

Visibility.—10 miles.

Power.—1,500 candles.

Remarks.—The light is unwatched.

- (b.) Fog-signal:
Description.—A bell sounded by the motion of the vessel.
- (c.) Vessel:
Description.—The vessel has one mast carrying the lantern, the hull is painted red and marked "Carpentaria" in white on the sides.
- Variation.—5° E.

BRITISH ISLES.

CAUTION WITH REGARD TO VESSELS ANCHORING OR TRAWLING AND SUBMARINES DIVING WITHIN CERTAIN AREAS.

Former Notices.—Nos. 783, 786, 1184, and 1231 of 1919; hereby cancelled.

Notice is given that, except in cases of emergency, vessels are prohibited from anchoring or trawling, and submarines are prohibited from diving, in the following areas:—

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

1. Mounts Bay:
 - (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:
 - (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:
 - (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:
 - (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:
 - (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:
 - (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:
 - (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 Straits:
 - (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:
 - (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. Between Orfordness and South Goodwins:
 - (a.) South Ship Head, lat. 51° 54' N., long. 1° 35' E.
 - (b.) North Outer Gabbard, lat. 51° 59' 30" N., long. 2° 4' E.
 - (c.) Lat. 51° 4' 30" N., long. 1° 39' 30" E.
 - (d.) Lat. 51° 6' N., long. 1° 30' E.
 - (e.) South Sand Head, lat. 51° 10' N., long. 1° 30' E.
 - (f.) Kentish Knock, lat. 51° 39' N., long. 1° 40' 30" E.

11. Off Lowestoft:

- (a.) Lat. 52° 41' 30" N., long. 2° 12' 00" E.
- (b.) " 52° 31' 00" N., " 2° 12' 00" E.
- (c.) " 52° 24' 00" N., " 2° 07' 00" E.
- (d.) " 52° 24' 00" N., " 2° 01' 30" E.
- (e.) " 52° 34' 30" N., " 2° 01' 30" E.

12. Off Yorkshire Coast:

- (a.) Lat. 54° 46' 30" N., long. 0° 32' 00" W.
- (b.) " 54° 01' 30" N., " 0° 27' 30" E.
- (c.) " 53° 59' 30" N., " 0° 14' 00" E.
- (d.) " 54° 12' 00" N., " 0° 05' 00" E.
- (e.) " 54° 31' 00" N., " 0° 28' 00" W.

13. Bass Rock:

- (a.) Lat. 56° 08' 40" N., long. 2° 35' 55" W.
- (b.) " 56° 09' 10" N., " 2° 32' 35" W.
- (c.) " 56° 05' 43" N., " 2° 30' 45" W.
- (d.) " 56° 02' 10" N., " 2° 34' 20" W.
- (e.) " 56° 04' 10" N., " 2° 37' 48" W.
- (f.) " 56° 06' 30" N., " 2° 34' 50" W.

14. St. Andrew's Bay:

- (a.) Lat. 56° 25' 05" N., long. 2° 36' 45" W.
- (b.) " 56° 25' 15" N., " 2° 33' 15" W.
- (c.) " 56° 18' 10" N., " 2° 32' 30" W.
- (d.) " 56° 18' 05" N., " 2° 36' 00" W.

15. Tod Head:

- (a.) Lat. 56° 53' 30" N., long. 2° 08' 50" W.
- (b.) " 56° 52' 25" N., " 1° 58' 40" W.
- (c.) " 56° 50' 25" N., " 1° 59' 20" W.
- (d.) " 56° 51' 30" N., " 2° 09' 30" W.

16. North Channel:

- (a.) Lat. 55° 26' 10" N., long. 6° 56' 30" W.
- (b.) " 55° 35' 20" N., " 6° 43' 15" W.
- (c.) " 55° 32' 40" N., " 6° 37' 45" W.
- (d.) " 55° 27' 30" N., " 6° 45' 00" W.
- (e.) " 55° 24' 50" N., " 6° 53' 45" W.

The foregoing restrictions have been rendered necessary owing to sunken mines on the bottom, and the following cautionary note is to be inserted on all the charts affected:—

"Caution regarding Mines.

"Certain areas should be avoided owing to sunken mines. See Admiralty Notice to Mariners No. 1334 of 1919."

GENERAL INFORMATION WITH REGARD TO WIRELESS TIME-SIGNALS.

Former Notice.—No. 691 of 1919; hereby cancelled.

The accompanying list of wireless time-signals is intended to provide, in a form suitable to give all information required by the wireless operator, a complete and up-to-date list of all time-signals issued by wireless stations throughout the world. The details showing the method of transmission of any given time-signal will be found in the "Admiralty List of Lights and Time-signals" or in the "International List of Radio Telegraph Stations" (The Berne List).

The times given in the 4th column of the list are expressed in the 4-figure notation employed for signalling during the war. The term "G.M.T." here means the civil mean time of the meridian of Greenwich, with the day commencing at midnight and the hours reckoned from 00 to 23. Where two times are joined by a hyphen, the times denote respectively the beginning and end of the signal.

Most of the wireless time-signals at present transmitted are sent by means of an automatic arrangement operated by the pendulum of a chronometer situated at some observatory. In such cases absolute reliance may be placed upon the accuracy of the signal. There are, however, many stations in the world which are very suitably situated for transmitting time-signals to ships which could otherwise not receive them, where it would be very difficult or impossible to establish an automatic system. In such cases "hand" signals may be provided; but in general these signals should not be trusted to be accurate within closer limits than about two seconds.

It is hoped that all wireless time-signals will eventually be standardized, so that there shall be only two kinds of signals transmitted, the automatic signals being all alike and quite distinctive from the hand signals. It is further expected that arrangements will be made for all time-signals to be transmitted at times so selected that a ship with only one wireless operator will be able to read them. A similar scheme for wireless weather bulletins is being evolved.

NOTE.—This notice will be subject to revision from time to time.