

Great Yarmouth, or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

3. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel Islands and not carrying passengers) whilst navigating in the waters from Gravesend to London Bridge, or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

4. The Trinity House Pilot-station at Dungeness having been discontinued, pilotage is therefore not compulsory between the Downs Pilot-station and Dungeness, except for ships bound into or out of the Harbours of Dover and Folkestone.

II. Trinity House Pilot-stations have been established at the undermentioned places, and merchant vessels not under compulsion of 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 Corton Light-vessel and the South Scroby buoy.

(c.) **THE SUNK LIGHT-VESSEL**, where ships crossing the North Sea between the parallels of 51° 40' and 51° 54' north latitude, but *no others*, can obtain pilots for the River Thames and the Downs.

(d.) Pilots can also be obtained at **LONDON** and **HARWICH** 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.

III. **RIVER THAMES**.—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 Ooze Deep, until further notice.

No vessels are to remain under way in the above-mentioned channels between Chapman Lighthouse on the west, and the Sunk Head light-buoy or a line joining the positions of the South Long Sand and East Shingles buoys on the east, between the hours of 11 p.m. and 2 a.m.

Vessels at anchor within these limits must not exhibit any lights between the hours of 11 p.m. and 2 a.m.

All other channels are closed to navigation.

2. No yachts or pleasure boats under sail or steam, or otherwise mechanically driven, are allowed in the Estuary of the Thames east of a line drawn between the Grain Spit and West Shoebury buoys.

The Estuary of the Thames mentioned in the preceding paragraph is to be considered to include the north coast of Kent from North Foreland to Sheerness, and the coast of Essex from Shoeburyness to the Naze.

Pulling-boats are not allowed in the waters prohibited above without a license, which must be obtained by the person to whom the boat belongs from the Chief of the Local Police. A separate license is required for each boat.

3. Yachts and pleasure craft in the River Thames are prohibited from using the area enclosed by a line drawn north and south through the Ovens buoy to a line joining Holehaven Point and the Blyth middle buoy.

4. In the rivers Colne, Blackwater, Crouch, and Roach the cruising of yachts and pleasure craft under sail, steam, or otherwise mechanically driven, and under oars, is permitted subject to the following restrictions:—

(a.) All pleasure craft of any description are prohibited from being under way between the hours of 8 p.m. and 6 a.m.

(b.) Pleasure-boats using the areas mentioned in paragraphs (c) and (d) below, in which cruising is permitted, must obtain a license from the Local Police.

(c.) In the rivers Colne and Blackwater and in the Estuaries of these rivers cruising is permitted in the area to the west of lines drawn from Colne Point to N.W. Knoll buoy and Sales Point to N.W. Knoll buoy, and up these rivers.

(d.) In the rivers Crouch and Roach cruising is permitted in the Crouch River west of a line drawn north and south (true) through Burnham Coastguard Station. No pleasure craft are permitted below this line.

Cruising is permitted in the Roach River down to its confluence with the Crouch.

IV. **RIVER MEDWAY**.—No yachts or pleasure-boats under sail or steam, or otherwise mechanically driven, or pleasure pulling-boats, are allowed in the Medway to the eastward of Rochester Bridge.

Note.—This notice is a republication of Notice No. 537 of 1915, with the addition of certain regulations respecting the rivers Thames, Colne, Blackwater, Crouch, and Roach, mentioned in subsections 3 and 4 of Section III.

No. 549 of the year 1915.

SCOTLAND, EAST COAST AND ORKNEY ISLES.

Pilotage-stations established at certain Ports on account of Defensive Mine-fields.

Former Notice.—No. 391 of 1915; hereby cancelled.

With reference to the extension of the system of mine defence, notice is hereby given that, under the Defence of the Realm (Consolidation) Regulations, 1914, pilotage is now compulsory at the following ports for all vessels (including fishing-vessels) which have a draught of over eight feet, and that it is highly dangerous for any vessel to enter or leave such ports 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.

(1.) **FIRTH OF FORTH**.—All incoming vessels are only permitted to enter the Firth of Forth during daylight hours; they are to pass between the Isle of May and Anstruther Wester, thence they must steer a direct course for Kinghornness. On approaching Inch Keith the pilot-vessel in the North Channel is to be closed, and a pilot embarked.

Merchant vessels approaching the Firth of Forth from the southward are permitted to keep close to the shore until Barnes Ness is reached, when course should be shaped for the Isle of May, so as to pass between the Isle of May and Anstruther Wester.

No merchant vessel is permitted to enter the Firth of Forth between the Isle of May and the south shore of the Forth.

Vessels are warned that, after having entered the Firth of Forth, they should on no account pass to the southward of a line joining the north point of the Isle of May and Kinghorn Ness until in the longitude of 3° W., when course may be shaped for the centre of North Channel.

Outward bound vessels should steer to pass the longitude of 3° W. in latitude 56° 6' 30" N., then shape course to pass between Anstruther Wester and the Isle of May.

No merchant vessel is permitted to be at an anchorage, during the hours of official night, between Inch Keith and a line drawn from Barnes Ness to North Carr Rock.

For the purposes of defining the entrance of the Firth of Forth, a line drawn from Barnes Ness to North Carr Rock is to be considered the eastern limit of the Firth of Forth.

The above orders apply to vessels proceeding to *any port* in the Firth of Forth, whether to the eastward of Inch Keith or not.

(2.) **MORAY FIRTH**.—All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burghead.

Outgoing vessels are to discharge their pilots at one or the other of these places.

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

(3.) **SCAPA FLOW**.—All entrances are dangerous, and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

Examination services have been established in the entrances to Hoxa and Hoy Sounds. Vessels wishing to enter must communicate with the examination vessel and follow the instructions received from her very carefully.

No vessel is permitted to approach the entrance to Hoxa Sound within a radius of five miles under any circumstances whatever, except when actually bound to Scapa Flow. Vessels bound to Kirkwall should proceed direct to that port.

The only vessels permitted to enter Hoy Sound from the westward are those bound for Stromness. Vessels cannot enter Scapa Flow from Stromness.

Vessels are not permitted to enter Hoxa or Hoy Sounds by night.

Passage through Cantick Sound is entirely prohibited.

Note.—This notice is a repetition of Notice No. 391 of 1915, with additions to section (1) relating to the Firth of Forth.

No. 550 of the year 1915.

ENGLAND, SOUTH COAST.

Notice is hereby given that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following orders with regard to the undermentioned areas have been made, and are now in force:—

(1.) **Beachy Head to St. Albans Head**.—Restrictions regarding Trading, Fishing, and Pleasure Craft.

1. Area A.—Enclosed by a line from Beachy Head to Owers Light-vessel to Boulder Bank buoy, thence north-west (true) to the Portsmouth Defence area.