

Lat. 51° 03' 10" N., long. 1° 14' 10" E.

Characteristics:

(a) Light:

*Character.*—A flashing green light every thirty seconds.

(b) Fog-signal:

*Description.*—A siren giving four blasts in quick succession, of two seconds' duration each, every minute.

(c) Vessel:

*Description.*—Has one mast with two globes as daymark, hull painted green.

(2) *Position.*—At a distance of about 5 cables, south-eastward, from (1).

Lat. 51° 02' 40" N., long., 1° 14' 40" E.

Characteristics:

(a) Light:

*Character.*—A flashing white light every ten seconds.

(b) Fog-signal:

*Description.*—A horn worked by hand giving two blasts in quick succession every two minutes.

(c) Vessel:

*Description.*—Has one mast with one globe as daymark, hull painted red.

Shipping is hereby warned that all traffic in that part of the Straits of Dover which lies between the Varne Shoal and Folkestone, when bound to or from the Downs, must, unless instructions to the contrary are received, pass between the above-mentioned Light-Vessels; and that Article 25 of the Collision Regulations must be complied with, that is to say, Eastbound traffic must keep to the southern side of the passage, and Westbound traffic must keep to the northern side.

Ships disregarding this warning will do so at their own peril.

#### *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—Fécamp 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 December, 1917.

## ADMIRALTY

### NOTICE TO MARINERS.

No. 1248 of the year 1917.

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

*Former Notices.*—Nos. 762, 888, 1024 and 1129 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 indicated 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 destination 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