

Description—a horn worked by hand giving two blasts in quick succession every two minutes. (c.) Vessel: Description—has one mast with one globe as daymark, hull painted red. Shipping is hereby warned that all traffic in that part of the Straits of Dover which lies between the Varne Shoal and Folkestone must pass between the above-mentioned light-vessels, and that Article 25 of the Collision Regulations must be complied with—that is to say, eastbound traffic must keep to the southern side of the passage, and westbound traffic must keep to the northern side.

Ships disregarding this warning will do so at their own peril.

Variation.—14° W.

*Charts temporarily affected.*—No. 1895, Dungeness to the Thames; No. 1406, Dover and Calais to Orfordness and Scheveningen; No. 2451, Owers to Dungeness; No. 2675c, English Channel, eastern sheet; No. 2182A, North Sea, southern sheet; No. 1598, English Channel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographic Department, Admiralty, London, 26th March, 1915.

#### NORTH SEA, RIVER THAMES, AND ENGLISH CHANNEL.

##### Information with regard to Pilotage.

*Former Notice.*—No. 164 of 1915, hereby cancelled.

I. The following orders as to compulsory pilotage between the Downs and Great Yarmouth made under the Defence of the Realm (Consolidation) Regulations, 1914, will come into operation at 6 a.m. on the 31st March, 1915, and will supersede those now in force.

1. 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 bound from, and whilst navigating in the waters from, the Downs Pilot-station to Gravesend, or *vice versa*, must be conducted by pilots licensed by the London Trinity House.

2. 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 bound from, and whilst navigating in the waters from, Gravesend to 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 when 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 Soroby 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 Oaze Deep, until further notice.

No vessels are to remain under way in the above-mentioned channels inside the Sunk Head light-buoy, or within a line joining the positions of the South Long Sand and East Shingles buoys, between the hours of 10 p.m. and 4 a.m.

Vessels at anchor within these limits must not exhibit any lights between the hours of 10 p.m. and 4 a.m.

All other channels are closed to navigation.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographic Department, Admiralty, London, 27th March, 1915.

#### ENGLAND, SOUTH COAST.

*Portland Harbour Approach.—Restriction of Navigation.—Caution re Target Practice.*

1. RESTRICTION OF NAVIGATION.—CAUTION.—(a.) No vessels or boats of any description are to move in the area north of a line joining Portland Bill with St. Albans Head, by day or night, unless proceeding into Weymouth anchorage. (b.) No vessels or boats of any description are to move in the area north of a line joining Portland Bill with Hopes Nose between sunset and sunrise.

No vessels or boats of any description are to put to sea in this prohibited area during fog, and any caught at sea by fog are to return to shore or harbour at once.

Vessels or boats found in this area after dark are liable to be fired upon.

2. CAUTION re TARGET PRACTICE.—CAUTION.—Target practice will take place, without further notice, from ships lying in Portland Harbour, and it will therefore be dangerous henceforth for vessels to enter the following area:—

*Limits of Dangerous Area.*—(a.) On the north: By a line drawn in a 97° (S. 67° E. mag.) direction from the north end of the outer breakwater until St. Albans Head bears 18° (N. 34° E. mag.). (b.) On the south: By a line drawn in a 119° (S. 45° E. mag.) direction from the south end of the outer breakwater until St. Albans Head bears 18° (N. 34° E. mag.). (c.) On the east: By a line joining the eastern extremities of limits (a) and (b). (d.) On the west: By Portland outer breakwater.

Variation.—16° W.

*Charts temporarily affected.*—No. 2615, Portland to Christchurch (2); No. 2450, Portland to Owers (2); No. 2255, Weymouth and Portland (2); No. 2675B, English Channel, Middle Sheet (2).

*Publication.*—Channel Pilot, Part I, 1908, page 150; Supplement No. 2, 1914.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographic Department, Admiralty, London, 3rd April, 1915.

#### IRISH CHANNEL.—NORTH CHANNEL.

RESTRICTION OF NAVIGATION.—Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following order is made:—

The navigation and use of the undermentioned area is entirely forbidden to all ships and vessels of every size and nationality,—

Bounded on the north-west by a line joining (a) and (b):

(a.) Latitude 55° 22½' N., longitude 6° 17' W.

(b.) Latitude 55° 31' N., longitude 6° 2' W.

Bounded on the south-east by a line joining (c) and (d):

(c.) Latitude 55° 10½' N., longitude 5° 24½' W.

(d.) Latitude 55° 2' N., longitude 5° 40½' W.

Bounded on the south-west by a line joining (a) and (d).

Bounded on the north-east by a line joining (b) and (c).

All traffic wishing to proceed through the North Channel must pass to the southward of Rathlin Island between sunrise and sunset; no ship or vessel is to be within 4 miles of Rathlin Island between sunset and sunrise.

This order is to take effect from the 23rd February, 1915.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographic Department, Admiralty, London, 22nd February, 1915.

#### Notice to Mariners.

##### NEW ZEALAND NAUTICAL ALMANAC.—ERRATUM.

Marine Department, Wellington, N.Z., 31st May, 1915.

READERS of the "New Zealand Nautical Almanac" are requested to make the following correction on page 62 of the work for December, 1915:—

The heading for application of Equation of Time should read "Eq. of Time *Subt. from* | *Add to* Apparent Time," in lieu of as at present printed "Eq. of Time *Add to* | *Subt. from* Apparent Time."

GEORGE ALLPORT,

Secretary.