

as Commissioners for the general purposes of the Acts of Parliament for granting to His Majesty duties on profits arising from property, professions, trades and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a Meeting of the Land Tax Commissioners for the county aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Magistrate's Room, St. Mary's Hall, Coventry, on Friday, the 7th day of June, 1918, at 11 o'clock in the forenoon, for the purpose of choosing fit and proper persons to be Commissioners to supply vacancies amongst the Commissioners for the general purposes of the Income Tax for the division of Coventry aforesaid.

*P. Thompson.*  
*R. V. Nind Hopkins.*

Inland Revenue,  
Somerset House, London, W.C. 2.  
4th May, 1918.

*Ministry of National Service,*  
*23rd April, 1918.*

Whereas by the Restricted Occupations Order dated 28th February, 1917, and made at the request of the Director-General of National Service by the Minister of Munitions in pursuance of his powers under Regulation 8a of the Defence of the Realm Regulations and of all other powers enabling him in that behalf, it was ordered that in connection with the industries and occupations mentioned in the Schedule to such Order the carrying on of work in factories, workshops or other premises and the engagement or employment of workmen or all or any classes of workmen therein should be thereby regulated and restricted as provided by such Order, and whereas it is expedient that such Order should be revoked to the extent and subject as hereinafter appears: Now, therefore, in pursuance of the powers conferred on him by the Defence of the Realm Regulations and of all other powers enabling him in that behalf the Minister of Munitions, at the request of the Director-General of National Service, hereby orders that as from the date of this Order the said Order of the 28th February, 1917, shall cease to operate and shall be revoked save and except that nothing in this Order contained shall affect the previous operation of the said Order of the 28th February, 1917, or the validity of any action taken under the said Order or any penalty or punishment incurred in respect of any contravention or failure to comply with the said Order or any proceeding or remedy in respect of any such penalty or punishment.

*W. Graham Greene.*

#### ADMIRALTY NOTICE TO MARINERS.

No. 553 of the year 1918.

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

*Former Notices.*—Nos. 762, 888, 1024, 1129 and 1248 of 1917; Nos. 9, 153, 319 and 454 of 1918.

Notice is hereby given that, under the Defence of the Realm (Consolidation) Regula-

tions, 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.