whose masters hold pilot's certificates for the port and whose names have been approved by the Vice-Admiral Commanding Coast of Ireland.

Also certain local vessels which have obtained exemption from the Vice-Admiral Commanding Coast of Ireland.

Should a vessel requiring a pilot outside be unable to get one, the Outer Examination steamer will escort such vessel to the Examination anchorage.

IV.—MOVEMENTS WITHIN THE PORT.

14. The movements of all merchant vessels, barges, or boats of any kind are subject to the direction of the King's Harbour Master, whose orders are to be immediately obeyed.

Night and during Fog.

15. During the hours of official night, no merchant vessels (including fishing craft, barges, boats, yachts, or private vessels of any kind) will be allowed to be under way in the waters, including the creeks of the Dockyard Port of Queenstown, except with special permission from the King's Harbour Master. All vessels, barges, and boats must display the regulation lights. During fog all mercantile traffic is absolutely prohibited.

Approach to Government Vessels and Establishments.

16. No merchant vessels (including fishing craft, barges, boats, yachts, or private vessels of any kind) will be allowed to approach any Government ship, vessel or lighter or other Government craft, or any Government dockyard or establishment, without special permission. This does not apply to Examination steamers.

17. Subject to the above, and the restrictions laid down in clauses 4 and 5 (Part II.), merchant shipping may move as usual within the Port of Queenstown, taking care to keep clear of any of H.M. Ships which are being navigated in the port.

Caution as to Anchoring.

18. When anchoring, care must be taken to be well clear of the fairway.

V.—VESSELS LEAVING THE PORT.

Prohibition.

19. No merchant vessels (including fishing craft, barges, boats, yachts or private vessels of any kind) are permitted to leave the Dockyard Port of Queenstown during the hours of official night except with special permission from the Vice-Admiral Commanding Coast of Ireland, which can be obtained through the Shipping Intelligence Officer. No vessel may leave during fog.

Permission to Leave.

20. Merchant vessels (including those engaged in the coastal trade) must on no account leave the Dockyard Port of Queenstown without permission.

Vessels must obtain such permission from the Collector of Customs, Queenstown.

They must also notify in advance the time they wish to pass through the obstruction. See Clause 5 (Part II.).

Pilotage.

21. Pilotage is not compulsory when leaving the port, except as laid down in Clause 5 (Part II.).

Fishing Vessels, Barges, Boats and Small Craft.

22. Fishing vessels, barges, boats and small craft generally, may leave the port during daylight subject to the restrictions laid down in Clause 5 (Part II.), without any formalities, but such craft are liable to inspection and search by the Naval Patrol boats.

BANTRY BAY, BEREHAVEN.

Instructions as to Entering and Leaving.

Vessels entering Berehaven are to use the eastern entrance only. They should close the Examination vessel off the eastern entrance, when the Examining officer will give Masters instructions as to entering, and his orders must be implicitly obeyed.

Passage by the western entrance is prohibited.

The passage through the eastern entrance is indicated by a light-buoy moored in a position situated at a distance of 3 cables, 350° (*N. 9° E. Mag.*), from Lonehort lighthouse, and exhibiting an *occulting green light every four seconds*, thus:—

Light,	eclipse,
2 secs.	2 secs.

Inward and Outward bound vessels must pass close to the northward of this light-buoy, at a distance not exceeding 75 yards, keeping Roancarrigmore lighthouse bearing 89° (*S. 72° E. Mag.*). This bearing should be maintained for a distance of 2½ cables on either side of the light-buoy, and leads a vessel a safe distance to the northward of the light-buoy, and in the centre of the ship's passage.

Variation.—19° W.

Note.

This Notice is a revision of Notice No. 1123 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, 4th May, 1917.