

Fog-signal.—The vessel will sound on her steam whistle *three* long blasts *every two minutes*, alternately with the fog-signal sounded by the eastern Trawler.

The above-mentioned gate Trawlers will display signals, as shown on the accompanying diagram, to indicate whether the gate is open to inward or outward bound traffic or whether the gate is closed.

A Trawler with hull painted black is moored a short distance to the northward of the gate Trawlers, and on the western side of the passage.

No vessels are to approach to within a distance of half a mile of the gateway until the special signals are hoisted indicating that the

and Kempock point, as soon as they have passed clear of the gateway.

Variation.—18° W.

Note.—This Admiralty Notice to Mariners is a republication of No. 651 of 1915.

CAUTION.

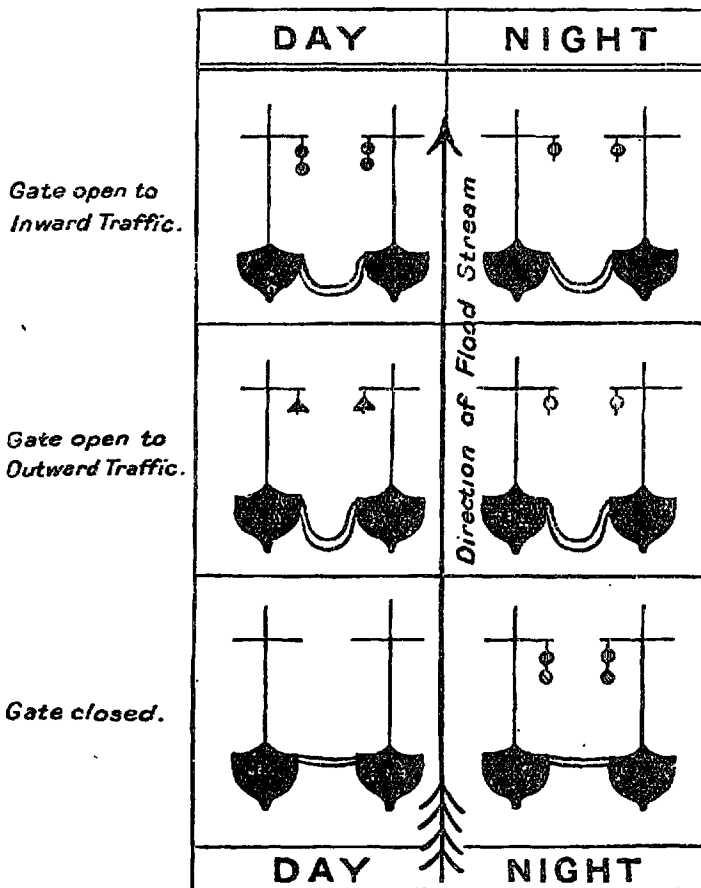
This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the com-

CLYDE.

Signals displayed by Gate-Ships



Red lights are shown thus ●
Green " " " " " " ○

passage is open for them; neither are inward-bound vessels to approach within this distance when the signals are displayed for outward-bound vessels, and vice versa.

Speed must not exceed 10 knots, and vessels are cautioned to keep a mid-channel course when passing through the gateway.

Outward-bound vessels are to approach the gateway on a 196° (S. 34° W. Mag.) course, leaving the black and white chequered Light-buoy with *occulting red* light, situated three-quarters of a mile 27° (N. 45° E. Mag.) from the gateway, on their port hand.

Similarly, inward-bound vessels must steer to the eastward for the Examination anchorage

mission 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.

Charts temporarily affected.—No 2131, Arran island to Gare loch.

No. 2159, Firth of Clyde and Loch Fyne.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships.

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 29th October, 1915.