

Note

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

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.

(Notice No. 925 of 1918.)

Authority.—The Lords Commissioners of the Admiralty. (H. 4191/18.)

By Command of their Lordships,

J. F. PARRY,
Hydrographer of the Navy.

Admiralty, London,
1st August 1918.

ADMIRALTY NOTICE TO MARINERS.

No. 926 of the year 1918.

SCOTLAND, WEST COAST—FIRTH OF
CLYDE, ISLE OF ARRAN.LAMLASH HARBOUR ENTRANCES—TRAFFIC
REGULATIONS.

Former Notices.—Nos. 154, 320, 455, 554, 677, and 797 of 1918.

A ship-passage, 500 feet in width, has been established at the entrance to North channel. This ship-passage is marked on its northern side by a light-buoy situated about $4\frac{1}{2}$ cables south-eastward from Hamilton rock as shown on chart.

A ship-passage, 500 feet in width, has also been established at the entrance to South channel. This ship passage is marked on its western side by a light-buoy situated about $6\frac{3}{4}$ cables south-eastward from Stone on Kingscross point as shown on chart.

All vessels bound for Lamlash must approach by the Northern channel, and maintain a course 244° (S. 82° W Mag) for a distance of a quarter of a mile on either side of the light-buoy, which should be left on the starboard hand at a distance not exceeding 75 yards.

Vessels must not attempt to enter by the Southern channel unless they have been definitely

ordered by their route instructions or a Clyde Patrol vessel to do so, when they must maintain a course 329° (N. 13° W. Mag.) for a distance of a quarter of a mile on either side of the light-buoy, which should be left on the port hand at a distance not exceeding 75 yards.

When using the Northern channel, inward-bound vessels will be given priority over those outward bound.

Vessels entering are not to approach the ship-passage at a speed exceeding 10 knots.

Vessels entering are to close the drifter, which will be lying off the ship-passage, for instructions. Any instructions which may be given by Patrol vessels in the outer reaches of the Clyde must also be strictly observed.

The drifter regulates the traffic both inward and outward bound as follows:—

To indicate that the ship-passage is clear for inward-bound traffic, she will display at both yard-arms:

By day—Two black balls hoisted vertically.
By night—One red light.

To indicate that the ship-passage is clear for outward-bound traffic, she will display at both yard-arms.

By day—One black cone, point up.
By night—One green light.

During fog or thick weather, she will sound three long blasts on her steam whistle at intervals of five minutes to indicate that the ship-passage is clear for outward-bound traffic.

There will be no sound signal for inward-bound traffic.

No vessel, either inward or outward bound, is to approach within half a mile of the ship-passage unless the drifter is displaying the traffic signal in her favour.

In foggy or thick weather, vessels approaching are to sound the regulation fog-signals, and proceed with great caution.

All vessels entering Lamlash by night are to burn side-lights.

Vessels entering Lamlash by day are to anchor to the southward of a line joining the new Pier head and the north end of Holy island.

Vessels entering during the night may anchor to the northward of this line until the morning.

Before attempting to leave Lamlash, all vessels must obtain instructions as to the route to be followed.

Variation.— 18° W.

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(Notice No. 926 of 1918.)

Authority.—The Lords Commissioners of the Admiralty. (H. 4192/18.)

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