

CAUTION.

Section (2) and (3) of this Admiralty Notice to Mariners are issued under the provisions of the Defence of the Realm (Consolidation) Regulations 1914, and failure to comply strictly with the directions contained in them 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 sections (2) and (3) of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

(Notice No. 581 of 1917.)

Authority.—The Lords Commissioners of the Admiralty. (*H. 3464/17.*)

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
London, 9th June 1917.

ADMIRALTY NOTICE TO MARINERS.

No. 582 of the year 1917.

SCOTLAND, EAST COAST.

FIRTH OF FORTH—TRAFFIC REGULATIONS.

Former Notices.—No. 1223 of 1916 and No. 436 of 1917.

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:—

Section I.

(1) Until further notice, the following Regulations are to be observed by all merchant vessels approaching or moving in the Firth of Forth (*i.e.*, westward of a line joining Barns Ness and North Carr Rock).

All orders and instructions given by the King's Harbour Master or by any Patrol vessel, are to be implicitly obeyed, otherwise vessels will be liable to be fired upon.

(2) No vessels other than those of British Nationality, or those of the Allied Nations may enter Granton Harbour, or the Port and Harbour of Burntisland, within the statutory limits administered by the Harbour Commissioners, until further Notice.

Section II.

INSTRUCTIONS TO SHIPOWNERS, AGENTS,
MASTERS, ETC.

(3) Shipowners, Agents, Masters of ships and other persons concerned are advised that, in their own interests and the interest of those whom they

represent, they should assist in every possible way to conform to these Regulations.

(4) Shipowners and Agents must give not less than 24 hours' notice in writing to "The Trinity House, Leith," of the following particulars regarding vessels arriving, so that they may be readily identified:—

1. Name of vessel.
2. Nationality.
3. Nett tonnage.
4. Where from.
5. Where bound.
6. Nature of cargo.
7. Number of passengers.
8. Any particulars of appearance which might assist identification at sea.

NOTE.—If a vessel does not arrive within a reasonable time after this notice has been given, it will be presumed that she has either been diverted to another port, or sailing cancelled, and her name will be removed from the list of expected arrivals.

(5) Ships outward bound must time their departure so as to be clear of the Firth of Forth before the commencement of Official Night.

(6) Fishing boats' numbers are to be kept distinctly painted.

(7) No merchant vessel is permitted to be under way in the Firth of Forth to the westward of Inchkeith during the hours of "Official Night."

(8) No merchant vessel is permitted to enter or leave the Docks at Leith or Granton during the hours of "Official Night." Special arrangements, which are notified from time to time, are made for merchant vessels entering and leaving docks at ports East of Inchkeith.

(9)—(a) Whilst lying at anchor off Leith or Granton, vessels are to arrange for a night watch to be kept, with special orders to particularly observe the night signals shown by the Examination Vessel anchored in Leith Roads, in order that the "riding lights" for a ship at anchor, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 581 of 1917, may be exhibited directly that vessel shows "Night Distinguishing Signal" (three Red lights vertical). *See Section III.*

Riding lights are to be kept trimmed, lit, and at hand where they are easily and quickly accessible when required.

(b) The side ladder and a boat should be kept ready for use. All boats are to be kept hoisted close up to the davits during the hours of Official Night.

(c) The wireless room is to be locked, and no wireless messages are to be taken or despatched whilst the ship is in the Firth of Forth.

(d) No lights are to be visible from outboard other than navigation lights. Scuttles and skylights are to be effectively screened, or cabin lights kept extinguished.

(e) Anchors lights are not to be exhibited when off Leith or Granton, unless the "Night Distinguishing Signal" (three Red lights hoisted vertically) is shown by the Examination Vessel.

The Examination Vessel anchored in Leith Roads will only show this signal on occasions when it is considered necessary by the Deputy Examining Officer.

Vessels at anchor off Leith or Granton should keep a smart look-out, and when the "Night Distinguishing Signal" is shown by the Examination Vessel are immediately to exhibit the custom-