

*Scottish Office, Whitehall,
2nd July, 1917.*

The KING has been pleased, by Warrant under His Majesty's Royal Sign Manual, bearing the date the 30th June, 1917, to appoint William Dunbar, Esq., Advocate, to be Sheriff-Substitute at Stornoway, in the room of Francis Squair, Esq., who has resigned.

TRADING WITH THE ENEMY AMENDMENT ACT, 1916.

Appointment of Controller to fill vacancy:—
456. Frederick Mauch, 149, Aldersgate Street, London, E.C., Manufacturers' Agent (Clocks and Watches). Ernest James, 48, Gresham Street, London, E.C., appointed Controller, 2 July, 1917, in place of Thomas James Bond, who has resigned his appointment in order to join His Majesty's Military Forces.

THE COUNTY COURT OF CORNWALL, HOLDEN AT TRURO, HAVING ADMIRALTY JURISDICTION.

Additional List of Assessors for the above Court, under Section 14 of the County Courts Admiralty Jurisdiction Act, 1868, as approved by the President of the Admiralty Division of the High Court of Justice for the period of three years from 20th June 1917:—

Edward Rooney, Cromwell Cottage, Lansdowne Road, Falmouth, Retired Master Mariner.

E. L. Eustice, "Narcissus," Mylor, Retired Master Mariner.

Thomas Waters, Public Rooms, Truro, Retired Master Mariner.

Charles Hocken, Avondale, St. Fimbarrus Terrace, Fowey, Retired Master Mariner.

A. E. Hocken, 15, St. Fimbarrus Terrace, Fowey, Retired Master Mariner.

E. R. Care, Trenithon, Carbis Bay, Retired Master Mariner.

Francis D. Lugg, "Bosalverne," Penzance, Retired Master Mariner.

30th day of June 1917.

*Gilbert H. Chilcott,
Registrar.*

LICENSED LIVERPOOL PILOTS.

In exercise of the powers conferred upon them by the Defence of the Realm Regulations and all other powers thereunto enabling them, the Lords Commissioners of the Admiralty hereby make the following Order:—

Licensed Liverpool Pilots who may be carried away beyond the Bay Pilot Station through stress of weather or other causes, have permission to proceed to Holyhead, Dunmore, Dublin Bay or Groomsport (Belfast Lough).

Vessels proceeding to any of these ports in order to land pilots must observe the directions issued by Shipping Intelligence Officers or contained in Traffic Instructions. In the absence of such directions or instructions they are to proceed as follows:—

Pilots taking vessels into Holyhead must make the harbour on a S. 40 E. Course and then be taken overboard inside the Breakwater.

Pilots making for Dunmore must display the usual signals for a pilot and must not anchor.

Vessels are to discharge their pilots promptly and proceed without delay.

Pilots making for Dublin Bay must pass in between the Rosbeg Bank Buoy (8 cables S.W. of Bailey Light) and the North Burford Bank Buoy.

Pilots making for Groomsport must from a position half a mile N. of Mew Island Light steer W. $\frac{3}{4}$ N. 3 miles to off the South Briggs Buoy (Black Can showing 2 Red Flashes every ten seconds).

In the daytime hoist Code Flag "H" on Jumper Stay, at night-time sound four prolonged blasts on steam whistle. These signals will be answered by Motor Boat hoisting the same Flag or showing four Flashes on lamp.

Vessels must on no account anchor.

Charges for landing pilots have been arranged as follows:—

Pilots taken overboard at Holyhead or Dublin Bay, 20s.

Pilots taken overboard at Dunmore or Groomsport, 40s.

The Order issued by the Admiralty on the 9th December, 1916, is hereby cancelled.

Given under our hands this 23rd day of June, 1917.

*Cecil Burney,
Hugh Tothill.*

COMPULSORY TOWAGE OF SAILING VESSELS.

The Lords Commissioners of the Admiralty, in exercise of the powers conferred upon them by the Defence of the Realm Regulations, make the following Regulation:—

1. As from the 10th day of July, 1917, every sailing vessel which exceeds 400 tons gross register or which though of less tonnage carries a cargo exceeding four thousand pounds in value shall when approaching or leaving any port of the United Kingdom or when proceeding coastwise along the coasts of the United Kingdom, be towed within such limits as may be directed by any naval officer who is authorised by the Admiralty to give orders to British ships, and every such vessel shall pay for such towage in accordance with the scale of fees which has been approved by the Admiralty.

2. The master or other person in charge of any such sailing vessel shall comply with all such directions as to towage as may be given him, and if he neglect or refuse to do so he will render himself liable to be prosecuted under the Defence of the Realm Regulations.

3. This Regulation shall not apply to a vessel not being a British vessel where the non-compliance with the Regulation takes place on the high seas outside the territorial waters adjacent to the United Kingdom.

Given under our hands this 30th day of June, 1917.

*Cecil Burney,
Hugh Tothill.*

NAVAL SALVAGE MONEY.

*Department of the
Accountant-General of the Navy,
Admiralty, S.W.,*

29th June, 1917.

Notice is hereby given to all persons interested therein, that preparations are now