

notice of probable time of arrival to the Senior Naval Officer, Newhaven (Telegraphic address:—Divisional Transports, Newhaven), with particulars of appearance, &c., so that they may be readily identified.

3. A vessel wishing to enter the port is to proceed to the Examination Anchorage marked on Admiralty Charts Nos. 2154 and 1652, and there anchor, unless previously met by the Examination Steamer. Instructions will be given to the Master by the Examining Officer as to entering.

4. The Examination Anchorage is westward of the breakwater. It is a square area, of which the sides are 888 yards long, the northern one being drawn in the direction 255° (*West Mag.*) from a point situated 255° (*West Mag.*) and 800 yards from the Breakwater Lighthouse. (See Admiralty Charts Nos. 1652 and 2154.)

5. The Examination Steamer will be found at the seaward end of the entrance channel.

6. The Examination Steamer will be distinguished by the following means:—

By Day.—A white ensign, and at the foremast head a special pilot flag (white and red, horizontal, surrounded by a blue border). When the port is closed the Examination Steamer will, in addition, hoist three red balls, and three red balls will be similarly hoisted at the flagstaff at the West pier.

By Night.—Three lights vertically, six feet apart, conspicuously displayed at the end of the yard, so as to show an unbroken light round the horizon. When the port is closed, these lights will be red; when it is open, they will be white.

NOTE.—These lights are in addition to the ordinary navigation lights, and they will also be hoisted at the flagstaff at the West pier.

Leaving Port.

7. No vessel is to attempt to leave the port without having first received permission from the Senior Naval Officer.

Pilots.

8. At the discretion of the Chief Examining Officer, small coasters and fishing vessels, whose masters are British subjects, or those transports whose masters are in possession of a pilotage certificate for the port, will be allowed to enter or leave the port without a pilot.

9. Subject to the above exemptions, pilotage is compulsory, and all merchant vessels must have a licensed local pilot on board before leaving or attempting to enter.

Traffic by Day.

10. The movements of all vessels, barges, or boats of any kind are subject to the direction of the Senior Naval Officer, whose orders are to be obeyed immediately.

11. Subject to the above, merchant shipping may move as usual within the port of Newhaven, taking care to keep clear of any H.M. ships which are being navigated in the port.

Traffic by Night.

12. All vessels, barges, and boats must display the regulation lights.

13. When anchoring care must be taken to be well clear of the fairway.

Approach to Government Vessels and Establishments.

14. No vessels or boats will be allowed to approach any Government ship, vessel, or lighter, or other Government craft, or any Government establishment, without special permission.

Warning.

15. Vessels disobeying these Regulations will be liable to be fired on.

AREA WITHIN WHICH ANCHORING AND TRAWLING IS PROHIBITED.

All vessels are prohibited from anchoring or trawling or any other forms of bottom fishing with nets, in an area formed by lines joining the following positions:—

- (a) Birling gap.
- (b) Lat. $50^\circ 38' 00''$ N., long. $0^\circ 09' 00''$ E.
- (c) Lat. $50^\circ 39' 00''$ N., long. $0^\circ 02' 00''$ W.
- (d) Lat. $50^\circ 43' 00''$ N., long. $0^\circ 02' 00''$ W.
- (e) Seaford head.

See also paragraph 19 (a) of Part I. of this Notice.

III. SPITHEAD APPROACH—TRAFFIC REGULATIONS.

1. Passage of vessels between Noman's fort and the charted position of Warner light-vessel is entirely prohibited.

2. Vessels of all descriptions are prohibited from anchoring in St. Helen's roads to the westward of a line drawn in a 162° (*S. 5° E. Mag.*) direction from Noman's fort.

3. Until further notice all vessels should keep clear of a circular area of half a mile in radius the centre of which is situated $3\frac{1}{2}$ miles, 270° (*N. 75° W. Mag.*), from Fishing light on Selsea bill.

IV. POOLE BAY AND SOLENT APPROACH—RESTRICTION OF TRAFFIC.

No craft of any description, other than craft employed on Admiralty work, is to be under way to the northward of a line joining St. Catherine's point and Anvil point, between one hour after sunset and one hour before sunrise, or during fog.

(2) *Portland Harbour Approach—Restriction of Traffic.*

No vessels or boats of any description are to move in the area north of a line joining Portland bill with St. Albans head, by day or night, unless proceeding into Weymouth anchorage.

Variation.— 15° W.

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 Regulations, 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 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,

7th November, 1918.