

are made for merchant vessels entering and leaving Docks at Ports East of Inchkeith.

(8) (a) During Official Night no lights are to be visible from outboard, scuttles and skylights are to be effectively screened. When under way, navigation lights should be shown. (Electric navigation lights are prohibited.)

(b) The side ladder and a boat should be kept ready for use. All boats are to be kept hoisted close up to the davits during the hours of Official Night.

(c) The Wireless Room is to be locked, and no Wireless Messages are to be taken or despatched whilst the ship is in the Firth of Forth.

(d) When at anchor riding lights are not to be exhibited, but a night watch is to be kept, and riding lights kept trimmed, lit, and at hand where they are easily and quickly accessible, so that they may be exhibited, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 872 of 1918, when ordered or requested to do so.

(e) Merchant vessels berthed in Leith and Granton docks and harbours are prohibited from having any lights visible from outboard during the hours of Official Night, unless such vessel is actually engaged in working cargo. All such lights are to be screened from overhead and from seaward when possible.

(9) When inward bound, the National Colours and number (or distinguishing signal) are to be hoisted on passing May Island, and kept flying until the vessel docks.

(10) Care is to be taken that all flags displayed are showing clearly. If the weather is calm any flag signal which the vessel is ordered by an Examination Steamer to hoist should be shaken out so as to render it readily distinguishable.

(11) As little smoke as possible is to be allowed to escape from the funnels, and care is to be taken that neither lights nor flags are obscured by it.

Section III.

DISTINGUISHING SIGNALS OF EXAMINATION STEAMERS.

(12) Armed Examination steamers will be found at the Examining Station (see Section VII.) and near the green buoy (see Section IV., par. (16)), and will be distinguished by the following means:—

By Day.—At the foremost head the special pilot flag (white and red horizontal, surrounded by a blue border). When the Firth of Forth is "Closed" three Red balls vertical will be hoisted in addition.

By Night.—Three red lights vertically 6 feet apart, conspicuously displayed at the end of a yard so as to show an unbroken light round the horizon.

Masters of merchant vessels must approach these vessels with care, and see that when stopped they are in a favourable position for the Boarding Officer coming alongside, and that a boat-rope and side-ladder are in position.

Section IV.

NAVIGATION IN THE FIRTH OF FORTH.

(13) Unescorted merchant vessels may enter the Firth of Forth at any time, but should make every endeavour to do so during official daylight

and, when possible, should have sufficient daylight to allow them to be examined before dark.

(14) Vessels desirous of entering the Forth during Official Night or in thick or foggy weather must report themselves to St. Abbs Head or Fifeness Signal Stations, whence they should proceed as directed in paragraph (16). They will be met by a Patrol Vessel and taken to an anchorage.

(15) Sailing ships and other small vessels which are forced to seek shelter owing to weather conditions, and arrive during the hours of Official Night, will be anchored in the most convenient position by orders of a Patrol Vessel until the weather moderates.

(16) Unescorted vessels must pass between Isle of May and Anstruther Wester, thence they must steer a course so as to pass 2 miles South of Elicness, and within half a mile to the Southward of a Green Buoy in Lat. 56° 09' N.; Long. 2° 51' W.

Thence (if not met by a Pilot Boat or Examination steamer) steer 297° (N. 45° W. Mag.) for a mile and a half to pass to the southward of a second buoy; thence to the Examining Station.

(17) All merchant vessels entering the Firth of Forth, with or without a pilot on board, are to proceed to the Examining Station to be passed by the Examining Officer and given the "Special Signal" before proceeding to any port in the Firth of Forth. On arrival at the Examining Station they are to "heave to" and await instructions from the Examination Steamer. If then ordered to the Examination Anchorage, they are to proceed there, anchor, and await further instructions. In the meantime they are to hold no communication with any other merchant vessel or with the shore without permission.

Section V.

VESSELS LEAVING THE FIRTH OF FORTH.

(18) Merchant vessels must on no account leave the Firth of Forth without first obtaining a "Port Clearance" from the Collector of Customs at the port of departure.

(19) No unescorted merchant vessels are permitted to leave the Firth of Forth—

(a) During the hours of Official Night;

(b) If sufficient daylight is not left to enable them to clear the Isle of May before dark; or

(c) When the Firth of Forth is "closed,"

except with the permission of the Commander-in-Chief, Rosyth, which must be obtained through the King's Harbour Master, Rosyth.

(20) When the Firth of Forth is "Open" to the traffic of merchant shipping the following signal will be displayed at the various ports east of Oxcars:—

One Red ball, indicating that merchant vessels anchored in the roads off any port are at liberty to proceed.

No merchant vessel is to proceed until one Red ball is hoisted as follows:—

Leith.—From the Examination Steamer anchored in the Examination Anchorage.

Granton.—From Flagstaff at Central Pier.

Inchkeith.—From the Flagstaff at the Signal Station.

Burntisland.—From the Middle Lighthouse.

Kirkcaldy.—From the Flagstaff at the Harbour Master's Office.