

ENGLAND.

ENGLISH CHANNEL, NORTH SEA, AND RIVERS THAMES AND MEDWAY.—PILOTAGE AND TRAFFIC REGULATIONS.

Former Notice.—No. 134 of 1916; hereby cancelled.

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:—

I. *English Channel and North Sea.*

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 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.

5. 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 HARWICK 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.

II. *Rivers Thames and Medway.*

1. 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 a line drawn from London Stone to No. 3 Sea Reach light-buoy and thence to Canvey Point 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 7.30 p.m. and 5 a.m.

Vessels at anchor within these limits must not exhibit any lights between the hours of 7.30 p.m. and 5 a.m. No merchant or other private vessel is, however, to be at anchor in the Black Deep, Ooze Deep, and the main channel of the Thames as far west as No. 3 Sea Reach light-buoy, to the southward of a line joining East Knock John buoy, Knob light-buoy, West Ooze buoy, Nore light-vessel, and No. 3 Sea Reach light-buoy, between the hours of 7.30 p.m. and 5 a.m.

All other channels are closed to navigation.

2. Coasting-vessels are not to be under way nor exhibit any lights in the East Swin or Wallet between sunset and sunrise.

3. Cruising of yachts and pleasure craft is prohibited in the estuaries of the Thames, Medway, Colne, Blackwater, Crouch, and Roach, and adjacent rivers and creeks.

Fishing-vessels are governed by the terms of the notices issued by the Board of Agriculture and Fisheries.

NOTE.—This notice is a repetition of Notice No. 134 of 1916, with amendments to Section II.

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 these 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.

SOUTH-EAST COAST.—THE ELBOW.—DISTINGUISHING NAMES OF BUOYS.

(a.) Elbow light-buoy.—*Position*: Lat. 51° 23' 55" N., long. 1° 33' 54" E.

(b.) No. 2 Elbow (black conical buoy with ball topmark).—*Position*: Lat. 51° 22' 13" N., long. 1° 32' 12" E.

Details.—In view of the alteration in position of the Elbow light-buoy and the establishment of a conical buoy in the old position of the light-buoy, announced in the former notice quoted above, these buoys will in future be known as the "Elbow light-buoy" and "No. 2 Elbow" respectively, and the names are to be inserted on the charts.

Charts affected.—No. 1823, The Downs; No. 1607, North Foreland to the Nore; No. 1610, North Foreland to Orfordness; No. 1895, Dungeness to the Thames; No. 1431, Approaches to Dover Strait, Fecamp to North Foreland; No. 1406, Dover and Calais to Orfordness and Scheveningen.

Publication.—Channel Pilot, Part I, 1908, page 297.

JAPAN.

HONSHU, SOUTH-EAST COAST.—O'SHIMA.—FOG-SIGNAL ESTABLISHED.

Position.—At the lighthouse at the northern end of the island, about half a mile eastward of Chiga-saki. Lat. 34° 47½' N., long. 139° 22½' E.

Description.—A siren giving one blast every forty-four seconds, thus—blast 4 secs., silent 40 secs.

Charts affected.—No. 953, Omai-saki to Tsurugi-saki; No. 996, Kii-suido to Tokyo; No. 2347, Honshu, Kiusiu, and Shikoku, &c.

Publications.—List of Lights, Part VI, 1916, No. 2048; Japan Pilot, 1914, page 220.

NORTH PACIFIC OCEAN.

SANDWICH ISLANDS, MAUI.—KAHULUI HARBOUR.—ALTERATION IN POSITION OF BREAKWATER LIGHT.

New position.—On the head of the breakwater, at a distance of 25 yards from the outer extremity, and about 280 yards north-westward from former position. Lat. 20° 54½' N., long. 156° 28½' W.

New abridged description.—Lt. fl. ev. 7½ secs., 39 ft. (U).

Description.—As described in the Admiralty List of Lights, with the exception that the light now has an elevation of 39 ft., and the structure consists of a pyramidal framework tower.

Chart affected.—No. 3534, Kahului Harbour.

Publications.—List of Lights, Part VII, 1916, No. 1227; Pacific Islands Pilot, Vol. III, 1909, page 226; Revised Supplement, 1915.

HAWAIIAN ISLANDS.

OAHU.—HONOLULU HARBOUR.—LIGHT DESTROYED.—LIGHTED BUOY ESTABLISHED.

On 20th January, 1916, Honolulu Channel buoy light No. 3, fixed white, on a second-class can buoy, was established, in 32 ft. of water, about 80 yards 185° from the position of Honolulu Channel light No. 3, which was destroyed by a storm 16th January, 1916.

MAUI.—SOUTH-WEST COAST.—MAALAEA BAY.—KIHEI.—RANGE-LIGHTS ESTABLISHED.—LIGHT DISCONTINUED.

On 20th January, 1916, range-lights were established at Kihei, as follows:—

FRONT LIGHT.—Fixed red, of 50 candle-power, exhibited, 15 ft. above the water, from a pyramidal wooden frame tower 9 ft. high, on Kihei Wharf, 100 ft. from its outer end.