

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:—

Pilotage is compulsory at the following ports for all vessels (including fishing vessels) which have a draught of over eight feet, and it is highly dangerous for any vessel to enter or leave such ports without a pilot. Fishing and other small vessels having a draught of over eight feet are to assemble at the Pilotage stations and will be conducted into and out of port in groups.

(1) FIRTH OF FORTH.—All incoming merchant vessels are only permitted to enter the Firth of Forth when they have sufficient daylight to enable them to reach Inchkeith before the close of "official day," which is notified in the Public Traffic Regulations for the Firth of Forth.

Vessels must pass between the Isle of May and Anstruther Wester, thence they must steer a course so as to pass two miles south of Elie ness, and thence direct for Kinghorn ness.

Vessels are warned that, after having entered the Firth of Forth, they must on no account pass to the southward of a line joining the north point of the Isle of May and Kinghorn ness, until in the longitude of 3° West, when course may be shaped for the centre of North channel.

On approaching Inchkeith, the pilot vessel in the North channel is to be closed and a pilot embarked.

Merchant vessels approaching the Firth of Forth from the southward are permitted to keep close to the shore until Barns ness is reached, when course should be shaped for the Isle of May, so as to pass between the Isle of May and Anstruther Wester.

No merchant or fishing vessel is permitted to enter the Firth of Forth between the Isle of May and the south shore of the Forth.

Merchant vessels approaching the Firth of Forth during the hours of darkness are to maintain a steady course and speed, and are to so arrange their speed that they shall not reach the Isle of May before daylight, and thus will avoid having to reduce speed or stop in the vicinity of the Isle of May, where they may render themselves liable to be fired upon by shore batteries or patrol vessels.

No merchant or fishing vessel is permitted to be at an anchorage, during the hours of "official night," between Inchkeith and a line drawn from Barns ness to North Carr rock (which line is to be considered the eastern limit of the Firth of Forth), unless directed to anchor by the orders of a patrol vessel.

The above orders apply to vessels proceeding to any port in the Firth of Forth, whether to the eastward of Inchkeith or not.

Outward bound vessels must steer to pass the longitude of 3° W. in latitude 56° 06' 30" N., thence shape course to pass 2 miles south of Elie ness and between Anstruther Wester and the Isle of May.

(2) MORAY FIRTH.—All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burghead.

Outgoing vessels are to discharge their pilots at one or the other of these places.

It is dangerous for any vessel to be under way to the south-westward of a line joining Findhorn and Tarbet ness without a pilot.

No vessels of any description other than H.M. Ships and Auxiliaries are to be under weigh between sunset and sunrise in the waters contained between a line drawn from Tarbet ness to Findhorn, and a line drawn from Fort George to Chanonry point.

(3) SCAPA FLOW.—All entrances are dangerous and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

Examination services have been established in the entrances to Hoxa and Hoy sounds; vessels wishing to enter must communicate with the Examination vessel and follow the instructions received from her very carefully.

No vessel is permitted to approach the entrance to Hoxa sound within a radius of 5 miles under any circumstances whatever, except when actually bound to Scapa Flow. Vessels bound to Kirkwall should proceed direct to that port.

The only vessels permitted to enter Hoy sound from the westward are those bound for Stromness: vessels cannot enter Scapa Flow from Stromness.

Vessels are not permitted to enter Hoxa or Hoy sounds by night.

Passage through Cantick sound is entirely prohibited.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 978 of 1915.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, 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.

Hydrographic Department, Admiralty,
London, 27th October 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1017 of the year 1915.

ENGLAND, EAST COAST.

River Humber—Pilotage Regulations.

Former Notice.—No. 862 of 1915; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations with regard to Pilotage of the River Humber, have been