

the possession of grouse and black game in Scotland, at any time between the sixth day of August (including that day) and the date at which any of these things would become lawful in the current year if this Order had not been made, by any person who would be entitled to do any of these things after the last-mentioned date.

This Order may be cited as the Grouse and Black Game (Scotland) Order, 1917.

IN WITNESS HEROF the Board of Agriculture for Scotland have hereunto set their Official Seal this third day of August nineteen hundred and seventeen.

L.S.

ROBERT P. WRIGHT, Chairman.
H. M. CONACHER, Secretary.

Ministry of Food,
4th August 1917.

THE CATTLE AND MEAT (RETURNS) ORDER,
28TH JULY 1917.

Statutory Rule and Order, 1917, No. 767,
price 1d. net, post free 1½d.

Notice is hereby given that the above-named Order has been made by the Food Controller, and that copies of the Order and of all other Orders made by the Food Controller, printed as Statutory Rules and Orders, and receivable in evidence under the Documentary Evidence Acts, can be purchased at the prices stated, through any bookseller or directly from H.M. Stationery Office, at the following addresses:—Imperial House, Kingsway, London, W.C. 2; 37 Peter Street, Manchester; 1 St. Andrew's Crescent, Cardiff; 23 Forth Street, Edinburgh; or E. Ponsonby Ltd., 116 Grafton Street, Dublin.

ADMIRALTY NOTICE TO MARINERS.

No. 762 of the year 1917.

SCOTLAND NORTH-EAST COAST, ORKNEY AND SHETLAND ISLES.

Former Notices.—No. 608 and 660 of 1917; hereby cancelled.

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:—

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- (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 Burghhead, 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.

1. Pilotage is compulsory at the ports of Cromarty and Inverness 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 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. Vessels bound for Cromarty and Inverness will be led through the defences from a position off Tarbet ness by a pilot boat. They should follow directly astern of her.

Local arrangements for leading vessels through the defences will be made for vessels leaving Cromarty or Inverness.

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—TRAFFIC REGULATIONS.

I.—SCAPA FLOW AND APPROACHES.

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.
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.