

(c) During thick or foggy weather.

When anchoring, care must be taken to be well clear of the fairway.

(27) If a vessel has to anchor for any of the reasons shown (a, b, or c, above) she is to hoist "Not under control" signals, and keep them displayed so long as she remains at anchor.

(28) Unescorted merchant vessels, after being given "Special Signal" by an Examining Officer and with pilot on board, may proceed during the hours of Official Day to anchor off the port of destination.

The pilot in charge of the vessel is responsible that no contravention of the Traffic Regulations of the Firth of Forth occur during this period.

If, whilst a merchant vessel is lying at anchor off any port east of Oxcar in the Firth of Forth, the weather conditions become so unfavourable as to jeopardise the safety of the vessel in the position in which she is then lying, the pilot may use his discretion and get under way to proceed under the lee of Inchkeith in the case of easterly gales, and to Kirkcaldy in the case of westerly gales.

In doing this, he is responsible that the vessel carries navigation lights, proceeds at slow speed, and keeps out of the fairway.

Section X.

PATROL OF INTERNAL WATERWAYS AND APPROACHES TO THE FIRTH OF FORTH.

(29) The Firth of Forth, as well as the approaches thereto, will be patrolled by Naval Patrol boats or other Government vessels.

Masters of merchant vessels and persons in charge of small craft are hereby warned to observe any orders which may be given by the Naval Patrols.

Merchant vessels and small craft will be subject to inspection and search, and will be liable to be fired upon in the event of disobedience to the orders given them by the patrols.

They also render themselves liable to be prosecuted under the Defence of the Realm (Consolidation) Regulations, 1914.

Section XI.

MERCHANT VESSELS TO FLY THEIR COLOURS &c.

(30) All merchant vessels which are within the limits of the Firth of Forth must—

(a) Keep their colours flying day and night.

(b) Keep their commercial code number flying from sunrise to sunset.

(c) Show the regulation navigation lights by night unless ordered to the contrary. (See Section II., paragraph (8)).

Section XII.

ORDINARY NAVIGATION RULES TO BE ADHERED TO.

(31) The ordinary rules for the navigation and safe conduct of ships are to be adhered to in the Firth of Forth, except as far as they are affected by these Regulations.

Nothing in these Regulations will exonerate the owner, master, or agent of any ship from any neglect of the ordinary rules for the navigation and safe conduct of ships.

APPENDIX A.

WARNINGS TO MASTERS OF VESSELS IN THE FIRTH OF FORTH.

1. You are to strictly obey all orders given you by the officer who boards you, or by the King's Harbour Master or his representative.

2. When in the Examination Anchorage, or lying off any port in the Firth of Forth below the Forth Bridge, waiting to dock, or for Official Day after undocking during the night,

No. 30846.

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or when at anchor in consequence of fog, &c., you are forbidden, except in emergency which you will be called upon to prove, to lower any boats or to communicate with the shore, or to work the cables, or to move the ship, or to allow anyone to leave the ship without permission of the Deputy Examining Officer, if anchored off Leith, or the Port Authority of ports other than Leith in the Firth of Forth. You are also to keep your National Colours and the Signal Letters of your ship's name flying day and night.

3. Before leaving any port or anchorage in the Firth of Forth you must obtain permission from the proper authorities (see Section V., paragraph 18)).

4. The use of wireless telegraphy is prohibited. You are to forthwith lower all aerial wires, and disconnect them from their halliards and from the operating room. They are not to be rehoisted whilst your ship is in British territorial waters, except by special permission from the Admiralty as laid down in "Instructions for Masters of British Merchant Ships, &c."

5. To communicate with the Port Authorities, hoist flags J. G. C. by day, or lights Red, White, Red vertically by night.

Variation.—18° W.

Note.

This Notice is a revision of the former Notice quoted above.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographer of the Navy.

Admiralty, London,

13th August, 1918.

ADMIRALTY NOTICE TO MARINERS.

No. 973 of the year 1918.

ENGLAND—EAST COAST.

Former Notice.—No. 890 of 1918; hereby cancelled.

Notice is hereby given 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:—

(1) *Southwold to Newcome Sand—Prohibited Anchorage.*

Anchorage is prohibited within the following area:—

Limits:

(a) *On the North.*—By a line drawn from Kessingland, about 2 miles northward of