

Caution.—Neutral or Allied vessels are particularly warned that the passage through the Pentland firth presents very grave risks to a Westbound vessel, and are strongly advised not to take it.

II.—PILOTAGE REGULATIONS.

1. Pilotage is compulsory at the ports of Cromarty and Inverness for all vessels (including fishing vessels) which have a draught of over eight feet, and it is highly dangerous for any vessel to enter or leave without a pilot. Fishing and other small vessels having a draught of over eight feet are to assemble at the Pilotage stations, and will be conducted into and out of port in groups.

Vessels bound for Cromarty and Inverness will be led through the defences from a position off Tarbet ness by a pilot boat. They should follow directly astern of her.

Local arrangements for leading vessels through the defences will be made for vessels leaving Cromarty or Inverness.

2. It is dangerous for any vessel to be under way to the south-westward of a line joining Tarbet ness and Findhorn without a pilot.

3. No vessels of any description other than H.M. Ships and Auxiliaries are to be under way between sunset and sunrise in the waters contained between a line drawn from Tarbet ness to Findhorn, and a line drawn from Fort George to Chanonry point.

(2) Orkney Isles—Traffic Regulations.

I.—SCAPA FLOW AND APPROACHES.

1. All entrances are dangerous, and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

2. Examination services have been established in the entrances to Hoxa and Hoy sounds; vessels directed to enter must communicate with the Examination vessel and follow the instructions received from her very carefully.

3. No vessel is permitted to approach the entrance to Hoxa sound within a radius of 5 miles under any circumstances whatever, except when actually ordered to Scapa Flow.

4. The only vessels permitted to enter Hoy sound from the westward are those ordered to Stromness.

5. Vessels are not permitted to enter Hoxa or Hoy sounds by night or in thick weather.

6. Passage through Cantick sound is entirely prohibited.

II.—PORT OF KIRK WALL AND APPROACHES.

1. The port of Kirkwall shall comprise all enclosed waters of the Wide Firth and Kirkwall bay to westward of Thieves holm.

2. Merchant vessels shall obey all orders given them by the Admiralty Port Officer as regards anchoring or shifting position.

3. No vessel other than H.M. Ships shall enter or leave the Port of Kirkwall during hours of darkness, *i.e.*, between half an hour after sunset and half an hour before sunrise, except in special circumstances with special permission from the Admiralty Port Officer.

4. During foggy and thick weather, traffic in and out of the port is stopped, and no vessel shall approach the boom from either direction.

5. No vessel other than H.M. Ships or boat

shall move in the harbour during hours of darkness as aforesaid. And no boat other than those belonging to H.M. Ships shall approach the shore or go alongside any pier in the Port of Kirkwall.

6. All vessels other than H.M. Ships entering or leaving the Port of Kirkwall shall be piloted in and out by a Pilot drifter, and are prohibited from entering or leaving harbour unless so piloted, save and except only (1) in the case of such British vessels as have a written exemption therefrom, issued by the Admiralty Port Officer, (2) when a liner is entering the harbour, the Pilot may at his discretion, when circumstances of tide and sea render it advisable, direct such liner to enter the harbour without being piloted, provided always that the gate is open for incoming traffic.

7. Vessels, when cleared, shall wait for the Pilot vessel to conduct them out of port, or proceed as directed by the Naval Authorities.

8. Drifters engaged on pilot duty will fly the pilot flag (white and red, horizontal).

9. Incoming and outgoing traffic will be regulated by signals hoisted at the yardarm of the Boom trawler and repeated at the Hellier holm lighthouse.

10. Traffic signals are to be strictly obeyed, and no vessel shall approach the entrance against the signal.

11. The following Traffic signals will be displayed at the Boom and at Hellier holm:—

Gate "Open for Incoming Traffic":

By day—Two balls, vertical.

By night—A red light.

"Open for Outgoing Traffic":

By day—A cone, point upwards.

By night—A green light.

Gate Closed: By day—Three balls at Hellier holm.

By night—Three red lights at Hellier holm.

12. Vessels entering will, as a rule, be given priority over those leaving.

13. All outgoing vessels shall pass round the Turning buoy (red and white striped, spherical) moored approximately 285° (*N. 56° W. Mag.*), one mile from the entrance.

14. Incoming vessels will not pass round the Turning buoy, but will shape course as requisite for the anchorage on entering.

15. No outgoing vessel shall pass the Turning buoy, unless the signal for outgoing traffic is up. If the signal is against it, such vessel shall stop and wait in the neighbourhood of the Turning buoy.

16. No incoming vessel shall pass Hellier holm, unless the signal for incoming traffic is up at Hellier holm. If the signal is against it, such vessel shall wait in Shapinsay sound.

17. Incoming and outgoing vessels shall not pass through the gate simultaneously. If, through any misunderstanding, an outgoing and an incoming ship are approaching the gate simultaneously, then the outgoing ship shall give way, and shall turn round, and return to the Turning buoy and there wait till such time as the entrance is clear.

18. As a rule only one ship will be conducted out at a time, but under exceptional circumstances, in the event of two ships being conducted out, then the pilot will give instructions as to which ship is to go first and the rear ship