

9. Complaints on the part of the fishing community, and questions of doubt, should be referred in the first instance to the Local Fishery Officer, or to the Inspector of Fisheries attached to the area.

III.—PLYMOUTH.

No vessels other than those of British Nationality or those of the Allied Nations are permitted to enter the Port of Plymouth until further notice.

PART I.—ENTRANCE TO THE PORT.

Notification of Time of Arrival.

1. Shipowners and shipping agents will facilitate the entry of their vessels by giving previous notice of the probable time of arrival to the King's Harbour Master for Plymouth, Longroom, Stonehouse (Telegraphic address: Tidal, Plymouth), with particulars of appearance, &c., so that they may be readily identified.

Instructions for Ships Approaching the Port.

2. All ships may be brought in at night as well as by day. This does not apply to fishing vessels and small craft, as they cannot be allowed to enter at night.

Endeavour will be made to bring vessels in from sea during a fog even though movements inside the port are prohibited (*see* paragraph 11). If, however, the fog is so dense as to make this dangerous, the vessel must wait in the outer examination anchorage (Cawsand bay) or at sea until it lifts sufficiently.

When once ships are anchored they are not to move under any circumstances without previously obtaining permission from the King's Harbour Master for Plymouth.

Vessels of every description, including fishing vessels and small craft, are forbidden to enter or leave the port by the eastern entrance. They may only do so by the western entrance. The Devil's bridge is entirely closed.

All orders and instructions given by the Examining Officers are to be implicitly obeyed, otherwise ships will be liable to be fired upon.

Distinguishing Signals of Examination Steamers.

3. The Examination Steamer will be found in the neighbourhood of Penlee point, and will *by day* be distinguished by the Examination Flag (white and red horizontal surrounded by blue border), and will fly the Blue Ensign.

By night the Examination Steamer will be distinguished by three white lights.

Signals Indicating Port Closed.

4. The following signals will be employed to indicate that the Port is closed:—

By Day.—Three red balls hoisted vertically by the Examination Steamer and at the flagstaff on Breakwater fort.

By Night.—Three red lights, six feet apart, hoisted vertically by the Examination Steamers, and at the flagstaff on Breakwater fort.

In this case the Examination Vessel will not lead ships in further than Cawsand bay, where they must anchor or remain at sea.

Vessels must on no account proceed further in that Cawsand bay unless met by the Examination Steamer and led in or given the special signal to proceed into the sound.

Ships Anchored in Cawsand Bay.

5. Vessels are not to attempt to leave the anchorage under any circumstances, or to communicate with other vessels, or with the shore, without previously obtaining permission from the Chief Examining Officer.

Fishing Vessels and Small Craft.

6. Fishing vessels, barges, boats, yachts, and small private vessels of any kind are only to enter the port by day and should approach the western entrance only, where the patrol boats will give them instructions as to proceeding into harbour.

If obliged to shelter at night from stress of weather or other cause, Shipowners, Masters, and Local Agents are advised to direct their vessels to proceed to a sheltered anchorage in the vicinity, such as Salcombe, The Yealm, Looe or Fowey, until daylight.

Lights of Ships.

7. The normal condition in regard to lights of ships at anchor in the sound, Cawsand bay, Cattewater, or Hamoaze at night is that no lights whatever are to show from the outside. When, however, during dark hours, a vessel is under way, anchor lights are to be exposed until the vessel is anchored; or, in the case of ships leaving, until they are clear of the breakwater, when lights are again to be obscured. It is expected that masters of vessels and others concerned will see that this order, which is given for their own protection, is carried out; any infringement of it will entail more stringent measures being taken.

Anchor lights, bow and masthead steaming lights, and other lights, are to be as prescribed in Admiralty Notice to Mariners No. 581 of 1917.

Pilotage.

8. Pilotage is compulsory for all vessels in the whole of the waters comprising Plymouth Sound, Hamoaze, Cattewater and Sutton pool, inside a line joining Penlee point on the west through the Shagstone to the coast on the East, as far as Laira bridge to the eastward and Saltash bridge to the westward, with the following exceptions:—

- (a) Ships belonging to His Majesty;
- (b) Pleasure yachts and sailing boats under 30 feet in length on the water line and under 10 feet draught;
- (c) Fishing vessels;
- (d) Sailing vessels trading coastwise of less than 75 tons net register;
- (e) Ships of less than 50 tons gross tonnage not carrying passengers;
- (f) Motor barges and boats habitually used exclusively within the limits of the Port of Plymouth.
- (g) Steam tug boats registered at the Port of Plymouth.

NOTE.—This order does not apply to ships changing moorings unless the shift entails going through or into the channel.

If necessary, the Examining Officer will place a licensed local Pilot on board all incoming merchant vessels, or they will be led in by one of the Examination Vessels which have licensed Pilots on board.

All vessels proceeding from the Cattewater or Sutton pool to Plymouth sound and *vice versa* are to pass between the Mallard shoal and Mount Batten breakwater.