

tions, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty and are now in force.

I. ENGLISH CHANNEL AND NORTH SEA SOUTHERN PORTION—PILOTAGE REGULATIONS.

1. All ships (other than British ships when trading coastwise or to or from the Channel islands, or to or from the Port of Brest, or any French Channel Port north and east of Brest, or any Netherlands Continental Port, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, the Downs Pilot Station to Gravesend, or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

2. All ships (other than British ships when trading coastwise or to or from the Channel islands, or to or from the Port of Brest, or any French Channel Port north and east of Brest, or any Netherlands Continental Port, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, Gravesend to The Sunk or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

Clauses 1 and 2 above do not apply to British ships whilst navigating in the waters between the Downs Pilot Station and Gravesend, or between Gravesend and The Sunk or between The Sunk and the Downs Pilot Station, provided that they do not make use of any port in the London Pilotage District within these limits.

4. All ships (other than British ships of less than 3500 tons gross tonnage, when trading coastwise or to or from the Channel islands, or to or from the Port of Brest or any French Channel Port north and east of Brest, or any Netherlands Continental Port, and not carrying passengers) whilst navigating in the waters from Gravesend to London Bridge or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

5. All ships (other than British ships) whilst navigating in the waters between the Downs Pilot Station and The Sunk, or between those places and any intermediate pilot station that may hereafter be established, must be conducted by Pilots licensed by the London Trinity House.

6. The Trinity House Pilot Station at Dungeness having been discontinued, pilotage is therefore not compulsory between the Downs Pilot Station and Dungeness, except for ships bound into or out of the harbours of Dover and Folkestone.

7. Trinity House Pilot Stations have been established at the undermentioned places, and merchant vessels not under compulsion of pilotage are very strongly advised to take pilots:—

(a) THE DOWNS, where ships can obtain Pilots capable of piloting as far as The Sunk, and also pilots for the River Thames, and Folkestone and Dover harbours. The Pilot Steamer attached to the Downs Station will cruise in the vicinity of a position two miles south-east of Deal Pier.

(b) _____ | _____

(c) THE SUNK, where ships can obtain Pilots for the River Thames and the Downs. The Pilot steamer attached to the Sunk

Pilot Station, will cruise in the vicinity of The Sunk light-vessel.

(d) Pilots can also be obtained at LONDON for the Downs and The Sunk (including the River Thames and approaches).

8. The Trinity House Pilot Station at Orfordness has been discontinued.

Note.—The Pilots referred to in this Notice are the Pilots licensed by the London Trinity House and no others.

II. RIVERS THAMES AND MEDWAY, &c. —SPECIAL TRAFFIC REGULATIONS. NO LONGER IN FORCE.

The regulations with regard to traffic into and out of the River Thames, published in former Notice No. 1115 of 1919, are no longer in force. Mariners are notified that the navigational marks are in process of replacement, and that further notice will be given as soon as any channel is sufficiently marked for it to be used with safety.

Note.—This Notice is a revision of the former Notice quoted above.

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 these 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. 1401 of 1919.)

Authority.—The Lords Commissioners of the Admiralty. (H. 5191/19.)

By Command of their Lordships,

J. F. PARRY,

Hydrographer of the Navy.

Admiralty, London,
14th August 1919.

ADMIRALTY NOTICE TO MARINERS.

No. 1402 of the year 1919.

SCOTLAND, EAST COAST.

FIRTH OF FORTH—TRAFFIC REGULATIONS.

Former Notice.—No. 1242 of 1919; hereby cancelled.

Mariners are hereby warned 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:—