

warned that the passage through the Pentland Firth presents very grave risks to a West-bound vessel and are strongly advised not to take it.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 888 of 1915.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 1st November 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1039 of the year 1915.

IRISH CHANNEL—NORTH CHANNEL.

Restriction of Navigation.

Former Notice.—No. 137 of 1915; hereby cancelled.

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:—

The navigation and use of the undermentioned area is entirely forbidden to all ships and vessels of every size and nationality:

Bounded on the North-West by a line joining (a) and (b):

(a) Latitude $55^{\circ} 22\frac{1}{2}'$ N., Longitude $6^{\circ} 17'$ W.
(b) „ $55^{\circ} 31'$ N., „ $6^{\circ} 02'$ W.

Bounded on the South-East by a line joining (c) and (d):

(c) Latitude $55^{\circ} 10\frac{1}{2}'$ N., Longitude $5^{\circ} 24\frac{1}{2}'$ W.
(d) „ $55^{\circ} 02'$ N., „ $5^{\circ} 40\frac{1}{2}'$ W.

Bounded on the South-West by a line joining (a) and (d).

Bounded on the North-East by a line joining (b) and (c).

All traffic wishing to proceed through the North Channel must pass to the southward of Rathlin Island between sunrise and sunset; no ship or vessel is to be within 4 miles of Rathlin Island between sunset and sunrise.

Note.—This Admiralty Notice to Mariners is a re-publication of No. 137 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, 1st November 1915.

ADMIRALTY NOTICE TO MARINERS.

No. 1041 of the year 1915.

ENGLISH CHANNEL, NORTH SEA, AND RIVERS THAMES AND MEDWAY.

PILOTAGE AND TRAFFIC REGULATIONS.

Former Notice.—No. 909 of 1915; hereby cancelled.

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. All ships (other than British ships of less than 3500 tons gross tonnage, when trading coastwise or to or from the Channel Islands and not carrying passengers) whilst bound from, and whilst navigating in the waters from, the Downs Pilot Station to Gravesend, or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

2. All ships (other than British ships of less than 3500 tons gross tonnage, when trading coastwise or to or from the Channel Islands and not carrying passengers) whilst bound from, and whilst navigating in the waters from, Gravesend to Great Yarmouth, or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

3. All ships (other than British ships of less than 3500 tons gross tonnage, when trading coastwise or to or from the Channel Islands and not carrying passengers) whilst navigating in the waters from Gravesend to London Bridge, or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

4. The Trinity House Pilot Station at Dungeness having been discontinued, pilotage is therefore not compulsory between the Downs Pilot Station and Dungeness, except for ships bound into or out of the harbours of Dover and Folkestone.

II. Trinity House Pilot Stations have been established at the undermentioned places, and merchant vessels not under compulsion of pilotage are very strongly advised to take pilots:—

(a) THE DOWNS, where ships proceeding north can obtain pilots capable of piloting as far as Great Yarmouth, and also pilots for the river Thames, and for Folkestone and Dover harbours. The pilot steamers attached to the Downs Station will cruise in the vicinity of a position two miles south-east of Deal Pier.

(b) GREAT YARMOUTH, where ships from the North Sea bound for the river Thames or the English Channel can obtain pilots capable of piloting as far as the Downs.

The Pilot Steamer attached to the Great Yarmouth Station will cruise between the