

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 $51^{\circ} 40'$ and $51^{\circ} 54'$ 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 approach).

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 Southend 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.

Note.

This Notice is a republication of Notice No. 239 of 1915, with amendments to section III.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

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

NOTICE TO MARINERS.

No. 460 of the year 1915.

SCOTLAND, WEST COAST.

FIRTH OF CLYDE—SPECIAL INSTRUCTIONS
WITH REGARD TO TRAFFIC.

Position.—Dunoon bank, lat. $55^{\circ} 56\frac{3}{4}'$ N., long. $4^{\circ} 54\frac{1}{4}'$ W.

Details.—Certain work is about to be started on approximately the line joining Castle point, situated close south of Dunoon pier, with Cloch Lighthouse; and Mariners are hereby warned that under the Defence of the Realm (Consolidation) Regulations, 1914, the following instructions are now in force:—

Vessels entering or leaving the Clyde must pass between two Light-buoys situated 600 feet apart on the Dunoon bank as follows:—

(a) Eastern Light-buoy:—

Position.—On the east side of Dunoon bank at a distance of 8 cables and 66 yards, 281° (*N. 61° W. Mag.*), from Cloch Lighthouse.

Description.—A Light-buoy painted red, exhibiting a *group flashing white* light showing two flashes every fourteen seconds, thus:—

Flash,	eclipse,	flash,	eclipse.
2 secs.	2 secs.	2 secs.	8 secs.

(b) Western Light-buoy:

Position.—On west side of Dunoon bank, at a distance of 600 feet, 272° (*N. 70° W. Mag.*), from Light-buoy (a).

Description.—A Light-buoy painted black, exhibiting an *occulating white* light every six seconds, thus:—

Light,	eclipse.
4 secs.	2 secs.

When approaching these Light-buoys speed must not exceed 10 knots, and when passing between them vessels must keep to their starboard hand. Inward-bound and outward-bound vessels must not pass between the Light-buoys at the same time.

Outward-bound vessels must approach the Light-buoys on a 196° (*S. W. by S. Mag.*) course from a distance of one mile, and must so regulate their speed that any vessel approaching the buoys from the south shall pass through first.

Inward-bound vessels must steer to the eastward as soon as they have passed clear of the Light-buoys.

Further Notices will be issued from time to time as the work progresses.

Variation.— 18° W.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

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