

ary "riding lights" of a ship at anchor, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 581 of 1917.

(f) Merchant vessels berthed in Leith and Granton docks and harbours are prohibited from having any lights visible from outward during the hours of "Official Night," unless such vessel is actually engaged in working cargo. All such lights are to be screened from overhead and from seaward when possible.

(g) Navigation lights are to be kept well trimmed and burning brightly when inside the Firth of Forth if under way. Electric navigation lights are prohibited.

(10) When inward bound, the National Colours and number (or distinguishing signal) are to be hoisted on passing May island, and kept flying until the vessel docks.

(11) Care is to be taken that all flags displayed are showing clearly. If the weather is calm any flag signal which the vessel is ordered by an Examination Steamer to hoist should be shaken out so as to render it readily distinguishable.

(12) As little smoke as possible is to be allowed to escape from the funnels, and care is to be taken that neither lights nor flags are obscured by it.

(13) During thick or foggy weather, all mercantile traffic is to cease. Mercantile traffic is also to cease on all occasions when the Firth of Forth has been declared "Closed" by the King's Harbour Master.

(14) The Firth of Forth is always "Closed" during Official Night.

Section III.

DISTINGUISHING SIGNALS OF EXAMINATION STEAMERS.

(15) Armed Examination steamers will be found at the Examination Station (*see* Section VII.) and also at the Examination Anchorage, and will be distinguished by the following means.

Each Examination Steamer will be distinguished as follows:—

By Day.—At the foremost head the special pilot flag (white and red horizontal, surrounded by a blue border). When the Firth of Forth is "Closed" three Red balls vertical will be hoisted in addition.

By Night.—Three red lights vertically 6 feet apart, conspicuously displayed at the end of a yard so as to show an unbroken light round the horizon.

Masters of merchant vessels must approach these vessels with care, and see that when stopped they are in a favourable position for the Boarding Officer coming alongside, and that a boat-rope and side-ladder are in position.

Section IV.

NAVIGATION IN THE FIRTH OF FORTH.

(16) All merchant vessels are only permitted to enter the Firth of Forth when they have sufficient daylight to enable them to reach Inchkeith before the close of Official Day except such vessels mentioned in Clause 24 of this Section.

(17) Vessels must pass between Isle of May and Anstruther Wester, thence they must steer a course so as to pass 2 miles south of Elie ness, and within half a mile to the southward of a green

buoy in latitude 56° 09' N., longitude 2° 51' W., thence direct for Kinghorn ness.

(18) Vessels after entering the Firth of Forth must 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° 00' W., when course may be shaped for the Examining Station.

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

(20) Merchant vessels approaching the Firth of Forth during the hours of darkness are to maintain a steady course and speed, and are to so arrange their speed that they shall not reach the Isle of May before "Official Day," and will thus avoid having to reduce speed or stop in the vicinity of the Isle of May, where they may render themselves liable to be fired upon by shore batteries or patrol boats.

(21) All merchant vessels are forbidden to enter the Firth of Forth during the hours of "Official Night" or during thick or foggy weather except such vessels provided for in Clause 24 of this section.

(22) All merchant vessels entering the Firth of Forth are to proceed to the Examining Station to be passed by the Examining Officer and given the "Special Signal" before proceeding to any port in the Firth of Forth. On arrival at the Examining Station they are to "heave to" and await instructions from the Examination Steamer. If then ordered to the Examination Anchorage, they are to proceed there, anchor, and await further instructions. In the meantime they are to hold no communication with any other merchant vessel or with the shore without permission.

(23) If they arrive during the hours of "Official Night" or in thick or foggy weather, they must anchor outside the limits of the Firth of Forth (*see* definition of limits in Section I.), except as provided for in clause (24).

(24) Sailing ships and other small vessels which are forced to seek shelter owing to weather conditions, and arrive during the hours of "Official Night," will be anchored in the most convenient position by orders of a patrol vessel until the weather moderates.

Section V.

VESSELS LEAVING THE FIRTH OF FORTH.

(25) Merchant vessels must on no account leave the Firth of Forth without first obtaining a "Port Clearance" from the Collector of Customs at the port of departure.

(26) No merchant vessels are permitted to leave the Firth of Forth—

- (a) During the hours of "Official Night";
- (b) If sufficient daylight is not left to enable them to clear the Isle of May before dark; or
- (c) When the Firth of Forth is "closed,"

except with the permission of the Commander-in-Chief, Rosyth, which must be obtained through the King's Harbour Master, Rosyth.

(27) When the Firth of Forth is "Open" to the traffic of merchant shipping the following signal will be displayed at the various ports east of Oxcars:—

One Red ball, indicating that merchant vessels anchored in the roads off any port are at liberty to proceed.