

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 between Southend on the west, and the Sunk Head Light-buoy or a line joining the positions of the South Long Sand and East Shingles buoys, on the east, between the hours of 11 p.m. and 2 a.m.

Vessels at anchor within these limits must not exhibit any lights between the hours of 11 p.m. and 2 a.m.

All other Channels are closed to navigation.

2 No yachts or pleasure boats under sail or steam, or otherwise mechanically driven, are allowed in the Estuary of the Thames east of a line drawn between the Grain spit and West Shoebury buoys.

The Estuary of the Thames mentioned in the preceding paragraph is to be considered to include the north coast of Kent from North Foreland to Sheerness, and the coast of Essex from Shoeburyness to the Naze.

Pulling boats are not allowed in the waters prohibited above without a licence, which must be obtained by the person to whom the boat belongs from the Chief of the local Police. A separate licence is required for each boat.

IV. RIVER MEDWAY.—No yachts or pleasure boats under sail or steam, or otherwise mechanically driven, or pleasure pulling boats, are allowed in the Medway to the eastward of Rochester Bridge.

*Note.*

This Notice is a re-publication of Notice No. 459 of 1915, with the addition of paragraph 2 of Section III., and Section IV.

*Authority.*—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,  
*Hydrographer.*

Hydrographic Department, Admiralty,  
London, 2nd June, 1915.

NOTICE.

IN accordance with the provisions of the Madras Railway Annuities Act, 1908, it is hereby notified that a total sum of £732,375 2s. 3d. is now invested for the purpose of providing a Sinking Fund in respect of the Annuities Class B. as under:—

Nominal Amount and Description of Investments.	Total cost price of Investments.
	£      s.      d.
£29,880 Madras Railway Annuities Class "B" ... ..	610,819 11 10
£1,982 Great Indian Peninsula Railway Annuities Class "B" ... ..	40,287 1 0
£15,000 South Australian 3½ per cent. New Stock (1926-36) ... ..	14,587 11 0
£15,000 Western Australia 3½ per cent. Stock (1927-47) ... ..	14,615 13 6
£15,552 2s. 1d. New Zealand 3½ per cent. Stock (1940) ... ..	15,124 9 5
£38,279 11s. 2d. Newfoundland 3½ per cent. Inscribed Stock (1910) ... ..	36,940 15 6
	£732,375 2 3

By Order of the Annuity Trustees,  
T. E. BERRY, Secretary.

162, Finsbury Pavement House, London, E.C., 2nd June, 1915.