

3. During the 26th, 27th, 29th, and 30th June, and on the 28th June, previous to the hour fixed for the Review, private steam vessels, steam yachts, and sailing vessels are to be permitted to pass between the columns under the following regulations:—

(See plan of the position of the Fleet, published by the Admiralty, to be had of all sellers of Admiralty Charts.)

a. The course of vessels through the different columns of ships-of-war is to be as follows:—

Between lines B and C, by small vessels only proceeding westward.

Between lines C and D, by all vessels proceeding eastward.

Between lines D and E, by all vessels proceeding westward.

Between lines E and F, by all vessels proceeding eastward.

South of line F will be left for general traffic, which must follow the rule of the road, *i.e.*, keeping to their own starboard side of the channel, except between 6 A.M. on the 28th June and 4 A.M. on 29th June, when this water is to be used for vessels proceeding to the westward only.

The number of vessels anchored at Spithead south of the lines of the ships-of-war on the night of the 28th June, will make it very dangerous for mail steamers to attempt to pass to and from Southampton by the eastern route, and the Needles channel should be used in consequence.

b. The speed of steam vessels when within the columns is to be limited to 5 knots.

c. Whilst between the columns vessels are not to pass one another, and no vessel is to stop unless to avoid collision.

d. Should the strength of the wind or other circumstances render it undesirable that long ships should pass through the columns, the ships-of-war at the eastern and western ends will hoist a blue ensign at one of the mast heads, which will indicate that no ship over 400 feet in length is to pass through the columns, and any such ship must then pass south of Ryde Middle.

Should the ship be dressed, the blue ensign will take the place of one of the white ensigns ordinarily displayed.

4. While the Fleet is at Spithead all vessels within the limits of the Port when altering course or stopping are to make use of the sound signals mentioned in clause 19 of the Regulations for the Prevention of Collisions, *viz.*:—

When altering course to starboard, one short blast.

When altering course to port, two short blasts. When engines are going astern, three short blasts.

5. After 30^m past Noon on 28th June (on a signal gun being fired from His Majesty's Ship "London") no private steam vessel is to enter the Review ground, and all vessels and boats are to be clear of the lines by 1^h 30^m P.M.

6. The Review ground is to be considered to be the space not otherwise allotted for merchant and private ships' anchorage. See Special Chart.

Vessels are on no account to encroach to the eastward of the line appointed for anchorage of large steamships north of Ryde Middle. This will be very strictly enforced.

7. The approaches to the Review ground from Cowes south of Ryde Middle, and from the south-eastward, and also Portsmouth Harbour channel, are to be kept clear of vessels and boats, and no vessel under any circumstances is to anchor in these approaches.

8. The anchorage reserved for large Merchant steamers (except those to which numbered berths are assigned), will be to the northward of Ryde Middle, extending east to the limit shown by the

line on the published plan. Vessels anchoring in the eastern part of this area will anchor in one of the positions marked on the Special Chart and in no other.

9. Small vessels must anchor upon or close to the Mother Bank, Ryde Middle, Horse and Dean Sands, or in Stokes Bay, except on the Horse Sand in places assigned to vessels on special list. See Special Chart.

10. During the time the King is reviewing the Fleet, no steam vessel, sailing vessel, or boat will be permitted to cross the line of the ships-of-war, nor pass between the columns, nor follow the procession of Royal Yachts.

11. When the Review is over, which will be indicated by a gun fired by each of the Flagships some time after His Majesty's Yacht has anchored, steam vessels will be again permitted to pass through the columns in the same direction as before, but must return to their prescribed anchorages by 8.30 P.M., in time to witness the illuminations, and in order to avoid the danger from the salutes of the Fleet.

12. Between 9 P.M. on 28th June and 3 A.M. 29th June no vessel is to be under way in the Review Ground, with the following exception:—Vessels of not more than 200 feet in length will be permitted to pass between the columns when the ships are illuminated in the directions prescribed in paragraph 3. All such ships must, however, be clear of the lines between 11 P.M. and midnight. During that period there will be first an interval of darkness, and later a salute, both of which may make navigation dangerous.

13. While the Fleet is at Spithead, the Torpedo Boat Destroyers occupying berths immediately east and west of the night leading line through the Swashway, will from sunset to sunrise exhibit *two fixed white lights* vertically, to indicate the passage.

14. Great caution must be observed by the smaller steam vessels and sailing craft entering the main channel to Portsmouth Harbour from the Swashway.

15. Masters of vessels under way after sunset are reminded of the necessity of having in readiness a lantern to wave at the stern to an overtaking ship.

16. Masters of vessels are reminded that for some time before the Review, a large number of buoys marking the position of ships' berths will be laid down between the Isle of Wight and the mainland, which are to be carefully avoided.

NOTE.—Nothing in this Notice is to be construed as absolving vessels from closely observing the provisions of the "Regulations for Preventing Collisions at Sea."

By command of their Lordships,
W. J. L. Wharton, Hydrographer:
Hydrographic Office, Admiralty, London,
9th June, 1902.

NOTICES TO MARINERS.

(Nos. 337 to 342 of the year 1902.)

The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 337.—CHINA—HONG KONG.

Lye Mun—Position of Light.

Hong Kong Harbour—Prohibited Anchorage.

With reference to Notice to Mariners No. 95 of 1902:—

Information, dated 17th March, 1902, has been received from the Harbour Master, Hong Kong, that the position of the fixed red light, exhibited from a gibbet on the shore near Lye Mun Point, is 3½ cables N. 72° E. from Kung Am.