

## ADMIRALTY NOTICE TO MARINERS.

No. 1417 of the year 1918.

## IRISH CHANNEL.

*Rathlin Sound—Closed to Traffic.**Former Notices.*—Nos. 630, 678, 798, 927, 1039, 1134, and 1292 of 1918.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulation has been made by the Lords Commissioners of the Admiralty, and is now in force:—

Rathlin Sound is closed to all traffic.

*Caution.*

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm Regulations, 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.

*Note.*—This Notice is a republication 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,  
2nd December, 1918.

## ADMIRALTY

## NOTICE TO MARINERS.

No. 1418 of the year 1918.

## ENGLAND, SOUTH-EAST COAST.

*Dover Channel—Traffic Regulations.**Former Notices.*—Nos. 1037, 1131 and 1289 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. No vessels are to pass through the area given in paragraph 5 of this Notice except by the authorised routes.

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 lighthouse, 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. No Merchant vessel is to pass to the north-eastward of an imaginary line drawn in a direction  $292^{\circ}$  (*N. 55^{\circ} W. Mag.*) from the outer end of Gravelines pier as far as the South Sand Head of the Goodwin Sands, unless in receipt of special authority to do so from the Vice-Admiral, Dover, or the Examination or Patrol vessels mentioned in paragraph 4.

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

8. *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.

*Variation.*— $13^{\circ}$  W.

*Note.*—This Notice is a republication 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,  
2nd December, 1918.

## ADMIRALTY

## NOTICE TO MARINERS.

No. 1419 of the year 1918.

## ENGLAND, SOUTH COAST.

*Tor Bay Approaches—Traffic Regulations.**Former Notices.*—Nos. 1176 and 1288 of 1918.

Two ship-passages have been established as follows:—

*Northern ship-passage*, 600 feet wide, marked by light-buoys on either side, situated  $5\frac{3}{4}$  cables,  $142^{\circ}$  (*S. 22^{\circ} E. Mag.*), from the Ore Stone  $\Delta$ . This ship-passage is to be used by:—

(1) All vessels approaching Tor Bay from the eastward.