

ADMIRALTY NOTICE TO MARINERS.

No. 1349 of the year 1916.

SCOTLAND NORTH-EAST COAST, ORKNEY
AND SHETLAND ISLES.*Former Notices.*—Nos. 245, 898, 969, 1092
and 1215 of 1916.

Notice is hereby given 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) PENTLAND AND MORAY FIRTHS—RESTRICTION
OF TRAFFIC; PILOTAGE REGULATIONS.

The following regulations have been made with a view to safeguarding the interests of shipping in the Pentland and Moray Firths:—

I.—RESTRICTION OF TRAFFIC.

1. No vessel, either British, Allied or Neutral, is to be in the area indicated in *red* on the accompanying portion of Admiralty Chart No. 2, from half an hour after sunset to half an hour before sunrise, unless at anchor. No vessel, however, is to anchor:—
 - (a) Anywhere along the coast between Tarbet ness and North Sutor, except within one mile radius of Balintore;
 - (b) Anywhere off the south shore of the Moray Firth between the meridians of Port Gordon and Burghead, except within three-quarters of a mile of the low water mark;
 - (c) Outside a distance of one mile of the coast in any other portion of the area indicated in *red*.
2. Vessels proceeding to ports in the Moray Firth should therefore endeavour to enter the firth in time to reach their destinations not later than half an hour after sunset. Should they not reach their destinations by that time they are to anchor, weather permitting, subject to the restrictions given in clause 1.
3. Any vessel contravening the foregoing regulations will run the gravest risk of being sunk.

Caution.—Neutral or Allied vessels are particularly warned that the passage through the Pentland Firth presents very grave risks to a Westbound vessel, and are strongly advised not to take it.

II.—PILOTAGE REGULATIONS.

Pilotage is compulsory at the undermentioned 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. 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.

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

3. No vessels of any description other than H.M. Ships and Auxiliaries are to be under way 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.

(2) ORKNEY ISLES, SCAPA FLOW—TRAFFIC
REGULATIONS.

1. All entrances are dangerous and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

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

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

4. The only vessels permitted to enter Hoy sound from the westward are those ordered to Stromness.

5. Vessels are not permitted to enter Hoxa or Hoy sounds by night or in thick weather.

6. Passage through Cantick sound is entirely prohibited.

(3) SHETLAND ISLES—TRAFFIC OF NEUTRAL
VESSELS PROHIBITED.

No vessels other than those of British Nationality or those of the Allied Nations, except vessels calling for the purpose of Examination, shall enter any ports or harbours in, or anchor off any part of, the coasts of the Shetland Isles until further notice.

Note.

This Notice is a re-publication of Notices Nos. 245 and 1215 of 1916, and former Notices.

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.

(Notice No. 1349 of 1916.)

Authority.—The Lords Commissioners of the Admiralty. (H. 7877/16.)

By Command of their Lordships,

J. F. PARRY,

Hydrographer.

Hydrographic Department, Admiralty,
London, 1st December 1916.