

obliquely across the passage. Both light-vessels should be given as wide a berth as the width of the passage and compliance with Article 25 of the Collision Regulations permit.

4. The latest route information and route instructions are to be obtained from the examination vessels off Calais and Boulogne, or in the Downs or from Patrol vessels westward of Folkestone gate or in the vicinity of Cape Gris Nez. Any deviation from these instructions may entail the destruction of the vessel.

5. No vessel is to anchor or to fish in the following area:—

The area is bounded by lines joining the following points:—

- (a) Admiralty pier light-house, Dover.
- (b) Les Quenocs buoy No. 4.
- (c) Cape Gris Nez lighthouse.
- (d) The light-buoy at the north-east end of the Bassure de Baas in lat.  $50^{\circ} 48\frac{1}{2}'$  N., long.  $1^{\circ} 33'$  E.
- (e) The light-buoy at the south-west end of Le Colbart in lat.  $50^{\circ} 49\frac{1}{2}'$  N., long.  $1^{\circ} 15\frac{1}{2}'$  E.
- (f) Sandgate castle.

6. British Merchant vessels approaching the Straits of Dover are to hoist their number in the International Code.

7. *Caution.*—Mariners are warned that light-buoys which are not shown on the chart may be met with between the parallels of lat.  $51^{\circ} 04'$  N. and  $51^{\circ} 20'$  N.

*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.

No. 455 of the year 1918.

SCOTLAND, WEST COAST—FIRTH OF CLYDE, ISLE OF ARRAN.

*Lamlash Harbour Entrances—Traffic Regulations.*

*Former Notices.*—Nos. 154 and 320 of 1917.

A gateway, 500 feet in width, has been established at the entrance to North channel. This gateway is marked on its northern side by a light-buoy situated about  $4\frac{3}{4}$  cables south-eastward from Hamilton rock as shown on chart.

A gateway, 500 feet in width, has also been established at the entrance to South channel. This gateway is marked on its western side by a light-buoy situated about  $6\frac{3}{4}$  cables south-eastward from Stone on Kingscross point as shown on chart.

All vessels bound for Lamlash must approach by the Northern channel, and maintain a course  $244^{\circ}$  (*S. 82^{\circ} W. Mag.*) for a distance of a quarter of a mile on either side of the light-buoy, which should be left on the starboard hand at a distance not exceeding 75 yards.

Vessels must not attempt to enter by the Southern channel unless they have been definitely ordered by their route instructions or a Clyde Patrol vessel to do so, when they must maintain a course  $329^{\circ}$  (*N. 13^{\circ} W. Mag.*) for

a distance of a quarter of a mile on either side of the light-buoy, which should be left on the port hand at a distance not exceeding 75 yards.

When using the Northern channel, inward-bound vessels will be given priority over those outward bound.

Vessels entering are not to approach the gateway at a speed exceeding 10 knots.

Vessels entering are to close the drifter, which will be lying off the gateway, for instructions. Any instructions which may be given by Patrol vessels in the outer reaches of the Clyde must also be strictly observed.

The drifter regulates the traffic both inward and outward bound as follows:—

To indicate that the gateway is clear for inward-bound traffic, she will display at both yard-arms:

By day—Two black balls hoisted vertically.

By night—One red light.

To indicate that the gateway is clear for outward-bound traffic, she will display at both yard-arms:

By day—One black cone, point up.

By night—One green light.

During fog or thick weather, she will sound three long blasts on her steam whistle at intervals of five minutes to indicate that the gateway is clear for outward-bound traffic.

There will be no sound signal for inward-bound traffic.

No vessel, either inward or outward bound, is to approach within half a mile of the gateway unless the drifter is displaying the traffic signal in her favour.

In foggy or thick weather, vessels approaching are to sound the regulation fog-signals, and proceed with great caution.

All vessels entering Lamlash by night are to burn side-lights.

Vessels entering Lamlash by day are to anchor to the southward of a line joining the new Pier head and the north end of Holy island.

Vessels entering during the night may anchor to the northward of this line until the morning.

Before attempting to leave Lamlash, all vessels must obtain instructions as to the route to be followed.

*Variation.*— $18^{\circ}$  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.

No. 456 of the year 1918.

IRISH CHANNEL—NORTH CHANNEL.

*Restriction of Navigation.*

*Former Notice.*—No. 283 of 1918.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following regulations have been made by the Lords Commissioners of the Admiralty and are now in force:—

1. Navigation and use of the undermen-