

ADMIRALTY NOTICE TO MARINERS.

No. 452 of the year 1918.

ENGLAND, SOUTH COAST.

(1) FALMOUTH HARBOUR APPROACH
—TRAFFIC REGULATIONS.*Former Notices.*—Nos. 88, 151 and 317 of 1918.

All vessels bound to or from Falmouth harbour must pass between the two light-buoys situated at a distance of about 3 miles south-westward from St. Anthony point lighthouse as shown on charts, and maintain a course 0° (*N. 17^{\circ} E. Mag.*) and 180° (*S. 17^{\circ} W. Mag.*), respectively, for a distance of a quarter of a mile from the light-buoys.

Any instructions given by the patrol vessels should be strictly observed. Vessels proceeding eastward must obtain instructions as to the route to be followed before attempting to leave the anchorage.

Inward-bound vessels will have priority over outward-bound vessels in respect of passage through the gateway. Vessels entering Falmouth harbour 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 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—TRAFFIC REGULATIONS.

All vessels bound to or from Penzance bay must pass between the two light-buoys situated at a distance of about $1\frac{1}{2}$ miles south-eastward from St. Paul church, north-westward of Mousehole, as shown on charts, and maintain a course 0° (*N. 17^{\circ} E. Mag.*) and 180° (*S. 17^{\circ} 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 fog-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.

Variation.— $17^{\circ} W.$

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

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographer of the Navy.

Admiralty, London,
1st April, 1918.

ADMIRALTY NOTICE TO MARINERS.

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ENGLAND, SOUTH-EAST COAST.

*Dover Channel—Traffic Regulations.**Former Notices.*—Nos. 152 and 318 of 1918.

1. Two light-vessels and four light-buoys have been established to mark a gateway in the Dover channel off Folkestone, as shown on the charts.

2. Shipping is hereby warned that the *only* passage for traffic proceeding between the Downs and Dungeness is between the North-East and South-East gate light-buoys and then between North and South Folkestone gate light-vessels shown on the chart, and between North-West and South-West gate light-buoys and *vice versa*, and that Article 25 of the Collision Regulations must be complied with, that is to say, East-bound traffic must keep to the Southern side of the passage and West-bound traffic must keep to the Northern side. Ships disregarding this warning will do so at their own peril.

3. *Caution.*—Mariners are warned to exercise great caution when approaching the ships' passage between the Folkestone gate light-vessels, as the tidal streams may at times set