

Methil.—From a Flagstaff at the Dock Gate.
Wemyss.—At the entrance to Wemyss Harbour.

Dysart.—From the East Pier at the entrance to Dysart Harbour.

The Licensed Trinity Pilot in charge of a merchant vessel will be held personally responsible that such vessel does not leave her anchorage until the above-mentioned signal is hoisted.

The Red ball will be hoisted at the commencement of Official Day if the Firth of Forth is not "Closed" for any reason, and will be hauled down at the commencement of Official Night.

NOTE.—It will be hauled down on all occasions when the Firth of Forth is "Closed" to merchant shipping traffic by order of the King's Harbour Master, Rosyth, and will be rehoisted by order of the King's Harbour Master, Rosyth, when the Firth of Forth is "Opened" again to mercantile traffic.

Section VI.

SIGNALS INDICATING FIRTH OF FORTH "CLOSED."

(21) Whenever the Firth of Forth is "Closed" during the day the following signals will be displayed:—

Three Red balls vertical will be hoisted by each Examination Steamer and also at Inchkeith and at the principal ports in the Firth of Forth.

The single Red ball which is hoisted at the principal ports in the Firth of Forth east of Oxcars, to indicate that the Firth of Forth is "Open," will at the same time be hauled down.

Note.—By night the Firth of Forth is closed to all unescorted mercantile shipping, except as provided for in paragraph (14).

Section VII.

POSITIONS OF THE EXAMINATION ANCHORAGE AND EXAMINING STATION.

(22) The Examination Anchorage.—From a position 54° (*N. 72° E. Mag.*) distance 2,000 yards from the fixed green light on the Eastern entrance to Granton Harbour, thence:—

Western limit—2,000 yards in a direction 25° (*N. 43° E. Mag.*), thence,

Northern limit—1,000 yards in a direction 88° (*S. 74° E. Mag.*), thence,

Eastern limit—2,000 yards in a direction 205° (*S. 43° W. Mag.*), thence,

Southern limit—1,000 yards in a direction 268° (*N. 74° W. Mag.*).

NOTE.—The anchorage will thus be one mile in length and half a mile in width.

The Examination Vessel will be anchored at the South-West corner of the Examination Anchorage.

(23) The Examining Station is 240° (*S. 78° W. Mag.*) $1\frac{1}{2}$ miles from Ruddons point.

(24) Vessels are not under any circumstances to attempt to pass in from the Examining Station without obtaining permission from the Examination Steamer, or to leave the Examination Anchorage, or to communicate with the shore or any other vessel, without first obtaining permission from the Examination Vessel.

(See Appendix "A," "Warnings to Masters.")

Section VIII.

PILOTS AND PILOTAGE.

(25) It will be compulsory for all vessels to have a licensed pilot on board when navigating the Firth of Forth, unless under escort. Vessels entering the Firth for the purposes of joining a Convoy are not exempt from compulsory pilotage.

Incoming vessels will pick up the pilot from the Pilot Vessel which will be found in the vicinity of the green buoy (see Section IV., par. (16)) during the hours of Official Day.

Outward-bound vessels from ports west of Inchkeith are to proceed to the Advanced Convoy Anchorage and discharge their pilot there, or at the Cutter if sailing without Convoy.

A uniform landing fee of eight shillings is to be paid by every pilot landed from the motor boat or other vessel which is provided by the Admiralty for the purpose of conveying pilots to and from the pilotage station. The pilot is hereby authorised to recover this fee from the master, owner, or agent of each vessel piloted.

Section IX.

CAUTION AS TO ANCHORING.

(26) No merchant vessel will be permitted to anchor within the limits of the Firth of Forth, except as hereinafter stated, unless—

(a) To avoid, or after, an accident;

(b) Her further progress is prevented by unforeseen circumstances;

(c) During thick or foggy weather.

When anchoring, care must be taken to be well clear of the fairway.

(27) If a vessel has to anchor for any of the reasons shown (a, b, or c, above) she is to hoist "Not under control" signals, and keep them displayed so long as she remains at anchor.

(28) Unescorted merchant vessels, after being given "Special Signal" by an Examining Officer and with pilot on board, may proceed during the hours of Official Day to anchor off the port of destination.

The pilot in charge of the vessel is responsible that no contravention of the Traffic Regulations of the Firth of Forth occur during this period.

If, whilst a merchant vessel is lying at anchor off any port east of Oxcars in the Firth of Forth, the weather conditions become so unfavourable as to jeopardise the safety of the vessel in the position in which she is then lying, the pilot may use his discretion and get under way to proceed under the lee of Inchkeith in the case of easterly gales, and to Kirkcaldy in the case of westerly gales.

In doing this, he is responsible that the vessel carries navigation lights, proceeds at slow speed, and keeps out of the fairway.

Section X.

PATROL OF INTERNAL WATERWAYS AND APPROACHES TO THE FIRTH OF FORTH.

(29) The Firth of Forth, as well as the approaches thereto, will be patrolled by Naval Patrol boats or other Government vessels.