

Court.	For Quarter ending 31st Mar., 1917.	For Quarter ending 31st Mar., 1916.	For Quarter ending 31st Mar., 1915.
Wolverhampton	4	1	2
Worcester	1	...	12
Wrexham and Llangollen	1
Yeovil	4	2
York	1	9	12
Total for County Courts	268	387	574
Total for High Court and County Courts	324	495	706

**ADMIRALTY.
NOTICE TO MARINERS.**

No. 351 of the year 1917.

**ENGLISH CHANNEL, NORTH SEA
SOUTHERN PORTION, WITH RIVERS
THAMES AND MEDWAY AND
APPROACHES.**

Pilotage and Traffic Regulations.

Former Notice.—No. 113 of 1917; 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, with exception of those relating to Netherlands Continental Ports in paragraphs 1, 2 and 3 of Section I., which will come into force on the 29th March, 1917:—

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 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, 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.

4. All ships (other than British ships) whilst navigating in the waters between the Downs Pilot Station and Great Yarmouth and *vice versa*, and between those places and the Sunk light-vessel, or any intermediate pilot station that may hereafter be established, and *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

5. 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.

6. 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 position of the wreck of the Corton Light-Vessel (Lat. 52° 31½' N., long. 1° 50' E.) and the South Scroby Buoy.

(c) **THE SUNK LIGHT-VESSEL**, where ships trading with Netherlands Ports, but no others, can obtain Pilots for the River Thames and the Downs.

The Sunk Pilot Steamer will be on her station and available for shipping and landing Pilots between the hours of 7.30 a.m. and 7.30 p.m. only.