

with a view to safeguarding the interests of shipping in the _____ Moray firth:—

I.— _____

II.—CROMARTY AND INVERNESS AND APPROACHES—PILOTAGE AND TRAFFIC REGULATIONS.

Port of Cromarty and Approaches.

1. Pilotage is compulsory at the port of Cromarty 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 the port in groups.

Vessels bound for Cromarty will be led through the defences from a position off Tarbetness 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.

2. It is dangerous for any vessel to be under way to the south-westward of a line joining Tarbetness 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 Tarbetness to Findhorn, and a line drawn from Fort George to Chanonry point.

Port of Inverness and Approaches.

1. All Merchant Vessels, including Fishing-craft, are to speak the Examination vessel off Cromarty, and are to obtain permission from her to proceed into the Port of Inverness, the seaward entrances to which are dangerous.

2. Merchant vessels shall obey all orders given them by the Naval Port Authorities as regards anchoring or shifting berth.

3. Vessels proceeding in the same direction must not attempt to overtake and pass a vessel ahead in any of the channels in the Firth, or within the seaward entrances of the North and South channels.

This is not intended to apply to small fishing-craft, and vessels of similar size, which must carefully observe the rule of the road whilst keeping out of the way of larger vessels.

4. No vessel (other than H.M. Ships and allied Men-of-War) or boat shall without special permission move in or approach the Port during the hours of official night, and no boat (other than those belonging to H.M. Ships and allied Men-of-War) shall without special permission approach the shore or go alongside any pier or wharf in the Port of Inverness.

5. Pilotage is compulsory for all vessels of 8 feet draught and over (other than H.M. Ships and allied Men-of-War) entering or leaving the Port of Inverness, unless otherwise ordered by the Naval Authorities.

6. Vessels, when cleared, shall wait for the orders from Naval Authorities before leaving.

7. Drifters engaged on Inverness Pilotage duty will fly the pilot flag, and will be stationed at the Examination anchorage off Cromarty, and all vessels arriving are to close the drifter

flying this flag, after speaking the Examination vessel, and obey any orders they may receive.

8. Incoming and outgoing traffic will be regulated by signals hoisted at Fort George and on the Control vessel stationed seaward of the entrance to the port.

9. Traffic signals are to be strictly obeyed, and no vessel shall approach the entrances when the signals displayed are not in her favour, and no outgoing vessel is to approach Chanonry point within half a mile whilst the signals are against her.

10. Vessels proceeding with the tidal stream will, as a rule, be given priority over those proceeding against the tidal stream, but the signals are equally applicable to all vessels, entering or leaving the harbour, and they are only to use the channel between the light-buoys defining the ship passages.

11. Incoming and outgoing vessels shall not pass through the ship passages simultaneously. If through any misunderstanding an outgoing and an incoming ship are approaching the ship passages simultaneously, then the ship proceeding against the tidal stream shall give way and wait until the entrance is clear.

12. Vessels are to pass through the ship passages at a speed not exceeding 12 knots.

13. Inward-bound vessels, with special permission to be under way in Inverness firth and approaches during the hours of official night, when within 3 miles of the whistle-buoy off Cromarty and until they arrive at their anchorage within the Port of Inverness are to exhibit navigation lights (with the exception of a stern light, which is not to be shown), dimmed as provided for in Admiralty Notice to Mariners No. 1065 of 1918, or any subsequent revision or republication thereof.

Outgoing vessels are to carry similar lights which are to be extinguished as soon as they are past Cromarty.

14. All vessels under way within the limits of the Port of Inverness are to exhibit navigation lights during the daylight hours, when owing to mist or other weather conditions the visibility is sufficiently low to render such a course desirable.

15. Vessels at anchor in the Port of Inverness and approaches are to obey all orders given them by the Naval Authorities as to the exhibition or obscuring of riding lights and darkening of ships.

(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 Hoxa 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.