

tioned about half a mile to the southward of the two light-buoys defining the gateway.

This Drifter regulates inward-bound and outward-bound traffic. When no signals are exhibited by day or night by this Drifter, inward-bound traffic may proceed to pass through the gateway.

To indicate that the gateway is clear for outward-bound vessels, the Drifter will display by day a black shape and by night two horizontal white lights.

During fog three long blasts on the steam whistle, repeated at intervals of five minutes, will indicate that the gateway is clear for outward bound traffic.

Vessels approaching Falmouth in foggy weather should be careful to sound the regulation fog-signal and to proceed with great caution when within a depth of 30 fathoms at all states of the tide.

When the gateway is clear for inward-bound traffic, no outward-bound vessel may approach within half a mile of the gateway; and when the signals indicate that outward-bound traffic may pass through the gateway, no inward-bound vessels may approach within half a mile of the gateway.

During the hours of darkness all vessels entering or leaving Falmouth harbour must exhibit their side-lights.

(2) *Penzance Bay—Light-Buoys established; Traffic Regulations.*

Two light-buoys have been established to mark a gateway in the approach to Penzance bay, as follows:—

(a) Eastern light-buoy:

Position.—At a distance of $14\frac{1}{2}$ cables, 103° (*S. 60° E. Mag.*), from St. Paul church.

Lat. $50^{\circ} 05' N.$, long. $5^{\circ} 30\frac{1}{2}' W.$

Description.—A conical light-buoy, painted red, exhibiting a *flashing green light every five seconds.*

(b) Western light-buoy:

Position.—At a distance of approximately 600 feet, 270° (*N. 73° W. Mag.*), from the eastern light-buoy (a).

Description.—A can light-buoy, painted in red and white chequers, exhibiting an *occulating red light every ten seconds.*

All vessels bound to or from Penzance bay must pass between the above light-buoys and maintain a course 0° (*N. 17° E. Mag.*) and 180° (*S. 17° W. Mag.*), respectively, for a distance of a quarter of a mile from the light-buoys.

Vessels approaching from the eastward must keep to the southward of the parallel of lat. $50^{\circ} 02' N.$, until reaching a position about 3 miles southward of the gateway, which should then be steered for. Any instructions given by the patrol vessels should be strictly observed.

Inward-bound vessels will have priority over outward-bound vessels in respect of passage through the gateway. Vessels entering Penzance Bay must close the Drifter, stationed about half a mile to the southward of the two light-buoys defining the gateway.

This Drifter regulates inward-bound and

outward-bound traffic. When no signals are exhibited by day or night by this Drifter, inward-bound traffic may proceed to pass through the gateway.

To indicate that the gateway is clear for outward-bound vessels, the Drifter will display by day a black shape and by night two horizontal white lights.

During fog three long blasts on the steam whistle, repeated at intervals of five minutes, will indicate that the gateway is clear for outward-bound traffic.

Vessels making Mounts bay in foggy weather should be careful to sound the regulation signal and to proceed with great caution when within a depth of 25 fathoms at all states of the tide.

When the gateway is clear for inward-bound traffic, no outward-bound vessel may approach within half a mile of the gateway; and when the signals indicate that outward-bound traffic may pass through the gateway, no inward-bound vessel may approach within half a mile of the gateway.

During the hours of darkness, all vessels entering or leaving Penzance bay must exhibit their side-lights.

Before attempting to leave Penzance bay, outward-bound vessels must obtain instructions as to the route to be followed.

Note.

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

Variation.— 17° W.

Charts Temporarily Affected.

No. 32, Falmouth harbour (1).

No. 2345, Penzance bay (2).

No. 147, Helford river and Manacle rocks (1).

No. 154, Approaches to Falmouth (1).

No. 777, St. Agnes head to Gerrans bay.

No. 442, Lizard head to Start point (1).

No. 2565, Trevoise head to Dodman point.

No. 1123, South coast of Ireland to Land's End (2).

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographer.

Hydrographic Department,
Admiralty, London.
1st December, 1917.

ADMIRALTY NOTICE TO MARINERS.

No. 1247 of the year 1917.

ENGLAND, SOUTH-EAST COAST.

Dover Channel—Light-Vessels Established; Traffic Regulations.

Former Notices.—Nos. 1208 and 1347 of 1916; Nos. 6, 131, 248, 364, 450, 550, 658, 761, 887, 1023 and 1128 of 1917.

Two Light-Vessels have been moored in the English Channel off Folkestone, as follows:—

(1) *Position.*—At a distance of about 2 miles, south-eastward, from Folkestone pier head.