

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, until further Notice, be on her station and available for shipping and landing Pilots between the hours of 5.0 a.m. and 6.30 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 Oaze 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. (i.) No merchant vessel is to be in the following area in the approaches to the River Thames, from one hour after sunset to half-an-hour before sunrise:—

The area is bounded on the north by the parallel of lat. $51^{\circ} 33'$ N.

The area is bounded on the east by the meridian of long. $1^{\circ} 35'$ E.

The area is bounded on the south by the parallel of lat. $51^{\circ} 16'$ N.

The area is bounded on the west by the meridian of long. $1^{\circ} 24'$ E.

(ii.) Any merchant vessel contravening the foregoing regulation will run the gravest risk of being sunk.

4. (i) The cruising of yachts and pleasure craft in the Thames Estuary and River Medway will be permitted under the following restrictions:—

(a) No mechanically propelled vessel may be used for pleasure cruising.

(b) No commercial vessel may take out pleasure parties or any persons other than the regular crew.

(c) No professional fisherman or boatman may be employed on a pleasure craft.

(d) Pleasure cruising is only allowed on the understanding that all persons using pleasure craft will do their utmost to increase the food supply by catching fish; pleasure craft which ignore this condition are liable to be laid up by order of the local Police.

(ii) Except as stated in paragraph (xiii) no pleasure craft are allowed:—

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

(b) In the area enclosed between a line drawn in a 0° (N. 14° E. Mag.) and 180° (S. 14° W. Mag.) direction through the Ovens Buoy and a line joining Holehaven Point and the Blyth Middle Buoy.

(c) In the Medway East of Rochester Bridge.

(iii) For the purposes of this order the Estuary of the Thames includes the North Coast of Kent from North Foreland to Sheerness, and the Coast of Essex from Shoeburyness to the Naze.

(iv) All pleasure craft of any description are prohibited from being under weigh between sunset and sunrise, except as provided for in par. (xiii).

(v) Pleasure craft using the waters to the West of the line mentioned in par. (ii) (a), in which cruising is permitted, and also pulling boats which are permitted under par. (xi), must obtain a licence from the local Police.

(vi) No licences are, however, required for pleasure cruising to the West of Rochester Bridge, nor is par. (i) (d) applicable to such pleasure cruising. Otherwise pleasure cruising to the West of Rochester Bridge, so far as the tide flows, is to be governed by these regulations.