

THE PUBLIC HEALTH ACTS AMENDMENT ACT, 1907.

NESTON AND PARKGATE URBAN DISTRICT,
CHESHIRE.

NOTICE is hereby given, that the Local Government Board have made an Order, dated the 13th June instant, under Section 3 of the above-mentioned Act, declaring—

(1) That Sections 92 and 93 of the said Act shall be in force in the District as from the 17th July, 1916.

(2) That Section 92 shall be in force in the District subject to the following condition, viz. :—

“ Until further Order the said Section, in its application to the District and in relation to the exercise of the powers and to the discharge of the duties of the Local Authority under that Section, shall have effect as if the words following were added to and formed part of the Section, that is to say :—

“ Nothing in this Section or in any byelaws made thereunder shall be deemed or taken to prejudice, diminish, alter, or affect the estates, rights, titles, privileges, powers, or authorities of any persons in, over, or under the foreshore or sands within or in front of the District or the immediate approaches thereto, or any part thereof respectively.”

Dated this twenty-third day of June, 1916.

J. P. GAMON,

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Clerk to the said Council.

ADMIRALTY

NOTICE TO MARINERS.

No. 669 of the year 1916.

SCOTLAND, EAST COAST AND ORKNEY ISLANDS.

Pilotage and Traffic Regulations, &c.

Former Notice.—No. 635 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 :—

Pilotage is compulsory at the following ports for all vessels (including fishing vessels) which have a draught of over eight feet, and it is highly dangerous for any vessel to enter or leave such ports without a pilot. Fishing and other small vessels having a draught of over eight feet are to assemble at the Pilotage stations, and will be conducted into and out of port in groups.

I. FIRTH OF FORTH.

Section [A].

1. All incoming 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,” which is notified in the Public Traffic Regulations for the Firth of Forth.

2. A light-and-whistle buoy has been established in lat. 56° 09' 00" N., long. 2° 51' 00" W. The buoy is painted green, and exhibits an *occulting white light every twelve seconds*, thus :—

Light	eclipse
10 secs.	2 secs.

3. All incoming and outward bound merchant vessels are to pass within half a mile of, and to the southward of, the light-and-whistle-buoy mentioned in paragraph 2.

4. Incoming vessels must pass between the Isle of May and Anstruther Wester, thence they must steer a course so as to pass within half a mile of, and to the southward of, the light-and-whistle-buoy mentioned in paragraph 2, and thence direct for Kinghorn ness.

5. Vessels are warned that, after having entered the Firth of Forth, they 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° West, when course may be shaped for the centre of North channel.

6. On approaching Inchkeith, the pilot vessel in the North channel is to be closed and a pilot embarked.

7. Merchant vessels approaching the Firth of Forth from the southward are permitted to keep close to the shore until Barns ness is reached, when course should be shaped for the Isle of May, so as to pass between the Isle of May and Anstruther Wester.

8. No merchant or fishing vessel is permitted to enter the Firth of Forth between the Isle of May and the south shore of the Forth.

9. 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 daylight and thus will 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 vessels.

10. No merchant vessel is permitted to be at an anchorage, during “official night,” west of a line drawn from Barns ness to North Carr rock, and east of Inchkeith, unless such vessel has been granted permission by the King's Harbour Master, Rosyth, or unless such vessel is directed to anchor by the orders of a naval patrol vessel.

11. The above orders apply to vessels proceeding to *any* port in the Firth of Forth, whether to the eastward of Inchkeith or not.

12. Outward bound vessels must steer to pass the longitude of 3° W. in latitude 56° 06' 30" N., thence shape course to pass within half a mile of, and to the southward of, the light-and-whistle-buoy mentioned in paragraph 2, and thence between Anstruther Wester and the Isle of May.

Section [B].

1. Until further notice 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.”

2. No merchant vessel is permitted to enter or leave the docks at Leith or Granton during the hours of “official night.”

3. No light on board any merchant vessel in the Firth of Forth is to be visible from outboard during the hours of “official night,” other than regulation riding lights, which are provided for in paragraph 5 below.

All scuttles and skylights are to be effectively screened, or cabin lights kept extinguished.

4. No merchant vessel whilst lying at anchor to the westward of Inchkeith shall exhibit riding lights except as provided for in paragraph 5 below. Every such vessel shall, however, keep trimmed and screened—ready for exhibiting—the regulation riding lights, and such lights shall be quickly accessible when required.

5. Riding lights are only to be shown by merchant vessels anchored west of Inchkeith