

When the night signal for "Port Open" (three white lights vertical) is shown by the Examination vessel in Leith roads.

The Examination vessel will only show this signal on occasions when it is considered necessary by the Deputy Examining Officer.

6. Merchant vessels at anchor to the westward of Inchkeith are to keep a smart look out, and when the night signal for "Port Open" is shown by the Examination vessel in Leith roads, are to immediately display the regulation riding lights of a ship at anchor.

7. Merchant vessels berthed in Leith and Granton docks and harbours are prohibited from having any lights visible from outboard 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.

II. MORAY FIRTH.

1. All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burghead.

Outgoing vessels are to discharge their pilots at one or the other of these places.

2. It is dangerous for any vessel to be under way to the south-westward of a line joining Findhorn and Tarbet ness without a pilot.

3. No vessels of any description other than H.M. Ships and Auxiliaries are to be under way between sunset and sunrise in the waters contained between a line drawn from Tarbet ness to Findhorn, and a line drawn from Fort George to Chanonry point.

III. SCAPA FLOW.

1. All entrances are dangerous and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

2. Examination services have been established in the entrances to Hoxa and Hoy sounds; vessels directed to enter must communicate with the Examination vessel and follow the instructions received from her very carefully.

3. No vessel is permitted to approach the entrance to Hoxa sound within a radius of 5 miles under any circumstances whatever, except when actually ordered to Scapa Flow. Vessels ordered to Kirkwall should proceed direct to that port.

4. The only vessels permitted to enter Hoy sound from the westward are those ordered to Stromness.

5. Vessels are not permitted to enter Hoxa or Hoy sounds by night or in thick weather.

6. Passage through Cantick sound is entirely prohibited.

Note.

This Notice is a repetition of Notice No. 635 of 1916, with an amendment to Section [B], Part III., paragraph 5.

Caution.

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

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department,
Admiralty, London,
23rd June, 1916.

ADMIRALTY NOTICE TO MARINERS.

No. 679 of the year 1916.

ENGLAND, EAST COAST.

River Humber approach—Prohibited Area.

Former Notices.—Nos. 318 and 650 of 1916; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulation has been made by the Lords Commissioners of the Admiralty and is now in force:—

The undermentioned area in the northern approach to the River Humber is entirely prohibited to all vessels:—

Limits of prohibited area:

(a) *On the South.*—By a line drawn from the south-west extremity of Spurn point to Humber light-vessel.

(b) *On the East.*—By a line drawn from Humber light-vessel in a 34° (N. 50° E. Mag.) direction for a distance of 3 miles, and thence in a 330° (N. 14° W. Mag.) direction for a distance of 3 miles.

(c) *On the North.*—By a line drawn from the northern extremity of limit (b) in a 262° (N. 82° W. Mag.) direction to Kilnsea beacon.

(d) *On the West.*—By the Yorkshire coast between Kilnsea beacon and the south-west extremity of Spurn point.

Variation.— 16° W.

Note.—This Notice is a re-publication of Notice No. 650 of 1916, with amendments to paragraph (b).

Caution.

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

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,
Hydrographer.

Hydrographic Department, Admiralty,
24th June, 1916.
London,