

EXCESS PROFITS DUTY.

Notice is hereby given, that under the provisions of the Finance Act, 1916, it is incumbent upon every person chargeable with Excess Profits Duty in respect of the excess, over the pre-war standard of profits, of the profits arising from any trade or business to which the duty applies in any accounting period ended after the fourth day of August, 1914, and before the first day of August, 1917—if he has not previously given notice of his liability to be charged with Excess Profits Duty in respect of any accounting period—to give notice to the Commissioners of Inland Revenue before the expiration of two months after the termination of any accounting period in respect of which he is chargeable, or if the accounting period terminated before the passing of the Act (*viz.*, before the 19th July, 1916), within one month after the passing of the Act.

Every person, therefore, who has not already given such notice should communicate in writing, within the period named, with the Commissioners of Inland Revenue, either at their Head Office, Somerset House, London, W.C., or at the address of the Surveyor of Taxes for the district in which he resides or carries on business.

Dated this 24th day of July, 1916.

P. Thompson,
Secretary.

Inland Revenue,
Somerset House, London.

ADMIRALTY
NOTICE TO MARINERS.

No. 800 of the year 1916.

ENGLISH CHANNEL, NORTH SEA, AND
RIVERS THAMES AND MEDWAY, &c.

Pilotage and Traffic Regulations.

Former Notice.—No. 728 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, with exception of those relating to Brest and French Channel Ports north and east of Brest in Section I., which will come into force on 25th July, 1916:—

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, or to or from the Port of Brest or any French Channel Port north and east of Brest, 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, or to or from the Port of Brest or any French Channel Port north and east of Brest, 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, or to or from the Port of Brest or any French Channel Port north and east of Brest, 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-Vessel (Lat. 52° 31½' N., long. 1° 50' E.), and the South Scroby Buoy.

(c) THE SUNK LIGHT-VESSEL, where ships trading with Netherlands Ports, but no others, can obtain Pilots for the River Thames and the Downs.

The Sunk Pilot Steamer will be on her station between the hours of 5 a.m. and 6.30 p.m. only, G.M.T.

(d) Pilots can also be obtained at London for the Downs and Great Yarmouth (including the River Thames and approaches).

Note.—The Pilots referred to in this Notice are the Pilots licensed by the London Trinity House and no others.

II. RIVERS THAMES AND MEDWAY,
&c.

1. All traffic into and out of the River Thames must pass through the Edinburgh Channels, or through the Black Deep south of the Knock John and Knob Light-Buoys, and through the Oaze Deep, until further notice.

No vessels are to remain under way in the above-mentioned Channels between a line drawn from London Stone to No. 3 Sea Reach Light-Buoy and thence to Canvey Point on the west, and the Sunk Head Buoy or a line joining the positions of the South Long Sand and East Shingles Buoys, on the east, from one hour after sunset until one hour before sunrise.