

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:—

Section I.

(1) No vessels other than those of British Nationality, or those of the Allied Nations, may enter Granton harbour, or the Port and Harbour of Burnisland, within the statutory limits administered by the Harbour Commissioners, until further Notice.

No vessels (a) trading to neutral ports or (b) having aliens on board, whether as members of the crew or as passengers, shall after the 15th August, 1918, enter or use the following ports in the Firth of Forth:—

Burnisland, Kirkcaldy, Dysart and West Wemyss.

(2) Until further notice, the following Regulations are to be observed by all merchant vessels, except when under escort, approaching or moving in the Firth of Forth (i.e., westward of a line joining Burns Ness and North Carr Rock).

All orders and instructions given by the King's Harbour Master or by any Patrol vessel are to be implicitly obeyed, otherwise vessels will be liable to be fired upon.

Section II.

INSTRUCTIONS TO SHIP MASTERS, &C.

(3) Masters of ships and other persons concerned are advised that, in their own interests and the interests of those whom they represent, they should assist in every possible way to conform to these Regulations.

(4) Ships outward bound without escort must time their departure so as to be clear of the Firth of Forth before the commencement of Official Night.

(5) Fishing Boats' numbers are to be kept distinctly painted.

(6) No unescorted merchant vessel is permitted to be under way in the Firth of Forth during the hours of Official Night, or when the Firth of Forth has been closed, except with the official permission of the Commander-in-Chief, Coast of Scotland, which can be obtained through the King's Harbour Master.

(7) Merchant vessels may enter or leave the docks at Leith and Granton with the permission of the Commander-in-Charge, Leith, or the Senior Naval Officer, Granton, respectively. Special arrangements, which are notified from time to time, are made for merchant vessels entering and leaving Docks at Ports East of Inchkeith.

(8) (a) During Official Night no lights are to be visible from outboard, scuttles and skylights are to be effectively screened. When under way, navigation lights should be shown. (Electric navigation lights are prohibited.)

(b) The side ladder and a boat should be kept ready for use. All boats are to be kept hoisted close up to the davits during the hours of Official Night.

(c) The Wireless Room is to be locked, and no Wireless Messages are to be taken or despatched whilst the ship is in the Firth of Forth.

(d) When at anchor riding lights are not to be exhibited, but a night watch is to be kept, and riding lights kept trimmed, lit, and at hand where they are easily and quickly accessible, so that they may be exhibited, reduced in power

and screened as prescribed in Admiralty Notice to Mariners No. 872 of 1918, when ordered or requested to do so.

(e) Merchant vessels berthed in Leith and Granton Docks and Harbours are prohibited from having any lights visible from outboard during the hours of Official Night, unless such vessel is actually engaged in working cargo. All such lights are to be screened from overhead and from seaward when possible.

(9) When inward bound, the National Colours and number (or distinguishing signal) are to be hoisted on passing May Island, and kept flying until the vessel docks.

(10) Care is to be taken that all flags displayed are showing clearly. If the weather is calm, any flag signal which the vessel is ordered by an Examination Steamer to hoist should be shaken out so as to render it readily distinguishable.

(11) As little smoke as possible is to be allowed to escape from the funnels, and care is to be taken that neither lights nor flags are obscured by it.

Section III.

DISTINGUISHING SIGNALS OF EXAMINATION STEAMERS.

(12) Armed Examination steamers will be found at the Examining Station (see Section VII.) and near the green buoy (see Section IV., par. 16)), and will be distinguished by the following means:—

By Day.—At the foremast head the special pilot flag (white and red horizontal, surrounded by a blue border). When the Firth of Forth is "Closed" three Red balls vertical will be hoisted in addition.

By Night.—Three Red lights vertically 6 feet apart, conspicuously displayed at the end of a yard so as to show an unbroken light round the horizon.

Masters of merchant vessels must approach these vessels with care, and see that when stopped they are in a favourable position for the Boarding Officer coming alongside, and that a boat-rope and side-ladder are in position.

Section IV.

NAVIGATION IN THE FIRTH OF FORTH.

(13) Unescorted merchant vessels may enter the Firth of Forth at any time, but should make every endeavour to do so during official daylight and, when possible, should have sufficient daylight to allow them to be examined before dark.

(14) Vessels desirous of entering the Forth during Official Night or in thick or foggy weather must report themselves to St. Abbs Head or Fifeness Signal Stations, whence they should proceed as directed in paragraph (16). They will be met by a Patrol Vessel and taken to an anchorage.

(15) Sailing ships and other small vessels which are forced to seek shelter owing to weather conditions, and arrive during the hours of Official Night, will be anchored in the most convenient position by orders of a Patrol Vessel until the weather moderates.

(16) Unescorted vessels must pass between Isle of May and Anstruther Wester, thence they must steer a course so as to pass 2 miles South of Elieness, and within half a mile to the Southward of a Green Buoy in Lat. 56° 09' N. ; Long. 2° 51' W.

Thence (if not met by a Pilot Boat or Examination Steamer) steer 297° (N. 45° W. Mag.) for a mile and a half to pass to the southward