

No merchant vessel is to proceed until one Red ball is hoisted as follows:—

Leith.—From the Examination Steamer anchored in the Examination Anchorage.

Inchkeith.—From the Flagstaff at the Signal Station.

Burntisland.—From the Middle Lighthouse.

Kirkcaldy.—From the Flagstaff at the Harbour Master's Office.

Methil.—From a Flagstaff at the Dock Gate.

Wemyss.—At the entrance to Wemyss Harbour.

Dysart.—From the East Pier at the entrance to Dysart Harbour.

Granton.—From Flagstaff at Central Pier.

The Licensed Trinity Pilot in charge of a merchant vessel will be held personally responsible that such vessel does not leave her anchorage until the above-mentioned signal is hoisted.

The Red ball will be hoisted at the commencement of "Official Day" if the Firth of Forth is not "Closed" for any reason, and will be hauled down at the commencement of "Official Night."

Note.—It will be hauled down on all occasions when the Firth of Forth is "Closed" to merchant shipping traffic by order of the King's Harbour Master, Rosyth, and will be rehoisted by order of the King's Harbour Master, Rosyth, when the Firth of Forth is "Opened" again to mercantile traffic.

Section VI.

SIGNALS INDICATING FIRTH OF FORTH "CLOSED."

(28) Whenever the Firth of Forth is "Closed" during the day the following signals will be displayed:—

Three Red balls vertical will be hoisted by each Examination Steamer and also at Inchkeith and at the principal ports in the Firth of Forth.

The single Red ball which is hoisted at the principal ports in the Firth of Forth east of Oxcars, to indicate that the Firth of Forth is "Open," will at the same time be hauled down.

Note.—By night the Firth of Forth is closed to all mercantile shipping, except as provided for in clause (24).

Section VII.

POSITION OF THE EXAMINING STATION.

(29) The Examination Station is in latitude 56° 04' N., longitude 3° 04' W.

(30) Vessels are not under any circumstances to attempt to pass in from the Examining Station without obtaining permission from the Examination Steamer, or to leave the Examination Anchorage, or to communicate with the shore or any other vessel, without first obtaining permission from the Examination Vessel.

(See Appendix "A," "Warnings to Masters.")

Section VIII.

PILOTS AND PILOTAGE.

(31) It will be compulsory for all vessels to have a licensed pilot on board when navigating the Firth of Forth.

Incoming vessels will pick up the pilot from the Pilot Vessel which will be found in the vicinity of the Examining Station during the hours of "Official Day."

Outward-bound vessels from ports west of Inchkeith are to proceed to the Examining Station and discharge their pilot there. Outward-bound vessels from ports east of Inchkeith will discharge their pilots when the main route channel is reached, whence the Masters will receive detailed instructions from the pilot how they are to proceed.

Section IX.

CAUTION AS TO ANCHORING.

(32) No merchant vessel will be permitted to anchor within the limits of the Firth of Forth, except as hereinafter stated, unless—

- (a) To avoid, or after, an accident;
- (b) Her further progress is prevented by unforeseen circumstances;
- (c) During thick or foggy weather.

When anchoring, care must be taken to be well clear of the fairway.

(33) If a vessel has to anchor for any of the reasons shown (a, b, or c, above) she is to hoist "Not under control" signals, and keep them displayed so long as she remains at anchor.

(34) Merchant vessels, after passing the Examination Steamer, may proceed during the hours of "Official Day" to anchor off the port of destination, if other than Leith or Granton, in charge of a pilot, on the understanding that they are to dock on the next succeeding tide unless prevented by weather or other conditions beyond their control.

The pilot in charge of the vessel is responsible that no contravention of the Traffic Regulations of the Firth of Forth occur during this period. Such a vessel is to show by night the ordinary riding lights of a ship at anchor unless ordered to the contrary. Electric navigation lights are prohibited. Anchor lights are to be reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 581 of 1917.

If, whilst a merchant vessel is lying at anchor off any port east of Oxcars in the Firth of Forth, the weather conditions become so unfavourable as to jeopardise the safety of the vessel in the position in which she is then lying, the pilot may use his discretion and get under way to proceed under the lee of Inchkeith in the case of easterly gales, and to Kirkcaldy in the case of westerly gales.

In doing this, he is responsible that the vessel carries navigation lights, proceeds at slow speed, and keeps out of the fairway.

Section X.

PATROL OF INTERNAL WATERWAYS AND APPROACHES TO THE FIRTH OF FORTH.

(35) The Firth of Forth, as well as the approaches thereto, will be patrolled by Naval Patrol Boats or other Government vessels.

Masters of merchant vessels and persons in charge of small craft are hereby warned to observe any orders which may be given by the naval patrols.

Merchant vessels and small craft will be subject to inspection and search, and will be liable to be fired upon in the event of disobedience to the orders given them by the patrols.

They also render themselves liable to be prosecuted under the Defence of the Realm (Consolidation) Act, 1914.