

of a second buoy; thence to the Examining Station.

(17) All merchant vessels entering the Firth of Forth, with or without a pilot on board, are to proceed to the Examining Station to be passed by the Examining Officer and given the "Special Signal" before proceeding to any port in the Firth of Forth. On arrival at the Examining Station they are to "heave to" and await instructions from the Examination Steamer. If then ordered to the Examination Anchorage, they are to proceed there, anchor, and await further instructions. In the meantime they are to hold no communication with any other merchant vessel or with the shore without permission.

Section V.

VESSELS LEAVING THE FIRTH OF FORTH.

(18) Merchant vessels must on no account leave the Firth of Forth without first obtaining a "Port Clearance" from the Collector of Customs at the port of departure.

(19) No unescorted merchant vessels are permitted to leave the Firth of Forth—

(a) During the hours of Official Night;

(b) If sufficient daylight is not left to enable them to clear the Isle of May before dark; or

(c) When the Firth of Forth is "Closed," except with the permission of the Commander-in-Chief, Rosyth, which must be obtained through the King's Harbour Master, Rosyth.

(20) When the Firth of Forth is "Open" to the traffic of merchant shipping the following signal will be displayed at the various ports east of Oxcars:—

One Red ball, indicating that merchant vessels anchored in the roads off any port are at liberty to proceed.

No merchant vessel is to proceed until one Red ball is hoisted as follows:—

Leith.—From the Examination Steamer anchored in the Examination Anchorage,

Granton.—From Flagstaff at Central Pier.

Inchkeith.—From the Flagstaff at the Signaling Station.

Burntisland.—From the Middle Light-house.

Kirkcaldy.—From the Flagstaff at the Harbour Master's Office.

Methil.—From a Flagstaff at the Dock Gate.

Wemyss.—At the entrance to Wemyss Harbour.

Dysart.—From the East Pier at the entrance to Dysart Harbour.

The Licensed Trinity Pilot in charge of a merchant vessel will be held personally responsible that such vessel does not leave her anchorage until the above-mentioned signal is hoisted.

The Red ball will be hoisted at the commencement of Official Day if the Firth of Forth is not "Closed" for any reason, and will be hauled down at the commencement of Official Night.

Note.—It will be hauled down on all occasions when the Firth of Forth is "Closed" to merchant shipping traffic by order of the King's Harbour Master, Rosyth, and will be rehoisted by order of the King's Harbour Master, Rosyth, when the Firth of Forth is "Opened" again to mercantile traffic.

Section VI.

SIGNALS INDICATING FIRTH OF FORTH "CLOSED."

(21) Whenever the Firth of Forth is

"Closed" during the day the following signals will be displayed:—

Three Red balls vertical will be hoisted by each Examination Steamer and also at Inchkeith and at the principal ports in the Firth of Forth.

The single Red ball which is hoisted at the principal ports in the Firth of Forth east of Oxcars, to indicate that the Firth of Forth is "Open," will at the same time be hauled down.

Note.—By night the Firth of Forth is closed to all unescorted mercantile shipping, except as provided for in paragraph (14).

Section VII.

POSITIONS OF THE EXAMINATION ANCHORAGE AND EXAMINING STATION.

(22) The Examination Anchorage.—From a position 54° (*N. 72° E. Mag.*) distance 2,000 yards from the fixed green light on the Eastern entrance to Granton Harbour, thence:—

Western limit—2,000 yards in a direction 25° (*N. 43° E. Mag.*), thence,

Northern limit—1,000 yards in a direction 88° (*S. 74° E. Mag.*), thence,

Eastern limit—2,000 yards in a direction 205° (*S. 43° W. Mag.*), thence,

Southern limit—1,000 yards in a direction 268° (*N. 74° W. Mag.*).

Note.—The anchorage will thus be one mile in length and half a mile in width.

The Examination Vessel will be anchored at the South-West corner of the Examination Anchorage.

(23) The Examining Station is 240° (*S. 78° W. Mag.*) $1\frac{1}{2}$ miles from Ruddons point.

(24) Vessels are not under any circumstances to attempt to pass in from the Examining Station without obtaining permission from the Examination Steamer, or to leave the Examination Anchorage, or to communicate with the shore or any other vessel, without first obtaining permission from the Examination Vessel.

(See Appendix "A," "Warnings" to Masters.)

Section VIII.

PILOTS AND PILOTAGE.

(25) It will be compulsory for all vessels to have a licensed pilot on board when navigating the Firth of Forth, unless under escort. Vessels entering the Firth for the purposes of joining a Convoy are not exempt from compulsory pilotage.

Incoming vessels will pick up the pilot from the Pilot Vessel which will be found in the vicinity of the green buoy (see Section IV., par. (16)) during the hours of Official Day.

Outward-bound vessels from ports west of Inchkeith are to proceed to the Advanced Convoy Anchorage and discharge their pilot there, or at the Cutter if sailing without Convoy.

A uniform landing fee of eight shillings is to be paid by every pilot landed from the motor boat or other vessel which is provided by the Admiralty for the purpose of conveying pilots to and from the pilotage station. The pilot is hereby authorised to recover this fee from the master, owner, or agent of each vessel piloted.

Section IX.

CAUTION AS TO ANCHORING.

(26) No merchant vessel will be permitted to anchor within the limits of the Firth of Forth, except as hereinafter stated, unless—

(a) To avoid, or after, an accident;

(b) Her further progress is prevented by unforeseen circumstances;