

W.C. England Pilot, 1910, page 462; Revised Supplement (2), 1917.

Channel Pilot, Part I., 1908, page 51; Supplement No. 4, 1917.

*Authority.*—The Lords Commissioners of the Admiralty and Trinity House, London. (H. 6256/18.)

By Command of their Lordships,

J. F. PARRY,  
Hydrographer of the Navy.

Admiralty, London,  
31st October 1918.

#### ADMIRALTY NOTICE TO MARINERS.

No. 1291 of the year 1918.

#### SCOTLAND, WEST COAST—FIRTH OF CLYDE, ISLE OF ARRAN.

#### LAMLASH HARBOUR ENTRANCES—TRAFFIC REGULATIONS.

*Former Notices.*—Nos. 154, 320, 455, 554, 677, 797, 926, 1038 and 1133 of 1918.

A ship-passage, 500 feet in width, has been established at the entrance to North channel. This ship-passage is marked on its northern side by a light-buoy situated about  $4\frac{1}{2}$  cables south-eastward from Hamilton rock as shown on chart.

A ship-passage, 500 feet in width, has also been established at the entrance to South channel. This ship-passage is marked on its western side by a light-buoy situated about  $6\frac{1}{2}$  cables south-eastward from Stone on Kingscross point as shown on chart.

All vessels bound for Lamlash must approach by the Northern channel, and maintain a course  $244^\circ$  (S.  $82^\circ$  W. Mag.) for a distance of a quarter of a mile on either side of the light-buoy, which should be left on the starboard hand at a distance not exceeding 75 yards.

Vessels must not attempt to enter by the Southern channel unless they have been definitely ordered by their route instructions or a Clyde Patrol vessel to do so, when they must maintain a course  $329^\circ$  (N.  $13^\circ$  W. Mag.) for a distance of a quarter of a mile on either side of the light-buoy, which should be left on the port hand at a distance not exceeding 75 yards.

When using the Northern channel, inward-bound vessels will be given priority over those outward bound.

Vessels entering are not to approach the ship-passage at a speed exceeding 10 knots.

Vessels entering are to close the drifter, which will be lying off the ship-passage, for instructions. Any instructions which may be given by Patrol vessels in the outer reaches of the Clyde must also be strictly observed.

The drifter regulates the traffic both inward and outward bound as follows:—

To indicate that the ship-passage is clear for inward-bound traffic, she will display at both yard-arms:

By day—Two black balls hoisted vertically.

By night—One red light.

To indicate that the ship-passage is clear for outward-bound traffic, she will display at both yard-arms:

By day—One black cone, point up.

By night—One green light.

During fog or thick weather, she will sound three long blasts on her steam whistle at intervals of five minutes to indicate that the ship-passage is clear for outward-bound traffic.

There will be no sound signal for inward-bound traffic.

No vessel, either inward or outward bound, is to approach within half a mile of the ship-passage unless the drifter is displaying the traffic signal in her favour.

In foggy or thick weather, vessels approaching are to sound the regulation fog-signals, and proceed with great caution.

All vessels entering Lamlash by night are to burn side-lights.

Vessels entering Lamlash by day are to anchor to the southward of a line joining the new Pier head and the north end of Holy island.

Vessels entering during the night may anchor to the northward of this line until the morning.

Before attempting to leave Lamlash, all vessels must obtain instructions as to the route to be followed.

*Variation.*— $18^\circ$  W.

*Note.*—This Notice is a republication of the former Notices quoted above.

(Notice No. 1291 of 1918.)

*Authority.*—The Lords Commissioners of the Admiralty. (H. 6088/18.)

By Command of their Lordships,

J. F. PARRY,  
Hydrographer of the Navy.

Admiralty, London,  
1st November 1918.

In the Matter of the Trading with the Enemy Amendment Act, 1916, and in the Matter of F. BAUER-  
MEISTER.

WHEREAS by an Order of the Board of Trade dated the 18th day of June 1917, and made under Section 1 Sub-sections (1) and (2) of the Trading with the Enemy Amendment Act, 1916, it was ordered and required that the business carried on in the United Kingdom by the above-named F. Bauermeister, of 19 West Regent Street, Glasgow, Foreign Bookseller, should be wound up, and Mr. Thomson L. M'Lintock, of 149 West George Street, Glasgow, was appointed Controller, to control and supervise the carrying out of the Order and to conduct the winding

up of the said business, and the said Mr. Thomson L. M'Lintock has made application to the Board of Trade under Section 1 Sub-section (5) of the said Act to grant him a release:

Now therefore the Board of Trade hereby give notice that on or after the 14th day of November 1918 they will proceed to consider such application and any objection which may be made by any person appearing to them to be interested, and accordingly further give notice that any person who claims to be interested and may desire to object to the aforesaid release being granted, is before the said 14th day of November 1918, to send to the Board of Trade, 1 Horse Guards Avenue, London, S.W. 1, a notice in writing of his objection, together with a short state-