

Position.—Portland outer breakwater, lat. 50° 35' N., long. 2° 25' W.

1. Restriction of Navigation:

Caution.—No vessels or boats of any description are to move in the area north of a line joining Portland Bill with St. Albans head, by day or night, unless proceeding into Weymouth anchorage.

2. Caution re Target practice:

Caution.—Target practice will take place, without further notice, from ships lying in Portland harbour, and it will therefore be dangerous henceforth for vessels to enter the following area:—

Limits of dangerous area:

(a) *On the North.*—By a line drawn in a 97° (S. 67° E. Mag.) direction from the north end of the outer breakwater until St. Albans head bears 18° (N. 34° E. Mag.).

(b) *On the South.*—By a line drawn in a 119° (S. 45° E. Mag.) direction from the south end of the outer breakwater, until St. Albans head bears 18° (N. 34° E. Mag.).

(c) *On the East.*—By a line joining the eastern extremities of limits (a) and (b).

(d) *On the West.*—By Portland outer breakwater.

Variation.—16° W.

Charts temporarily affected:—

- No. 2255, Weymouth and Portland.
- No. 3315, Straight point to Portland (1).
- No. 2615, Portland to Christchurch.
- No. 2620, Eddystone to Portland (1).
- No. 2450, Portland to Owers.
- No. 2675b, English channel, middle sheet.
- No. 1598, English channel (1).

Publication.—Channel Pilot, Part I., 1908, page 150; Supplement No. 2, 1914.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 27th March, 1914.

NOTICE TO MARINERS.

No. 239 of the year 1915.

NORTH SEA, RIVER THAMES AND ENGLISH CHANNEL.

Information with regard to Pilotage.

Former Notice.—No. 164 of 1915; hereby cancelled.

I. The following Orders as to Compulsory Pilotage between the Downs and Great Yarmouth made under the Defence of the Realm (Consolidation) Regulations, 1914, will come into operation at 6 a.m. on the 31st March, 1915, and will supersede those now in force.

1. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands 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 of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands and not carrying passengers) whilst bound from, and whilst navigating in the waters

from, Gravesend to Great Yarmouth or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

3. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands and when 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.

4. 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.

II. 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 proceeding north can obtain pilots capable of piloting as far as Great Yarmouth; and also pilots for the River Thames, and for Folkestone and Dover harbours. The pilot steamers attached to the Downs Station will cruise in the vicinity of a position two miles south-east of Deal Pier.

(b) GREAT YARMOUTH, where ships from the North Sea bound for the River Thames or the English Channel can obtain pilots capable of piloting as far as the Downs.

The Pilot Steamer attached to the Great Yarmouth Station will cruise between the Corton Light-vessel and the South Scroby Buoy.

(c) THE SUNK LIGHT - VESSEL, where ships crossing the North Sea between the parallels of 51° 40' and 51° 54' North Latitude, but *no others*, can obtain pilots for the River Thames and the Downs.

(d) Pilots can also be obtained at LONDON and HARWICH for the Downs and Great Yarmouth (including the River Thames and approaches).

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

III. RIVER THAMES.—All traffic into and out of the River Thames must pass through the Edinburgh Channels, or through the Black Deep south of the Knock John and Knob Light buoys, and through the Oaze Deep, until further notice.

No vessels are to remain under way in the above-mentioned Channels inside the Sunk Head Light-buoy, or within a line joining the positions of the South Long Sand and East Shingles buoys, between the hours of 10 p.m. and 4 a.m.

Vessels at anchor within these limits must not exhibit any lights between the hours of 10 p.m. and 4 a.m.

All other Channels are closed to navigation.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 27th March, 1915.