

bound traffic, no outward-bound vessel may approach within half a mile of the ship-passage; and when the signals indicate that outward-bound traffic may pass through the ship-passage, no inward-bound vessels may approach within half a mile of the ship-passage.

During the hours of darkness all vessels entering or leaving Falmouth harbour must exhibit their side-lights.

(2) *Penzance Bay—Traffic Regulations.*

All vessels bound to or from Penzance bay must pass between the two light-buoys situated at a distance of about  $1\frac{1}{2}$  miles south-eastward from St. Paul church, north-westward of Mousehole, as shown on charts, and maintain a course  $0^{\circ}$  (*N. 17^{\circ} E. Mag.*) and  $180^{\circ}$  (*S. 17^{\circ} W. Mag.*), respectively, for a distance of a quarter of a mile from the light-buoys.

Vessels approaching from the eastward must keep to the southward of the parallel of lat.  $50^{\circ} 02' N.$ , until reaching a position about 3 miles southward of the ship-passage, which should then be steered for.

Any instructions given by the patrol vessels should be strictly observed.

Inward-bound vessels will have priority over outward-bound vessels in respect of passage through the ship-passage.

Vessels entering Penzance bay must close the Drifter, stationed about half a mile to the southward of the two light-buoys defining the ship-passage.

This Drifter regulates inward-bound and outward-bound traffic. When no signals are exhibited by day or night by this Drifter, inward-bound traffic may proceed to pass through the ship-passage.

To indicate that the ship-passage is clear for outward-bound vessels, the Drifter will display by day a black shape and by night two horizontal white lights.

During fog three long blasts on the steam whistle, repeated at intervals of five minutes, will indicate that the ship-passage is clear for outward-bound traffic.

Vessels making Mounts bay in foggy weather should be careful to sound the regulation fog-signal and to proceed with great caution when within a depth of 25 fathoms at all states of the tide.

When the ship-passage is clear for inward-bound traffic, no outward-bound vessel may approach within half a mile of the ship-passage; and when the signals indicate that outward-bound traffic may pass through the ship-passage, no inward-bound vessel may approach within half a mile of the ship-passage.

During the hours of darkness, all vessels entering or leaving Penzance bay must exhibit their side-lights.

Before attempting to leave Penzance bay, outward-bound vessels must obtain instructions as to the route to be followed.

*Variation.*— $17^{\circ} W.$

*Note.*—This Notice is a re-publication of the former Notices quoted above.

*Authority.*—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

*Hydrographer of the Navy.*

Admiralty, London,  
1st May 1918.

ADMIRALTY  
NOTICE TO MARINERS.

No. 552 of the year 1918.

ENGLAND, SOUTH-EAST COAST.

*Dover Channel—Traffic Regulations.*

*Former Notices.*—No. 152, 318, 453 and 542 of 1918.

1. Two light-vessels and four light-buoys have been established to mark a gateway in the Dover channel off Folkestone, as shown on the charts.

2. Shipping is hereby warned that the *only* passage for traffic proceeding between the Downs and Dungeness is between the North-East and South-East gate light-buoys and then between North and South Folkestone gate light-vessels shown on the chart, and between North-West and South-West gate light-buoys and *vice versa*, and that Article 25 of the Collision Regulations must be complied with, that is to say, East-bound traffic must keep to the Southern side of the passage and West-bound traffic must keep to the Northern side. Ships disregarding this warning will do so at their own peril.

3. *Caution.*—Mariners are warned to exercise great caution when approaching the ships' passage between the Folkestone gate light-vessels, as the tidal streams may at times set obliquely across the passage. Both light-vessels should be given as wide a berth as the width of the passage and compliance with Article 25 of the Collision Regulations permit.

4. The latest route information and route instructions are to be obtained from the examination vessels off Calais and Boulogne, or in the Downs or from Patrol vessels westward of Folkestone gate or in the vicinity of Cape Gris Nez. Any deviation from these instructions may entail the destruction of the vessel.

5. No vessel is to anchor or to fish in the following area:—

The area is bounded by lines joining the following points:—

(a) Admiralty pier light-house, Dover.

(b) Les Quenocs buoy No. 4.

(c) Cape Gris Nez lighthouse.

(d) The light-buoy at the north-east end of the Bassure de Baas in lat.  $50^{\circ} 48\frac{1}{2}' N.$ , long.  $1^{\circ} 33' E.$

(e) The light-buoy at the south-west end of Le Colbart in lat.  $50^{\circ} 49\frac{1}{4}' N.$ , long.  $1^{\circ} 15\frac{1}{2}' E.$

(f) Sandgate castle.

6. British Merchant vessels approaching the Straits of Dover are to hoist their number in the International Code.

7. *Caution.*—Mariners are warned that light-buoys which are not shown on the chart may be met with between the parallels of lat.  $51^{\circ} 04' N.$  and  $51^{\circ} 20' N.$

*Note.*—This Notice is a re-publication of the former Notices quoted above.

*Authority.*—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

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