

Note.—The positions given refer to chart No. 3729.

The foregoing area is to be indicated on the charts by pecked lines and the following caution inserted:—

“Vessels are warned not to navigate within the area bounded by pecked lines or in any part of Gutter sound west of the meridian of North Point, Fara I.”

(b) Gutter sound:

The whole of Gutter sound lying to the northward of a line joining Point of Cletts, on Hoy island, and the westernmost point of Fara island.

(c) To the northward of Crock ness, on Hoy island:

The channel between Fara island and Hoy, as far east as the line joining light-buoys off Ayre point and Crock ness.

Note.—Vessels wishing to pass through to Stromness should enter the Flow through Hoxa sound and then steer to the east and north of the light-buoy eastward of Barrel of Butter, and thence to the northward of the light-buoy about one mile northward of Calf of Cava.

2. *Caution.*—Mariners are warned that numerous Admiralty moorings exist in Longhope reach, westward of a line joining Crock ness and Hack ness.

(2) *Light-buoys and Buoys withdrawn.*

The following light-buoys and buoys have been withdrawn:—

(1) *Position.*—At a distance of about 16 cables south-eastward from Barrel of Butter Beacon.

Lat. $58^{\circ} 52\frac{3}{4}'$ N., long. $3^{\circ} 04\frac{3}{4}'$ W.

Description.—A red conical light-buoy with flashing red light every six seconds.

(2) *Position.*—At a distance of about $2\frac{1}{2}$ cables north-eastward from Barrel of Butter beacon.

Description.—A black conical light-buoy with flashing white light every six seconds.

(3) *Position.*—At a distance of about 6 cables northward from Barrel of Butter beacon.

Description.—A conical buoy, numbered “4.”

(4) *Position.*—At a distance of about $8\frac{1}{2}$ cables northward from extremity of Calf of Cava.

Description.—A conical buoy, numbered “3.”

(5) *Position.*—At a distance of about 8 cables northward from extremity of Calf of Cava.

Description.—A conical buoy, numbered “2.”

(6) *Position.*—At a distance of about $8\frac{1}{2}$ cables westward from extremity of Calf of Cava.

Description.—A conical buoy, numbered “1.”

(7) *Position.*—At a distance of about 3 cables south-westward from Ward point, Cava island.

Description.—A red conical light-buoy with flashing white light every six seconds.

(8) *Position.*—At a distance of about 3 cables westward from North point of Fara.

Description.—A light-buoy with fixed red light.

Note.—The unlighted buoys mentioned above were not shown on some copies of the charts.

Charts affected.

No. 3729, Scapa Flow and approaches—northern sheet.

No. 2581, Scapa Flow and approaches—southern sheet.

No. 2180, Orkney islands.

No. 2181, Dunbeath harbour to Thurso bay.

Publication.—North Sea Pilot, Part I, 1910, pages 255 to 260, 275.

Authority.—Vice-Admiral Commanding, Orkneys and Shetlands.

By Command of their Lordships,

F. C. LEARMONTH,

Hydrographer of the Navy.

Admiralty, London,

17th February, 1920.

ADMIRALTY NOTICE TO MARINERS.

No. 366 of the year 1920.

DEFENCE OF THE REALM REGULATIONS.

Admiralty Order as to Pilotage in Ports from Plymouth eastward to Great Yarmouth—Notice of Cancellation.

Notice is hereby given that the Lords Commissioners of the Admiralty have cancelled, as from the first day of March, 1920, the above-mentioned Order made by them on the 26th January, 1916.

The Order was published in the London Gazette dated 1st and 8th February, 1916.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

F. C. LEARMONTH,

Hydrographer of the Navy.

Admiralty, London,

25th February, 1920.

ADMIRALTY NOTICE TO MARINERS.

No. 371 of the year 1920.

ADMIRALTY PUBLICATIONS.

Notices to Mariners—True Bearings only to be given.

Notice is given that on and after the 1st April, 1920, it has been decided to give the bearings in Admiralty Notices to Mariners as “True” only, in degrees from 0° (North) to 360° reckoned clockwise.

The practice at present in force of giving Magnetic bearings in addition to True will be discontinued.

Note.—Should the special nature of a Notice, however, at any time necessitate the use of Magnetic bearings in addition to True, they will be given in a similar manner as hitherto.

Authority.—Hydrographic Department.

By Command of their Lordships,

F. C. LEARMONTH,

Hydrographer of the Navy.

Admiralty, London,

26th February, 1920.