

5. 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 direct to the Inspector of Fisheries attached to the area.

III.—PLYMOUTH.

PART I.—MOVEMENTS WITHIN THE PORT.

1. The movements of all merchant ships, fishing vessels, or boats of any kind, are subject to the direction of the King's Harbour Master, Plymouth, for the Sound, and the King's Harbour Master, Devonport, for the Hamoaze, whose orders are to be immediately obeyed.

Approach to Government Vessels and Establishments.

2. No merchant vessels (including fishing craft, barges, boats, yachts, or private vessels of any kind) will be allowed to approach any Government ship, vessel, lighter, or other Government craft, or any Government Dockyard or Establishment, without special permission.

Prohibited Areas.

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

Mount Batten Breakwater.—All small craft are warned that they should not approach within 200 yards of Mount Batten Breakwater, it being necessary to keep this area clear for seaplanes going out and returning.

Fishing is now permitted by night in Whitsand bay, subject to the following regulations:—

(a) No fishing at night is to take place east of a line drawn in a 231° (*S. 67° W. Mag.*) direction from Rame head.

(b) Except on Sundays, no night fishing is to take place within three miles of the coast between Tregantle and Portwrinkle up to the hour of 12 midnight, or such later hour as may be ordered.

4. A limited number of moorings for yachts may be laid in the following places and nowhere else:—

On West Hoe—on application to King's Harbour Master, Plymouth; in the Cattewater above Turnchapel—on application to the Harbour Master of Cattewater.

PART II.—VESSELS LEAVING THE PORT.

Prohibition.

5. Merchant vessels (including those engaged in the coastal trade) must on no account leave the Dockyard ports of Devonport and Plymouth without permission.

Vessels in the Hamoaze must obtain such permission from the King's Harbour Master, Devonport, at his office in the Dockyard; those at berths in the waters of the Sound, Cawsand bay, Cattewater, Sutton pool, or Milbay docks, must obtain permission from the King's Harbour Master, Plymouth, at Longroom, Stonehouse.

It is also necessary for ships to obtain permission from the Collector of Customs, at the Barbican, Plymouth.

PART III.—BOOM DEFENCE AND NAVIGATION OF NARROW WATERS.

6. The boom defence has now been dismantled, and the two boom-defence vessels which were moored between Devil's point and Wilderness point have been removed. These vessels have been moored at swinging moorings

laid to the north-westward of the entrance to Millbrook lake. Position of mooring-buoy is 286° (*N. 58° W. Mag.*), 575 yards from Cremyll obelisk. The vessels being moored out of the fairway, no lights will be displayed on them by night, and all vessels and boats are cautioned to keep well clear of them.

7. Vessels are warned to pay strict attention to Clause 9, Order in Council, 4th September, 1918, Regulations for the Dockyard Ports of Plymouth and Devonport, and no merchant vessel, whether navigating with or against the tide, is to attempt to pass a man-of-war in the "Narrows" when she is flying the "Red Ensign" over "M" Commercial by day, or a red light by night, at the fore truck.

A vessel navigating against the tide should ease her engines and wait until any other vessel going with the tide has passed clear.

The following signals are hoisted at Mount Wise, Longroom, and South dockyard signal station:—

Signal and Signification.

Ball over Red Burgee.—Large ships coming from Sound to Hamoaze; all traffic outwards between Rubble bank and Melampus light-buoy is to cease while this signal is flying.

Red Burgee over Ball.—Large ships coming from Hamoaze to Sound; all traffic inwards between Melampus light-buoy and Rubble bank is to cease while this signal is flying.

It must be clearly understood that when either of the above signals is hoisted, no merchant vessel is allowed to be under way within the limits defined hereunder, unless permission has previously been obtained from the Naval authorities.

Limits.

The Northern limit is a line drawn 90° and 270° (*S. 74° E. Mag.*) and (*N. 74° W. Mag.*) through the north Rubble buoy, and the Southern limit is a line joining Dunstone point and Melampus light-buoy.

Ordinary Port Regulations.

8. The ordinary Regulations of the Port, except as affected by this Notice, are to be strictly adhered to.

Variation.— 16° W.

Note.—This Notice is a revision of the former Notice quoted above.

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 of the Navy.

Admiralty, London,

16th May, 1919.