

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. $52^{\circ} 31\frac{1}{2}'$ N., long. $1^{\circ} 50'$ 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., G.M.T., only.

(d) Pilots can also be obtained at LONDON 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.

II.—RIVERS THAMES AND MEDWAY, &c.—TRAFFIC REGULATIONS.

1. 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 Ooze Deep until further notice.

No vessels are to remain under way in the above-mentioned Channels between a line drawn from London Stone to No. 3 Sea Reach Light-Buoy and thence to Canvey Point on the west, and the Sunk Head Buoy or a line joining the positions of the South Long Sand and East Shingles Buoys, on the east, from one hour after sunset until one hour before sunrise.

Vessels at anchor within these limits must not exhibit any lights from one hour after sunset until one hour before sunrise.

No merchant or other private vessel is to be at anchor in the Black Deep, and the Main Channel of the Thames, to the Southward of a line joining a position in lat. $51^{\circ} 39'$ N., long. $1^{\circ} 23'$ E., D3 Buoy, a position in lat. $51^{\circ} 33' 08''$ N., long. $1^{\circ} 13' 03''$ E., Knob Light-Buoy, a position in lat. $51^{\circ} 31' 45''$ N., long. $1^{\circ} 04' 48''$ E., South Shoebury Light-Buoy, a position in lat. $51^{\circ} 29' 15''$ N., long. $0^{\circ} 49' 45''$ E., and Nos. 1, 2 and 3 Sea Reach Buoys, except when obliged to anchor on account of fog.

No vessel is to anchor in the Black Deep between the parallel of lat. $51^{\circ} 39'$ N., and the Sunk Light-Vessel, without special orders, except such South-bound vessels as are unable to proceed further south owing to darkness or thick weather; vessels anchoring under such circumstances are only to anchor to the westward of a line joining positions in lat. $51^{\circ} 45' 00''$ N., long. $1^{\circ} 30' 15''$ E., lat. $51^{\circ} 42' 00''$ N., long. $1^{\circ} 27' 30''$ E., and lat. $51^{\circ} 39'$ N., long. $1^{\circ} 23'$ E., and well clear of the fairway.

All other Channels are closed to navigation.

The Nore Examination Anchorage is reserved for vessels under examination before entry into the Medway, and also for vessels on Government service which have left the Medway, and are awaiting orders as to route, &c.

2. Coasting vessels are not to be under way nor exhibit any lights in the East Swin or Wallet between sunset and sunrise.

3.—(a) Cruising of yachts and pleasure craft is prohibited in the following areas:—

(b) The rivers Colne, Blackwater, and adjoining creeks so far as the tide flows.

(c) That portion of the Estuary of the Thames East of a line drawn between the Grain Spit and West Shoebury Buoys.

(d) The area in the River Thames enclosed by a line drawn in a 0° (N. 14° E. Mag.) and a 180° (S. 14° W. Mag.) direction through the Ovens Buoy to a line joining Holehaven Point and the Blyth Middle buoy.

(e) The River Medway East of Rochester Bridge.

Note.—For the purposes of this Order the Estuary of the Thames is to be considered to