

## (b) By vessels working in pairs or groups:

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

## 2. SIGNALS SHOWN BY NIGHT.

As for day, except that all round green lights will be used in a similar manner to and in place of the black balls.

*Note.*—This Notice is a re-publication of Notice No. 1 of 1928.

(*Notice No. 1 of 1929.*)

*Authority.*—The Lords Commissioners of the Admiralty. (H. 6101/28.)

By Command of their Lordships,

*H. P. Douglas,*

Rear-Admiral and  
Hydrographer of the Navy.

Admiralty, London.

1st January, 1929.

## ADMIRALTY NOTICE TO MARINERS.

No. 6.

[TEMPORARY.]

## BRITISH ISLES AND NORTH SEA.

CAUTION RE VESSELS TRAWLING WITHIN CERTAIN AREAS; GENERAL INFORMATION RE MINES.

*Former Notice.*—No. 6 of 1928: hereby cancelled.

## I.—CAUTION WITH REGARD TO VESSELS TRAWLING WITHIN CERTAIN AREAS.

Notice is given that within the under-mentioned areas large numbers of unexploded mines are known to have been sunk, and it is recommended that within these areas vessels should not trawl without using some safety device to prevent mines entering the trawl.

The areas are bounded by lines joining the positions given:—

## 1. MOUNTS BAY:

	o	'	"	o	'	"
(a) Lat.	50	01	20 N.,	long.	5	33 35 W.
(b) "	50	01	20 N.,	"	5	25 40 W.
(c) "	50	00	00 N.,	"	5	25 40 W.
(d) "	50	00	00 N.,	"	5	33 35 W.

## 2. LIZARD:

	o	'	"	o	'	"
(a) Lat.	49	55	25 N.,	long.	5	14 30 W.
(b) "	49	55	15 N.,	"	5	06 25 W.
(c) "	49	50	15 N.,	"	5	07 35 W.

## 3. PLYMOUTH:

	o	'	"	o	'	"
(i) (a) Lat.	50	15	50 N.,	long.	4	21 50 W.
(b) "	50	17	05 N.,	"	4	14 40 W.
(c) "	50	15	00 N.,	"	4	14 55 W.
(d) "	50	13	15 N.,	"	4	20 35 W.
(ii) (a) "	50	16	15 N.,	"	4	08 15 W.
(b) "	50	14	30 N.,	"	4	01 20 W.
(c) "	50	12	30 N.,	"	4	02 30 W.
(d) "	50	12	45 N.,	"	4	09 00 W.

## 4. START POINT:

	o	'	"	o	'	"
(a) Lat.	50	09	30 N.,	long.	3	47 50 W.
(b) "	50	11	05 N.,	"	3	36 40 W.
(c) "	50	08	45 N.,	"	3	35 30 W.
(d) "	50	07	45 N.,	"	3	40 35 W.
(e) "	50	08	20 N.,	"	3	48 10 W.

## 5. PORTLAND:

	o	'	"	o	'	"
(a) Lat.	50	32	30 N.,	long.	2	23 00 W.
(b) "	50	32	30 N.,	"	2	13 00 W.
(c) "	50	28	30 N.,	"	2	13 00 W.
(d) "	50	28	30 N.,	"	2	23 00 W.

## 6. PORTSMOUTH:

	o	'	"	o	'	"
(a) Lat.	50	37	30 N.,	long.	1	03 15 W.
(b) "	50	40	40 N.,	"	0	53 45 W.
(c) "	50	37	45 N.,	"	0	43 35 W.
(d) "	50	36	45 N.,	"	0	44 20 W.
(e) "	50	35	55 N.,	"	1	03 55 W.

## 7. ROYAL SOVEREIGN SHOALS:

	o	'	"	o	'	"
(a) Lat.	50	40	30 N.,	long.	0	17 50 E.
(b) "	50	43	25 N.,	"	0	34 10 E.
(c) "	50	41	15 N.,	"	0	37 50 E.
(d) "	50	33	20 N.,	"	0	23 40 E.
(e) "	50	34	20 N.,	"	0	20 10 E.

## 8. DOVER STRAIT:

	o	'	"	o	'	"
(a) Lat.	51	04	00 N.,	long.	1	12 30 E.
(b) "	51	03	00 N.,	"	1	16 00 E.
(c) "	51	03	30 N.,	"	1	19 00 E.
(d) "	50	55	30 N.,	"	1	37 00 E.
(e) "	50	49	30 N.,	"	1	32 00 E.
(f) "	50	54	00 N.,	"	1	21 30 E.
(g) "	51	00	30 N.,	"	1	09 30 E.
(h) "	51	02	30 N.,	"	1	10 00 E.

## 9. VERGOYER SHOAL:

	o	'	"	o	'	"
(a) Lat.	50	38	00 N.,	long.	1	20 00 E.
(b) "	50	38	00 N.,	"	1	24 00 E.
(c) "	50	35	00 N.,	"	1	24 00 E.
(d) "	50	35	00 N.,	"	1	20 00 E.

## 10. NORTHERN APPROACHES TO DOVER STRAIT:

	o	'	"	o	'	"
(a) Lat.	51	02	30 N.,	long.	1	58 30 E.
(b) "	51	06	30 N.,	"	1	40 30 E.
(c) "	51	04	30 N.,	"	1	39 30 E.
(d) "	51	06	00 N.,	"	1	30 30 E.
(e) "	51	10	00 N.,	"	1	30 30 E.
(f) "	51	39	00 N.,	"	1	40 30 E.
(g) "	51	54	00 N.,	"	1	35 00 E.
(h) "	51	59	30 N.,	"	2	04 00 E.
(i) "	51	42	00 N.,	"	2	47 00 E.
(j) "	51	42	00 N.,	"	3	18 00 E.
(m) "	51	37	30 N.,	"	3	22 00 E.
(n) "	51	24	10 N.,	"	3	15 40 E.
(o)	Thence by a line drawn parallel to the coast and 3 miles from it to position (a).					