

4. The use of the Swin and Wallet Channels by sailing barges and small trading vessels engaged in coastwise traffic along the Essex coast is permitted, subject to compliance with the following restrictions:—

(i) Each vessel must obtain from the Customs a special clearance card, which is to be kept available for inspection by the Patrol Officers, on demand.

(ii) A red ensign is to be displayed while navigating the Middle Deep and Swin Channel.

(iii) No vessel may be under way after dark, except as provided for hereafter.

(iv) When at anchor in the Wallet, Ray Sand, and Whitaker Channels, or in the Rivers Colne, Blackwater, and Crouch, all lights are to be screened so that they will not show outboard.

(v) No vessels may anchor in the River Crouch in the area bounded by lines drawn in a  $0^{\circ}$  (*N.  $1\frac{1}{2}^{\circ}$  E. Mag.*) and a  $180^{\circ}$  (*S.  $1\frac{1}{2}^{\circ}$  W. Mag.*) direction, through Burnham Coastguard Station and Holliwel point; or in the River Blackwater in the areas bounded by a line drawn in a  $0^{\circ}$  (*N.  $1\frac{1}{2}^{\circ}$  E. Mag.*) and a  $180^{\circ}$  (*S.  $1\frac{1}{2}^{\circ}$  W. Mag.*) direction, through Ramsey Stone to the opposite shore, and a line drawn through the Tollesbury and Mersea Oyster Fishery Company's Beacon on Thurslet Spit and the same Company's Beacon on the south side of the river.

(vi) To enable vessels to save their tides they will be permitted to navigate the Rivers Colne, Blackwater, and Crouch at night above the following places:—

River Roach above Quay Reach.

River Crouch above Burnham Coastguard Station.

River Blackwater above Ramsey Island Stone.

River Colne above Brightlingsea Creek.

They are to anchor immediately, should they be ordered to do so by the Naval or Military Authorities.

(vii) Vessels are to carry out all instructions received from the Naval Officers in command of vessels patrolling these Channels and Rivers.

(viii) No vessels are to enter or pass through the defended area in the Middle Deep and Swin Channels until they have been boarded and examined by the vessels stationed there for that purpose. Permission is given, subject to preliminary boarding and examination, for sailing vessels, if they so desire, to pass to the eastward of the Maplin Lighthouse, but under no circumstances may they pass to the eastward of any of the conical buoys in the defended area.

(*Note.—The Examination Officers will board South-bound vessels in the vicinity of the Whitaker Spit. Those leaving the Thames and Medway will be boarded near the Mouse Light-Vessel.*)

The Boarding Officers will give Masters of vessels instructions as to the course they are to steer when passing through the defended area.

(ix) Vessels reaching the entrance to the defended area within one hour of sunset will not be allowed to pass through till daylight.

5. All vessels, other than those of British Nationality or those of the Allied Nations, are prohibited from entering the Medway and Swale rivers.

All Neutral Aliens are prohibited from entering the Medway and Swale rivers in British vessels, and this applies to Aliens carried in British ships or barges as passengers or part of crew; the limits of the prohibited area are defined as from the Outer Bar Buoy in the River Medway to Rochester bridge, and the whole of the River Swale from the light on Queenborough spit to Columbine spit Buoy. Attention is drawn to the necessity of shipowners and charterers satisfying themselves that no Neutral Aliens are on board vessels sent to the Rivers Medway and Swale.

*Variation.*— $14^{\circ}$  W.

### III. HARWICH APPROACHES— TRAFFIC REGULATION.

With a view to safeguarding the interests of shipping in the vicinity of Harwich, no vessel, either British, Allied, or Neutral, is to be within the area west of a line joining the following positions:—

(a) Lat.  $52^{\circ} 08' N.$ , long.  $1^{\circ} 41' E.$

(b) Lat.  $52^{\circ} 02' N.$ , long.  $1^{\circ} 42' E.$

(c) Sunk Light-Vessel.

(d) Sunk Head Buoy.

Except in the case of a vessel trading with Netherlands ports which may enter the area to the Westward of the Sunk Light-Vessel, in order to communicate with the Sunk Light-Vessel, to embark or disembark her pilot, should the Pilot Vessel be on her Pilot Station within the area at the time.

Any vessel contravening the foregoing regulation will run the gravest risk of being sunk.

#### *Charts temporarily affected.*

No. 1975, Kentish Knock and the Naze to the West Swin (III.).

No. 2052, Harwich approaches (III.).

No. 1610, North Foreland to Orfordness (III.).

No. 1094, Outer Gabbard to Outer Dowsing (III.).

No. 1406, Dover and Calais to Orfordness and Scheveningen (II.).

No. 1408, Orfordness and Scheveningen to Terschelling zeevat (III.).

No. 1598, English channel (III.).

No. 2182a, North sea, southern sheet (III.).

*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 these 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,

28th March, 1918.