

the line specified, special permits will be given to steam or motor ferry craft, for public traffic only, at the discretion of the King's Harbour Master of Hamoaze.

6. No craft of any description is to approach or is to communicate with any of H.M. establishments or ships without having permission and calling the attention of the guard before they close. Craft disobeying this order may be fired on without notice.

7. The foregoing provisions do not apply to any of H.M. craft or boats, or to vessels in Government employ.

8. No excursion steamers will be permitted in the Hamoaze between the boom at Devil's point and Saltash pier. Subject to special arrangements, facilities will be granted during the summer months only for excursions in the Rivers Tamar and Tavy above Saltash, permits for which must be obtained by the owners of excursion steamers from the King's Harbour Master of Hamoaze.

Special Warning to Boatmen and those who Hire out Yachts or Boats.

Great care must be taken that yachts and boats are only hired out to persons who are thoroughly acquainted with these Regulations, as any infringement of the orders will, amongst other things, lead to the detention of the offending yacht or boat.

**IV. CHANNEL SOUTHWARD OF
BREAKSEA LIGHT-VESSEL
PROHIBITED.**

The passage of vessels through the channel southward of the Breaksea light-vessel is entirely prohibited.

Vessels contravening this regulation are liable to be fired upon.

Note.

This Notice is a repetition of Notice No. 504 of 1916, with additional information in section III. (a), sub-section 2.

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,

5th July 1916.

**ADMIRALTY
NOTICE TO MARINERS.**

No. 728 of the year 1916.

**ENGLISH CHANNEL, NORTH SEA,
AND RIVERS THAMES AND MED-
WAY, &c.**

Pilotage and Traffic Regulations.

Former Notice.—No. 619 of 1916.

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:—

**I. ENGLISH CHANNEL AND NORTH
SEA.**

1. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands and not carrying passengers) whilst bound from, and whilst navigating in the waters from, the Downs Pilot Station to Gravesend or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

2. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands and not carrying passengers) whilst bound from, and whilst navigating in the waters from, Gravesend to Great Yarmouth or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

3. All ships (other than British ships of less than 3,500 tons gross tonnage, when trading coastwise or to or from the Channel islands and not carrying passengers) whilst navigating in the waters from Gravesend to London Bridge or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

4. All ships (other than British ships) whilst navigating in the waters between the Downs Pilot Station and Great Yarmouth and *vice versa*, and between those places and the Sunk light-vessel, or any intermediate Pilot station that may hereafter be established, and *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

5. The Trinity House Pilot Station at Dungeness having been discontinued, pilotage is therefore not compulsory between the Downs Pilot Station and Dungeness, except for ships bound into or out of the Harbours of Dover and Folkestone.

6. Trinity House Pilot Stations have been established at the undermentioned places, and merchant vessels not under compulsion of pilotage are very strongly advised to take pilots:—

(a) THE DOWNS, where ships proceeding north can obtain Pilots capable of piloting as far as Great Yarmouth, and also pilots for the River Thames, and for Folkestone and Dover harbours. The Pilot Steamers attached to the Downs Station will cruise in the vicinity of a position two miles south-east of Deal Pier.

(b) GREAT YARMOUTH, where ships from the North Sea bound for the River Thames or the English Channel can obtain Pilots capable of piloting as far as the Downs.

The Pilot Steamer attached to the Great Yarmouth Station will cruise between the position of the wreck of the Corton Light-