

ENGLISH CHANNEL, NORTH SEA
SOUTHERN PORTION, WITH RIVERS
THAMES AND MEDWAY AND
APPROACHES.

Pilotage and Traffic Regulations.

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 will come into force on the 21st November:—

I. ENGLISH CHANNEL AND NORTH
SEA SOUTHERN PORTION—PILOT-
AGE REGULATIONS.

1. All ships (other than British ships 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, or any Netherlands Continental Port, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, the Dungeness 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 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, or any Netherlands Continental Port, 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. Clauses 1 and 2 above do not apply to British ships whilst navigating in the waters between the Dungeness Pilot Station and Gravesend, or between Gravesend and Great Yarmouth or between Great Yarmouth and the Dungeness Pilot Station, provided that they do not make use of any port in the London Pilotage District within these limits.

4. 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, or any Netherlands Continental Port, 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.

5. All ships (other than British ships) whilst navigating in the waters between the Dungeness Pilot Station and Great Yarmouth, or between those places and any intermediate pilot station that may hereafter be established, must be conducted by Pilots licensed by the London Trinity House.

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) Dungeness and

(b) The Downs, where ships can obtain Pilots capable of piloting as far as Great Yarmouth, and also pilots for the River Thames, and Folkestone and Dover harbours. The Pilot Steamer attached to the Downs Station will cruise in the vicinity of a position two miles south-east of Deal Pier.

(c) Orfordness. The Pilot Steamer will

cruise in the vicinity and south of Orfordness.

(d) 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 Dungeness.

The Pilot Steamer attached to the Great Yarmouth Station will cruise in the vicinity of St. Nicholas light-vessel.

(e) Pilots can also be obtained at LONDON for the Downs, Dungeness and Great Yarmouth (including the River Thames and approaches).

7. The Trinity House Pilot Station at the Sunk has been temporarily discontinued.

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

Dated this nineteenth day of November, 1918.

George P. W. Hope,
Hugh Totkhill,

being two of the Commissioners for executing the office of the Lord High Admiral of Great Britain, etc., etc.

NOTICE OF INTENDED DISTRIBUTION
OF NAVAL SALVAGE MONEY.

*Department of the Accountant-General
of the Navy,
Admiralty, S.W. 1,
26th November, 1918.*

Notice is hereby given to the Officers, Seamen and Marines, and to all persons interested therein, that the distribution of the undermentioned awards of salvage money will commence on Wednesday, the 27th instant, in the Prize Branch of the Department of the Accountant-General of the Navy, Admiralty, S.W.

All applications from persons entitled to share, who are not now serving, should be addressed "On Prize Business:—to the Accountant-General of the Navy, Admiralty, London, S.W. 1." Such applications (except in the case of Commissioned Officers) should be accompanied by Certificates of Service.

Salvage of s.s. "Clan Sutherland" by H.M. Trawler "Lois" and H.M. Tugs "Fortitude" and "Woonda" on 18th April, 1917.

Salvage of s.s. "Marengo" by H.M. Tugs "Sandboy," "Perseverance," "Prudent" and "Succour" between 15th and 17th September, 1917.

Salvage of s.s. "Slateford" by H.M. Trawler "Vesper II." on 4th and 5th December, 1917.

Admiralty, 15th November, 1918.

Mids. to be Sub-Lieuts.—

George W. E. Castens.

Nathaniel A. J. Cohen.

Edward C. Seager.

Francis B. Carslake.

Maurice F. G. Ash.

Albert W. Bates.

George N. Thorniley.

Arthur A. S. Wartnaby.

Frederick R. G. Maunsell.

Douglas R. Alston.

Denys R. Brocklebank.

Guy N. Rolfe.

Hugh M. Simpson.