

Caution.

Mariners are warned to exercise great caution when approaching the ship's passage between the Light-Vessels, as the tidal streams may, at times, set obliquely across the passage. Both Light-Vessels should be given as wide a berth as the width of the passage and compliance with Article 25 of the Collision Regulations permit.

Variation.—14° W.

Note.—This Notice is a re-publication of the former Notices quoted above.

Charts temporarily affected.

- No. 1895, Dungeness to the Thames.
 No. 1406, Dover and Calais to Orfordness and Scheveningen.
 No. 1431, Approaches to Dover strait—Fé-camp to North Foreland.
 No. 2451, Owers to Dungeness.
 No. 2675c, English channel, eastern sheet.
 No. 2182a, North sea, southern sheet.
 No. 1598, English channel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographer.

Hydrographic Department, Admiralty,
 London.

1st November, 1917.

ADMIRALTY

NOTICE TO MARINERS.

No. 1129 of the year 1917.

SCOTLAND, NORTH-EAST COAST, WITH ORKNEY AND SHETLAND ISLES.

Former Notices.—Nos. 762, 888 and 1024 of 1917.

Notice is hereby given 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:—

(1) *Pentland and Moray Firths—Restriction of Traffic; Pilotage Regulations.*

The following regulations have been made with a view to safeguarding the interests of shipping in the Pentland and Moray firths:—

I.—RESTRICTION OF TRAFFIC.

1. No vessel, either British, Allied or Neutral, is to be in the shaded area on the accompanying portion of Admiralty Chart No. 2, from half an hour after sunset to half an hour before sunrise, unless at anchor. No vessel, however, is to anchor:—

(a) Anywhere along the coast between Tarbet ness and North Sutor, except within one mile radius of Balintore;

(b) Anywhere off the south shore of the Moray firth between the meridians of Port Gordon and Burghead, except within three-quarters of a mile of the low-water mark;

(c) Outside a distance of one mile of the coast in any other portion of the shaded area.

2. Vessels proceeding to ports in the Moray firth should therefore endeavour to enter the firth in time to reach their destinations not later than half an hour after sunset. Should

they not reach their destinations by that time they are to anchor, weather permitting, subject to the restrictions given in clause 1.

3. Any vessel contravening the foregoing regulations will run the gravest risk of being sunk.

Caution.—Neutral or Allied vessels are particularly warned that the passage through the Pentland firth presents very grave risks to a Westbound vessel and are strongly advised not to take it.

II.—PILOTAGE REGULATIONS.

1. Pilotage is compulsory at the ports of Cromarty and Inverness 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 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.

Vessels bound for Cromarty and Inverness will be led through the defences from a position off Tarbet ness by a pilot boat. They should follow directly astern of her.

Local arrangements for leading vessels through the defences will be made for vessels leaving Cromarty or Inverness.

2. It is dangerous for any vessel to be under way to the south-westward of a line joining Tarbet ness and Findhorn 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.

(2) *Orkney Isles—Traffic Regulations.*

I.—SCAPA FLOW AND APPROACHES.

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 Hexa 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.

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.

II.—PORT OF KIRKWALL AND APPROACHES.

1. The Port of Kirkwall shall comprise all enclosed waters of the Wide Firth and Kirkwall bay to westward of Thieves holm.

2. Merchant vessels shall obey all orders given them by the Admiralty Port Officer as regards anchoring or shifting position.

3. No vessel other than H.M. Ships shall enter or leave the Port of Kirkwall during hours of darkness, i.e., between half an hour after sunset and half an hour before sunrise, except in special circumstances with special permission from the Admiralty Port Officer.

4. During foggy and thick weather, traffic in and out of the port is stopped, and no vessel shall approach the boom from either direction.