

of the eastern measured mile beacons on Sunk island produced to the Lincolnshire shore or (except as provided for in paragraph 9) to the northward of the line of the Killingholme leading lights or within $1\frac{1}{2}$ cables of any of the Admiralty mooring buoys.

III. Anchorage is prohibited to merchant vessels over the whole of Grimsby roads to the eastward of the line joining New Clee railway station and Patrington Church.

IV. No vessel may anchor in the area eastward of Grimsby Docks shown as prohibited on Admiralty Chart No. 109 "Entrance to the River Humber."

12. All vessels entering or leaving Grimsby Docks must pass to the southward of the No. 4 Lower Burcom gas-float except those bound up and down the river inside the Burcom shoal which are exempted from this condition, but no vessel may cross the Burcom shoal between the No. 5 Middle Burcom and No. 4 Lower Burcom buoys.

13. No vessel may approach within a quarter of a mile of the boom defence or within three cables of any of H. M. ships at anchor in the Humber provided the depth of water and circumstances of navigation will admit of keeping this distance.

14. All vessels employed in laying moorings, raising wrecks, etc., must be passed at slow speed, propelling engines being eased at least 300 yards before reaching such vessels, and so continued for 150 yards after passing them. While the said mooring

or wreck raising craft are at work they will each fly a red flag.

15. No tug is permitted to tow more than three craft at one time through a gateway of the boom defence. Owners of tugs may apply to the Humber Conservancy Board for pilot licences for the masters of their vessels, which will enable them to pilot their own vessels and river craft comprising their tow (in certain parts of the river). The number of craft towed will be restricted according to the power of the tug.

16. Humber Rule No. 18 is to be strictly enforced. No sound signals other than navigation signals authorised by the Regulations for Preventing Collisions at Sea, and by Humber Rules Nos. 14 to 16 (inclusive) at all times of the day or night, and No. 17 during the day only, are on any account to be used by vessels in any part of the Humber, the Old Harbour at Hull, or within any of the docks at Hull, Immingham or Grimsby.

17. Owners of small vessels plying in the vicinity of the Humber are instructed not to paint their craft *light grey*, and are hereby directed to have any vessels so coloured repainted. They are warned that small vessels painted *grey* run a great risk of being fired upon in mistake for submarines. Vessels painted *black* run the least risk.

REGULATIONS AFFECTING SMALL CRAFT IN THE VICINITY

OF CLEETHORPES.

18. Pleasure boats may ply for hire at Cleethorpes only between the eastern and western sewer outfall beacons, and must keep within a distance of one mile from the shore. No vessel is allowed to shrimp, fish with lines, trawl, deposit or take up whelks, or anchor southward of the prohibited area shown on Admiralty Chart No. 109 between Grimsby docks entrance and a line drawn across the river three miles below it. Notwithstanding anything in these Orders, rowing boats may pass along the shore at Cleethorpes, but they must keep within 400 yards of the high water mark of spring tides.

EXCURSIONS BY WATER.

19. Excursions by water are limited to the River Humber above Hull, and the Rivers Ouse and Trent. Excursion steamers will not be allowed to ply without a permit from the Admiralty Port Officer, Dock Offices, Immingham, and in no case are they to pass to the eastward of an imaginary line joining Victoria Dock entrance, Hull, and the east beacon on Skitter ness.

Variation.—16° W.

Note.—This Admiralty Notice to Mariners is a revision of No. 904 of 1916.

Caution.

This Admiralty Notice to Mariners is issued under the provision of the Defence

of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographer.

Hydrographic Department, Admiralty,

London,

25th August, 1916.

○英蘭東岸ニ關スル八月二十二日附水路告示

英吉利國法令

ADMIRALTY NOTICE TO MARINERS.

No. 925 of the year 1916.

ENGLAND, EAST COAST.

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:—

Former Notice.—No. 816 of 1916; hereby cancelled.

(1) *Harwich and Approaches—Traffic Regulation.*

With a view to safeguarding the interests of shipping in the vicinity of Harwich, no vessel, either British, Allied, or Neutral, is to be within the area west of a line joining the following positions:—

(a) Lat. 52° 08' N., long. 1° 41' E.

(b) Lat. 52° 02' N., long. 1° 42' E.

(c) Sunk Light-Vessel.

(d) Sunk Head Buoy.

Any vessel contravening the foregoing regulation will run the gravest risk of being sunk.

Charts Temporarily Affected.

No. 1975, Kentish Knock to the West Swin.

No. 2052, Harwich approaches.

No. 1610, North Foreland to Orfordness.

No. 1094, Outer Gabbard to Outer Dowsing.

No. 1406, Dover and Calais to Orfordness and Scheveningen

No. 1408, Orfordness and Scheveningen to Terschelling zeegat.

No. 1598, English channel.

No. 2182*a*, North sea, southern sheet.

(2) *Yarmouth—Traffic Regulations;*

Prohibited Anchorage.

I.—TRAFFIC REGULATIONS.

1. No vessels other than those of British Nationality or those of the Allied Nations shall enter Yarmouth haven until further Notice.

2. No vessels, other than H. M. ships, are to move in Yarmouth Roads between half an hour after sunset and half an hour before sunrise, until further Notice.

II.—PROHIBITED ANCHORAGE.

Limits:

英吉利國法令

(a) *On the North.*—By a line drawn from St. Nicholas Light-Vessel in a 270° (N. 76° W. *Mag.*) direction to the shore.

(b) *On the East.*—By a line drawn from St. Nicholas Light-Vessel in a 180° (S. 14° W. *Mag.*) direction for a distance of 9½ cables.

(c) *On the South.*—By a line drawn from the southern extremity of limit (b) in a 270° (N. 76° W. *Mag.*) direction to the shore.

(d) *On the West.*—By the shore line enclosed between limits (a) and (c).

Variation.—14° W.

Charts Temporarily Affected.

No. 1543, Yarmouth and Lowestoft roads.

No. 1094, Outer Gabbard to Outer Dowsing.

No. 1408, Orfordness and Scheveningen to Terschelling zeegat.

(3) *River Tyne Boom Defence—Entrance Signals*

and Traffic Regulations.

The following signals will be displayed to indicate that the Boom is *Open to*

Traffic :—

By day, 2 Black Balls, vertical.

By night, 2 White Lights, vertical.

The above signals will be hoisted on board H. M. S. *Satellite* and at the following Distant Signal Stations :—

(a) For Incoming Traffic.—At the Lighthouse on the end of the North Arm of the Breakwater.

(b) For Outgoing Traffic.—At Ballast Hill. Shipping at Dunstan and Tyne Docks should ascertain by telephone from H. M. S. *Satellite* whether they can proceed down river. A telephone for this purpose is kept at the Staith Master's Office, Dunstan, and at the Dock Master's Office, Tyne Docks.

The absence of these signals will denote that the Boom is *Closed to Traffic*.

Vessels entering or leaving the Tyne, after passing the Pier Heads when bound inwards, and after passing Hay Hole Point when bound outwards, are to so regulate their speed that until the line of the Boom is passed they shall not come within a distance of 200 yards from their stern to the stern of the next vessel ahead proceeding in the same direction. Whilst navigating between Hay Hole Point and the Pier Heads, no vessel should attempt to overhaul and pass ahead of another vessel proceeding in the same direction.

When crossing the line of the Boom, all vessels are to preserve a mid-channel course as far as is consistent with safe navigation. Vessels of 25 feet draught and

above are to stop their engines when crossing the line of the Boom at or about the time of low water.

Incoming and outgoing vessels must not cross the line of the Boom at the same time. Vessels proceeding against the tidal stream must so regulate their speed that any vessels proceeding with the tide shall first pass the obstruction.

No vessel is to anchor in the area bounded as follows:—On the West by a line drawn from the south-west corner of Dockwray Square to the east end of Salmons Quay, and on the East by a line drawn from Prior's Stone to the Volunteer Life Brigade House, provided only that a vessel proceeding to the oil jetty at South Shields may let go her anchor, if necessary, within the line of moorings off the said jetty; such vessels, however, are not to anchor to the eastward of a line drawn from Lloyd's Hailing and Signal Station to the Lifeboat House and slip on Commissioner's wharves.

With the above exceptions, the Rules and Regulations for the Navigation of the Tyne are to be adhered to.

Note.—This Notice is a revision of No. 816 of 1916.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the

directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographer

Hydrographic Department, Admiralty,

London, 22nd August, 1916.

○英蘭ウエールス南岸及西岸ニ關スル八月二十三日

附水路告示

(八月二十五日ロンドン・ガゼット)

ADMIRALTY
NOTICE TO MARINERS.

No. 926 of the year 1916.

ENGLAND AND WALES, SOUTH AND WEST COASTS.

Portland Bill to Bardsey Island—Traffic Regulations.

Former Notice.—No. 721 of 1916; hereby cancelled.

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:—

I.—REGULATIONS RESPECTING SMALL CRAFT.

GENERAL REGULATIONS.

The following Regulations are to be complied with until further notice by all small steam, motor, sailing and pulling boats and vessels, including pleasure craft of all descriptions (but excluding bona-fide fishing craft which are specially provided for under Section II. of this Notice) from Portland Bill on the east to Bardsey Island on the west.

2. Permits.—The owners of all such boats or vessels are to supply lists of all their boats and vessels which they may place afloat, and must obtain for each boat or

vessel a permit from the Divisional Coast Watching Officer through the Station Officer of the nearest Coastguard Station. No boat or vessel is permitted to be used without a permit.

Amateur boat owners, or amateurs hiring boats for specified periods, must similarly obtain permits, and will be regarded, for the period of the permit and for the purpose of these Regulations, as the owners.

Permits may be withdrawn at any time at the discretion of the officer by whom they were issued. They must always be carried while under way, and may be regarded as being issued for the boat or vessel and not for the person using the boat or vessel, the owner being held responsible at all times for any infringement of the regulations contained in this Notice. A distinguishing number or letter, corresponding with that on the permit, must be painted on each bow of the boat or vessel.

3. Navigational Directions.—Boats or vessels subject to this Notice are to comply strictly with the following navigational directions:—

(a) They are not to be under way at night, *i. e.*, between half an hour after sunset and half an hour before sunrise, or during fog, but are to remain at their moorings. If caught out by fog, they are to return to the shore at once.

(b) Subject to any special exceptions that have been or may hereafter be

made, they are not to proceed to a distance of more than three miles in any direction from the port, creek or river to which they belong.

It must be further understood that no special protection can be afforded them.

SPECIAL REGULATIONS.

4. Small Rowing or Sailing Boats may be let out on hire to parties for whom the owners are prepared to be responsible, and while so hired shall be strictly subject to these Regulations. Great care must therefore be taken that they are only hired out to persons who are thoroughly acquainted with these regulations, as any infringement of the orders will, among other penalties, lead to the detention of the offending boat.

5. Power-driven Boats not exceeding 24-feet in length or a carrying capacity of 12 passengers may be let out on hire on the same conditions as small rowing and sailing boats, but with the further restriction that, while so hired, they shall in no circumstances be under way outside the port, creek or river to which they belong.

6. Excursion Traffic, defined as advertised trips wholly or chiefly for the pleasure of the passengers, is allowed only within ports, creeks or rivers and by written permission of the Commander-in-Chief, Plymouth, which may be obtained through the District Coast Watching Officer. Such permission will only be given subject to compliance with the regulations in paragraph (3) (a) above and provided that:—

- (a) The entire trip is within the harbour,
- (b) One person is responsible for the party, and
- (c) The permission is applicable only to the trip specified.

7. Regular Ferry Boats may obtain special permission from the District Coast Watching Officer to run up to a specified hour according to circumstances.

8. Yachts and Pleasure Craft may obtain permission from the Commander-in-Chief, Plymouth, through the District Coast Watching Officer to proceed from their fitting-out port to their summer base port.

9. Special Local Regulations are in force for defended areas and ports, comprising Portland, Plymouth Falmouth, Milford Haven, Cardiff and Barry, and Swansea.

10. Oil, Motor-Spirit, Petrol, or other goods may not be shipped on board craft of any description, whether coasting or foreign, either as stores for the equipment or navigation of the vessel or as merchandise, except at places which are under the supervision of a Customs Officer. Such goods must be properly pre-entered before shipment, and a clearance must be obtained from the Customs officials in accordance with the Customs War Powers Act, 1915.

Sailing vessels may not have on board a quantity of petrol, motor-spirit, benzine paraffin, petroleum or similar substances, exceeding 4 gallons.

II.—REGULATIONS WITH REGARD TO FISHERMEN.

The following Regulations are to be complied with by all fishing vessels and boats from Portland Bill on the east to Bardsey Island on the west (hereinafter referred to as the South-Western Area).

2. Fishing vessels authorised by fishing permits signed by the local Fishery Officer, are allowed to be at sea day and night, except as stated below in paragraph 3.

3. (i) *By Day and Night* the laying of nets or of crab or any other pots, trawling, fishing or anchoring is forbidden on the south-east coast of Devon from Sharkham point to the Mewstone, and thence to Skerries bell-buoy, within an area bounded—

On the North: By a straight line five miles in length, in a direction 85° (S. 79° E. Mag.) from Sharkham point.

On the South: By a straight line six miles in length, in a direction 111° (S. 53° E. Mag.) from Skerries bell-buoy.

On the East: By a straight line joining the eastern extremities of the north and south boundaries.

(ii) *By Night* no fishing vessel is allowed to fish or to be—

(a) Within the above area.

(b) On the south-east coast of Devon to the westward of a line drawn from the Skerries bell-buoy to a point two miles 85° (S. 79° E. Mag.) from Start point.

(c) Within ten miles of the entrance to any defended port (see paragraph 4).

4. Special local regulations are in force in certain defended ports and areas, comprising Portland, Plymouth, Falmouth, Milford Haven, Cardiff and Barry, and Swansea.

5. A new issue of fishing permits will be made throughout the South-Western Area, and fishing skippers will be required to exchange their old permits for permits of the new issue on or before 1st June 1916.

6. The fishing permit, made out to the skipper actually in charge, and for the boat in question, must at all times be carried by a fishing vessel at sea, and it must be produced on demand to any officer or other authorised person. Failure to comply with regulation will render the offender liable to prosecution.

In the case of a new skipper taking charge of a boat or of a skipper taking charge of a boat not specified on his permit, a new permit must be obtained, or the necessary alterations made on the old permit. No alterations to permits will be recognised unless signed and dated by the Permit Issuer.

7. Oil, motor-spirit, petrol or other goods may not be shipped on board fishing

craft of any description, either as stores for the equipment or navigation of the vessel or as merchandise, except at places which are under the supervision of a Customs Officer. Such goods must be properly pre-entered before shipment, and a clearance must be obtained from the Customs Officials in accordance with the Customs War Powers Act, 1915.

Sailing vessels may not have on board a quantity of petrol, motor-spirit, benzine, paraffin, petroleum or similar substances, exceeding four gallons.

Variation.—16° W.

Notes.

1. Fishing vessels are only to include bona-fide professional fishing craft, manned by bona-fide fishermen. Doubtful cases for fishing permits are to be referred to the nearest Divisional Coast Watching Officer.
2. Amateurs and pleasure craft out fishing are to be regarded as coming under section 1. of this notice, and must comply with the Regulations contained therein.
3. Fishing vessels, having a fishing permit and desiring to carry passengers, i.e., persons other than their bon-fide crew, must obtain separate permits in accordance with section 1. of this notice, and when such passengers are on board, the vessels will become strictly subject to the regulations therein laid down. In the event of non-

compliance, both permits may be withdrawn by the Divisional Coast Watching Officer or Fishery Officer concerned.

4. Fishery Officer means an officer of the Board of Agriculture and Fisheries, or of the Local Sea Fisheries Committee within whose district the fishing port in question lies, or other person duly appointed to issue fishing permits.

5. Permits may be withdrawn, suspended, or endorsed at the discretion of the Divisional Coast Watching Officer, or of a Fishery Officer.

6. Availability of permits.—South-Western Area fishing permits are available over the whole area, when and where fishing is permitted by these regulations, but boats moving from port to port within the area should, in order to avoid delay, notify their arrival and departure to the Local Fishery Officer or Permit Issuer.

7. Visiting boats from ports outside the South-Western Area must, before fishing in this area, obtain from the local Permit Issuer a South-Western Area fishing permit, either—

(a) In exchange for their former permit (re-exchanging on departure), or,

(b) By previous application through the Local Fishery Officer, otherwise they will be detained in port until their credentials have been verified. In all cases visiting boats must give up their South-Western Area fishing permits on

leaving the South-Western Area.

8. Charts of the restricted areas off the Devon coast can be seen by fishermen at the Harbour Master's office, Brixham, the Fish Inspector's office, Plymouth Barbican, and the Fishery Collector's office, Newlyn Harbour.

9. Complaints on the part of the fishing community, and questions of doubt, should be referred in the first instance to the Local Fishery Officer, or to the Inspector of Fisheries attached to the area.

III.—PLYMOUTH SOUND AND HAMOAZE.

(a) PLYMOUTH SOUND:

1. Pilotage is compulsory for all vessels in the whole of the waters comprising Plymouth sound, Hamoaze, Cattewater and Sutton Pool, inside a line joining Redding point with Rams Cliff point beacons as far as Laina bridge to the eastward and Saltash bridge to the westward, with the following exceptions:—

- (i.) Ships belonging to His Majesty;
- (ii.) Pleasure yachts and sailing boats under 30 ft. in length on the water line and under 10 ft. draught;
- (iii.) Fishing vessels;
- (iv.) Sailing vessels trading coastwise of less than 75 tons net register;

(v.) Ships of less than 50 tons gross tonnage not carrying passengers;

(vi.) Motor barges and boats habitually used exclusively within the limits of the Port of Plymouth;

(vii.) Steam tug boats registered at the Port of Plymouth.

NOTE.—The above order does not apply to ships changing moorings unless the shift entails going through or into the channel.

All vessels proceeding from the Cattewater or Sutton Pool to Plymouth Sound, and *vice versa*, are to pass between the Mallard Shoal and Mount Batten breakwater.

2. A limited number of moorings for yachts may be laid in the following places and nowhere else:—

On West Hoe, on application to King's Harbour Master, Sound; in the Cattewater, above Turnchapel, on application to the Harbour Master of Cattewater. Yachts, &c., and pleasure boats may cruise in the waters of the Sound as laid down in the Public Traffic Regulations with the following exceptions:—

(i) Eastern Channel: All craft of every description are prohibited from entering the area defined as follows:—

On the north by the line of Torpedo range targets; on the west by the line joining Breakwater fort with Shagstone beacon; and on the south by a

line joining Shagstone beacon with Remy rocks.

(ii.) The Bridge: All craft of every description are prohibited from entering the area defined as follows:—

On the north by a line joining Ravensness point to Drake's island North-west buoy; on the east by a line joining Drake's island North-west buoy to Melampus light-buoy; and on the south by a line joining Melampus light-buoy to Fort Picklecombe pier.

(iii.) No yacht, &c., or pleasure boat may proceed to the westward of a line joining the east end of Drake's island and the west side of the entrance to Millbay docks, nor may they proceed more than two miles outside the bay breakwater.

All persons going afloat in charge of yachts or boats are to make themselves thoroughly acquainted with these orders, the Public Traffic Regulations, and Notices that have been published from time to time in the Public Press defining prohibited areas.

Special notice is drawn to the following point in the Regulations:—

(No yacht or boat may be under way after dark; there can, therefore, be no traffic after dark between yachts at their moorings and the shore.

Although it is only laid down that no craft may leave or enter by the East Channel, no craft is to approach anywhere near the East Channel buoys, as such action would be likely to draw the fire of the forts.

All excursion steamer traffic is prohibited in the Sound.

Note.

Yachts that are only fitting out at Plymouth, and that may wish to proceed to their Summer Base harbour, must obtain permission to leave for that purpose.

(b) HAMOAZE:

1. Within the limits in the Harbour of Hamoaze mentioned in paragraph 4 below, all small craft, motor boats, steamboats, pulling boats, punts, &c., are to be moored in one of the following areas viz.:—Salash, Pottery quay, North corner, Mutton cove, Crenyll hard, Torpoint, Stonehouse creek (or be hauled up and secured above highwater mark in an approved position), where they will remain under police supervision, and only be allowed out on the production of a permit. (See paragraph 4 below.)

2. With the exception of steam ferry boats, which have obtained special permits, no craft of any description is to be under way during the hours of official night, *ie.*, between the sunset gun and daylight gun fired from H.M.S. "Impregn-

able." Any craft under way between these times may be fired on by the Naval patrol boats or H.M. ships in harbour without notice.

3. During fog or thick weather, no craft of any description is to be under way, with exception of the Chain Ferry bridges at Torpoint and Saltash.

4. All traffic is prohibited in the waters of the Harbour of Hamoaze within the following limits, viz.:—Between lines joining Skinham and Warren points in the Tamar river, and the boom at Devil's point, including the Lynher river as far as St. Germans, Millbrook lake, and all the creeks and coves adjoining, subject to the following provisions:—

During daylight, *vide*, outside the hours of official night, all craft of any description engaged by their owners in the prosecution of their business, or used by them as a means of obtaining their livelihood, may be permitted to be under way within the above limits on obtaining a permit for the purpose from the Superintendent of Dockyard Police; such permit to be produced when called for by the person in charge of any patrol boat, police boat, or boat of H.M. ships.

Persons owning craft of any description which they may wish to use for pleasure purposes will be allowed to remove the same to approved places

outside the above limits. No permits will be granted for use of pleasure craft within the limits defined.

5. With the undermentioned exception at (i), the following areas are prohibited to all craft of every description:

Combe bay, Kiln bay Wilcove lake, Thanckes lake, South of Gravesend point to Pound at Torpoint, St. John's lake, Millbrook lake (inside a line from Palmer point to Little Southdown).

(i) With regard to Millbrook lake inside the line specified, special permits will be given to steam or motor ferry craft, for public traffic only, at the discretion of the King's Harbour Master of Hamoaze.

6. No craft of any description is to approach or is to communicate with any of H.M. establishments or ships without having permission and calling the attention of the guard before they close. Craft disobeying this order may be fired on without notice.

7. The foregoing provisions do not apply to any of H.M. craft or boats, or to vessels in Government employ.

8. No excursion steamers will be permitted in the Hamoaze between the boom at Devil's point and Saltash pier. Subject to special arrangements, facilities will be

granted during the summer months only for excursions in the Rivers Tamar and Tavy above Saltash, permits for which must be obtained by the owners of excursion steamers from the King's Harbour Master of Hamoaze.

Special Warning to Boatmen and those who Hire out Yachts or Boats.

Great care must be taken that yachts and boats are only hired out to persons who are thoroughly acquainted with these Regulations, as any infringement of the orders will, amongst other things, lead to the detention of the offending yacht or boat.

IV. CHANNEL SOUTHWARD OF BREAKSEA
LIGHT-VESSEL PROHIBITED.

The passage of vessels through the channel southward of the Breaksea light-vessel is entirely prohibited.

Vessels contravening this regulation are liable to be fired upon.

Note.—This Notice is a revision of Notice No. 721 of 1916.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of

imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority. The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographer.

Hydrographic Department, Admiralty,

London, 23rd August 1916.

○英吉利海峽北海及テムス河メドウェー河等ニ關
スル九月二十日附水路告示

(九月二十二日ロンドン・ガゼット)

ADMIRALTY NOTICE TO MARINERS.

No. 1043 of the year 1916.

ENGLISH CHANNEL, NORTH SEA, AND RIVERS THAMES
AND MEDWAY, ETC.

Pilotage and Traffic Regulations.

Former Notice.—No. 800 of 1916; hereby cancelled.

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 are now in force:—

1. ENGLISH CHANNEL AND NORTH SEA.

1. 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, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, the Downs 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 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, and not carrying passengers) whilst bound from, and whilst navigating in the waters from, (Graves-

end to Great Yarmouth or *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

3. 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, 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.

4. All ships (other than British ships) whilst navigating in the waters between the Downs Pilot Station and Great Yarmouth and *vice versa*, and between those places and the Sunk light-vessel, or any intermediate Pilot station that may hereafter be established, and *vice versa*, must be conducted by Pilots licensed by the London Trinity House.

5. The Trinity House Pilot Station at Dungeness having been discontinued, pilotage is therefore not compulsory between the Downs Pilot Station and Dungeness, except for ships bound into or out of the Harbours of Dover and Folkestone.

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

(b) 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 the Downs.

The Pilot Steamer attached to the Great Yarmouth Station will cruise between the position of the wreck of the Corton Light-Vessel (Lat. $52^{\circ} 31\frac{1}{2}'$ N., long. $1^{\circ} 50' E.$) and the South Scroby Buoy.

(c) THE SUNK LIGHT-VESSEL, where ships trading with Netherlands Ports, but *no others*, can obtain Pilots for the River Thames and the Downs.

The Sunk Pilot Steamer will be on her station between the hours of 5 a.m. and 6.30 p.m. only, G. M. T.

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

Note—The Pilots referred to in this Notice are the Pilots licensed by the

London Trinity House and no others.

II. RIVERS THAMES AND MEDWAY, ETC.

1. All traffic into and out of the River Thames must pass through the Edinburgh Channels, or through the Black Deep south of the Knock John and Knob Light-Buoys, and through the Oaze Deep, until further notice.

No vessels are to remain under way in the above-mentioned Channels between a line drawn from London Stone to No. 3 Sea Reach Light-Buoy and thence to Canvey Point on the west, and the Sunk Head Buoy or a line joining the positions of the South Long Sand and East Shingles Buoys, on the east, from one hour after sunset until one hour before sunrise.

Vessels at anchor within these limits must not exhibit any lights from one hour after sunset until one hour before sunrise. No merchant or other private vessel is, however, to be at anchor in the Black Deep, and the Main Channel of the Thames, to the southward of a line joining a position in lat. $51^{\circ} 38' N.$, long. $1^{\circ} 21' E.$, D3 Buoy, East Knock John Buoy, Knob Light-Buoy, West Oaze Buoy, Nore Light-Vessel and Nos. 1, 2 and 3 Sea Reach Buoys, from one hour after sunset until one hour before sunrise, and no vessel is to anchor in the Black Deep Channel between the parallel of lat. $51^{\circ} 40' N.$, and the Sunk Light-Vessel from

one hour after sunset until one hour before sunrise except such South-bound vessels as are unable to proceed further south owing to darkness or thick weather.

Anchorage for merchant or private vessels is also prohibited in the West Swin, and in the area enclosed on the east by a line joining North Knob and Knob Light-Buoys, on the west by a line joining South Shoebury Light-buoy and Nore Light-Vessel, and on the north by a line joining North Knob and South Shoebury Light-buoys.

All other Channels are closed to navigation.

The Nore Examination Anchorage is reserved for vessels under examination before entry into the Medway, and also for vessels on Government service which have left the Medway and are awaiting orders as to route, &c.

2. Coasting vessels are not to be under way nor exhibit any lights in the East Swin or Wallet between sunset and sunrise.

3. (a) The cruising of yachts and pleasure craft in the Thames Estuary and River Medway will be permitted under the following restrictions.

(b) No yachts or pleasure boats under sail or steam, or otherwise mechanically driven, are allowed:—

(i.) In the Estuary of the Thames east of a line drawn between the

Grain Spit and West Shoebury Buoys.

(ii.) In the area enclosed by a line drawn north and south through the Ovens Buoy to a line joining Holehaven Point and the Blyth Middle Buoy.

(iii.) In the Medway east of Rochester Bridge.

(c) The Estuary of the Thames mentioned above in paragraph (b) (i.) is to be considered to include the north east of Kent from North Foreland to Sheerness, and the coast of Essex from Shoeburyness to the Naze.

(d) All pleasure craft of any description are prohibited from being under weigh between the hours of 8 p.m. and 6 a.m. G.M.T.

(e) Pleasure craft using the waters to the west of the line mentioned in paragraph (b) (i.), in which cruising is permitted, must obtain a licence from the local Police.

(f) If more than one craft is used, a separate licence is required for each.

(g) The name must be marked legibly on every yacht. All open, half-decked and other craft must have the number and distinguishing letter of the licence clearly painted on each side of the bow.

(h) The licence must be carried in the craft, and is to be available for inspection.

(i) Boats licensed for hire may be taken out by British subjects other than

those in whose names the licences are made out, provided that they be returned to the licensees by 8 p.m. G.M.T. on the day of hire. The licence for the boat must be carried by the person hiring it.

(j) Pulling boats are allowed within the area prohibited by paragraph (b) (i.), provided:—

(i.) A licence is obtained in accordance with paragraphs (e) and (f).

(ii.) A separate licence is obtained for each boat.

(iii.) Paragraphs (d), (h) and (i) are complied with.

(iv.) No such boats proceed further than one mile from the shore, and in the area between Margate Coast Guard Station and the North Foreland they must keep within half a mile from the shore.

(k) Pulling boats are forbidden to go alongside or communicate with any vessel lying off the shore.

(l) No pleasure pulling boats are allowed in the Medway to the eastward of Rochester Bridge, nor are they allowed in the area mentioned in paragraph (b) (ii.).

(m) Fishing vessels are governed by the terms of the Notices issued by the Board of Agriculture and Fisheries.

4. (a) The cruising of yachts and other pleasure craft under sail, steam, or

otherwise mechanically driven, and under oars, in the Colne, Blackwater, Crouch and Roach rivers will be permitted under the following restrictions:—

(b) All pleasure craft of any description are prohibited from being under weigh between the hours of 8 p.m. and 6 a.m. G.M.T.

(c) Pleasure craft using the areas mentioned in paragraphs (j) and (k), in which cruising is permitted, must obtain a licence from the local Police.

(d) If more than one craft is used, a separate licence is required for each.

(e) The name must be marked legibly on every yacht. All open, half-decked and other craft must have the number and distinguishing letter of the licence clearly painted on each side of the bow.

(f) The licence must be carried in the craft, and is to be available for inspection.

(g) Boats licensed for hire may be taken out by British subjects other than those in whose names the licences are made out, provided that they be returned to the licensees by 8 p.m. G.M.T. on the day of hire. The licence for the boat must be carried by the person hiring it

(h) Local craft used for business purposes are subject to the foregoing regulations, but may in certain instances be allowed in prohibited areas, if permission in writing

has been previously obtained from the Naval or Military Authorities.

(2) Fishing vessels are governed by the terms of the Notices issued by the Board of Agriculture and Fisheries.

(j) Cruising is permitted in the area to the west of a line drawn from Colne Point to N.W. Knoll Buoy and thence to Sales Point; and up these rivers. In the River Blackwater no craft of any description may anchor, nor may any landing be effected in the areas bounded by a line drawn in a 0° (*N. 14^{\circ} E. Mag.*) and a 180° (*S. 14^{\circ} W. Mag.*) direction, through Ramsey Stone to the opposite shore, and a line drawn through the Tollesbury and Mersea Oyster Fishery Company's Beacon on Thurslet Spit and the same Company's Beacon on the south side of the river, and extended to the north and south shores of the River.

(k) Cruising is permitted in the Crouch west of a line drawn in a 0° (*N. 14^{\circ} E. Mag.*) and a 180° (*S. 14^{\circ} W. Mag.*) direction through Nass Point. Cruising is also permitted in the Roach as far as Paglesham Hard, but owners of yachts are to intimate their intention to proceed up the Roach to the Coast Guard, Burnham, before leaving, and report their return.

(i.) In the River Crouch no craft of any description is permitted to anchor in the area bounded by lines drawn in a 0° (*N. 14^{\circ} E. Mag.*) and a 180°

(*S. 14^{\circ} W. Mag.*) direction through Burnham Coast Guard Station and Holliwell Point.

(ii.) Landing in the Roach may be permitted only at Paglesham Hard and permits are to be exhibited to the Military Patrol stationed there.

5. The use of the Swin and Walleet Channels by sailing barges and small trading vessels engaged in coastwise traffic along the Essex coast is permitted, subject to compliance with the following restrictions:—

(a) Each vessel must obtain from the Customs a special clearance card, which is to be kept available for inspection by the Patrol Officers, on demand.

(b) A red ensign is to be displayed while navigating the Middle Deep and Swin Channel.

(c) No vessel may be under way after dark, except as provided for hereinafter.

(d) When at anchor in the Walleet, Ray Sand, and Whitaker Channels, or in the Rivers Colne, Blackwater, and Crouch, all lights are to be screened so that they will not show outboard

(e) No vessel may anchor in the Rivers Crouch and Blackwater in the areas indicated in Section, II., Sub-section 4.

(f) To enable vessels to save their tides they will be permitted to navigate the Rivers Colne, Blackwater, and Crouch at night above the following places:—
River Roach above Quay Reach.

River Crouch above Burnham Coast Guard Station.

River Blackwater above Ramsey Island Stone.

River Colne above Brightlingsea Creek.

They are to anchor immediately, should they be ordered to do so by the Naval or Military Authorities.

(g) Vessels are to carry out all instructions received from the Naval Officers in command of vessels patrolling these Channels and Rivers.

(h) No vessels are to enter or pass through the defended area in the Middle Deep and Swin Channels until they have been boarded and examined by the vessels stationed there for that purpose.

(Note.—*The Examination Officers will board South-bound vessels in the vicinity of the Whitaker Spit. Those leaving the Thames and Medway will be boarded near the Mouse Light-Vessel.*)

The Boarding Officers will give Masters of vessels instructions as to the course they are to steer when passing through the defended area.

(i) Vessels reaching the entrance to the defended area within one hour of sunset will not be allowed to pass through till daylight.

6. All vessels, other than those of British Nationality or those of the Allied Nations, are prohibited from entering the Medway and Swale rivers.

All Neutral Aliens are prohibited from entering the Medway and Swale rivers in British vessels, and this applies to Aliens carried in British ships or barges as passengers or part of crew; the limits of the prohibited area are defined as from the Outer Bar buoy in the River Medway to Rochester bridge, and the whole of the River Swale from the light on Queenborough spit to Columbine spit buoy. Attention is drawn to the necessity of ship-owners and charterers satisfying themselves that no Neutral Aliens are on board vessels sent to the Rivers Medway and Swale.

Variation.—14° W.

Note.—This Notice is a revision of Notice No. 800 of 1916.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of The Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against these

Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By command of their Lordships,

J. F. PARRY,

Hydrographer.

Hydrographic Department, Admiralty,

London, 20th September, 1916.

○蘇格蘭北東岸及オークニー諸島ニ關スル八月十六日附水路告示

(八月二十二日ロンドン・ガゼット)

ADMIRALTY NOTICE TO MARINERS.

No. 898 of the year 1916.

SCOTLAND, NORTH-EAST COAST AND ORKNEY ISLES.

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; Pilots Regulations.*

Former Notice.—No. 705 of 1916; hereby cancelled. No. 669 of 1916.

The following regulations have been made with a view to safeguarding the interests of shipping in the Pentland and Moray firths:—

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 Burchhead, 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 area indicated on the accompanying portion of chart No. 2.

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.

Pilotage is compulsory at the undermentioned ports 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 such ports 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 ports in groups.

1. All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burchhead.

Outgoing vessels are to discharge their pilots at one or the other of these places.

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) *Scapa Flow—Traffic Regulations.*

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. Vessels ordered to Kirkwall should proceed direct to that port.

4. The only vessels permitted to enter Hoy sound from the westward are those ordered to Stromness.

5. Vessels are not permitted to enter Hoxa or Hoy sounds by night or in thick weather.

6. Passage through Cantick sound is entirely prohibited.

Note.

This Notice is a revision of Notice No. 705 of 1916, incorporating Sections II. and III. of No. 669 of 1916.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions

contained in this Admiralty Notice to Mariners is liable to result in the detection of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY.

Hydrographer.

Hydrographic Department, Admiralty,

London, 16th August, 1916.

○蘇格蘭東岸、ファース、オブ、フォース(グラントン

港)ニ關スル九月十六日附水路告示

(九月十九日ロンドン・ガゼット)

ADMIRALTY NOTICE TO MARINERS.

No. 1035 of the year 1916.

SCOTLAND, EAST COAST—FIRTH OF FORTH.

Granton Harbour—Traffic of Neutral Vessels Prohibited.

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

英吉利國法令

Regulations, 1914, the following Regulation has been made by the Lords Commissioners of the Admiralty, and is now in force:—

On and after the 21st September, 1916, no vessels other than those of British Nationality, or those of the Allied Nations, shall enter Granton Harbour, until further notice.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY.

Hydrographer.

Hydrographic Department, Admiralty,
London, 16th September, 1916.

○蘇格蘭東岸ニ關スル九月二十八日附水路告示
(十月三日ロンドン・ガゼット)

ADMIRALTY NOTICE TO MARINERS.

No. 1079 of the year 1916.
SCOTLAND, EAST COAST.

Firth of Forth—Traffic Regulations.

Former Notice.—No. 899 of 1916: hereby cancelled.

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 are now in Force:—

Section I.

(1) Until further notice, the following Regulations are to be observed by all merchant vessels approaching or moving in the Firth of Forth (*i. e.*, westward of

a line joining Bams Ness and North Carr Rock).

(2) All orders and instructions given by the King's Harbour Master, or by any Patrol vessel, are to be implicitly obeyed, otherwise vessels will be liable to be fired upon.

Section II.

INSTRUCTIONS TO SHIPOWNERS, AGENTS, MASTERS, ETC.

(3) Shipowners, Agents, Masters of ships and other persons concerned are advised that, in their own interests and the interest of those whom they represent, they should assist in every possible way to conform to these Regulations.

(4) Shipowners and Agents must give not less than 24 hours' notice in writing to "The Trinity House, Leith," of the following particulars regarding vessels arriving, so that they may be readily identified:—

1. Name of vessel.
2. Nationality.
3. Nett tonnage.
4. Where from.
5. Where bound.
6. Nature of cargo.

7. Number of passengers.

8. Any particulars of appearance which might assist identification at sea.

NOTE.—If a vessel does not arrive within a reasonable time after this notice has been given, it will be presumed that she has either been diverted to another port, or sailing cancelled, and her name will be removed from the list of expected arrivals.

(5) Ships outward bound must time their departure so as to be clear of the Firth of Forth before the commencement of Official Night.

(6) Fishing boats' numbers are to be kept distinctly painted.

(7) No merchant vessel is permitted to be under way in the Firth of Forth to the westward of Inchkeith during the hours of "Official Night."

(8) No merchant vessel is permitted to enter or leave the Docks at Leith or Granton during the hours of "Official Night." Special arrangements, which are notified from time to time, are made for merchant vessels entering and leaving docks at ports East of Inchkeith.

(9)—(a) Whilst lying at anchor off Leith or Granton, vessels are to arrange for a night watch to be kept, with special orders to particularly observe the night signals shown by the Examination Vessel anchored in Leith Roads, in order that

the "riding lights" for a ship at anchor, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 1030 of 1916, may be exhibited directly that vessel shows "Night Distinguishing Signals" (three Red lights vertical). See Section III.

Riding lights are to be kept trimmed, lit, and at hand where they are easily and quickly accessible when required.

(b) The side ladder and a boat should be kept ready for use. All boats are to be kept hoisted close up to the davits during the hours of Official Night.

(c) The wireless room is to be locked, and no wireless messages are to be taken or despatched whilst the ship is in the Firth of Forth.

(d) No lights are to be visible from outboard other than navigation lights. Scuttles and skylights are to be effectively screened, or cabin lights kept extinguished.

(e) Anchors lights are not to be exhibited when off Leith or Granton, unless the "Night Distinguishing Signal" (three Red lights hoisted vertically) is shown by the Examination Vessel.

The Examination Vessel anchored in Leith Roads will only show this signal on occasions when it is considered necessary by the Deputy Examining Officer.

Vessels at anchor off Leith or Granton should keep a smart look-out, and

when the "Night Distinguishing Signal" is shown by the Examination Vessel are immediately to exhibit the customary "riding lights" of a ship at anchor, reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 1030 of 1916.

(f) Merchant vessels berthed in Leith and Granton docks and harbours are prohibited from having any lights visible from outward during the hours of "Official Night," unless such vessel is actually engaged in working cargo. All such lights are to be screened from overhead and from seaward when possible.

(g) Navigation lights are to be kept well trimmed and burning brightly when inside the Firth of Forth if under way. Electric Navigation lights are prohibited.

(10) When inward bound, the National Colours and number (or distinguishing signal) are to be hoisted on passing May island, and kept flying until the vessel docks.

(11) Care is to be taken that all flags displayed are showing clearly. If the weather is calm any flag signal which the vessel is ordered by an Examination Steamer to hoist should be shaken out so as to render it readily distinguishable.

(12) As little smoke as possible is to be allowed to escape from the funnels,

and care is to be taken that neither lights nor flags are obscured by it.

(13) During thick or foggy weather, all mercantile traffic is to cease. Mercantile traffic is also to cease on all occasions when the Firth of Forth has been declared "Closed" by the King's Harbour Master.

(14) The Firth of Forth is always "Closed" during Official Night.
Section III.

DISTINGUISHING SIGNALS OF EXAMINATION STEAMERS.

(15) Armed Examination steamers will be found at the Examination Station (see Section VII) and also at the Examination Anchorage, and will be distinguished by the following means.

Each Examination Steamer will be distinguished as follows:—

By Day.—At the foremost head the special pilot flag (white and red horizontal, surrounded by a blue border). When the Firth of Forth is "Closed" three Red balls vertical will be hoisted in addition.

By Night.—Three red lights vertically 6 feet apart, conspicuously displayed at the end of a yard so as to show an unbroken light round the horizon.

Masters of Merchant vessels must approach these vessels with care, and see that when stopped they are in a favourable position for the Boarding Officer coming

alongside, and that a boat-rope and side-ladder are in position.

Section IV.

NAVIGATION IN THE FIRTH OF FORTH.

(16) All merchant vessels are only permitted to enter the Firth of Forth when they have sufficient daylight to enable them to reach Inchkeith before the close of Official Day except such vessels mentioned in Clause 24 of this Section.

(17) Vessels must pass between Isle of May and Anstruther Wester, thence they must steer a course so as to pass 2 miles south of Elieness, and within half a mile to the southward of a green buoy in latitude $56^{\circ} 09' N.$, longitude $2^{\circ} 51' W.$, thence direct for Kinghorn ness.

(18) Vessels after entering the Firth of Forth must on no account pass to the southward of a line joining the north point of the Isle of May and Kinghorn ness until in the longitude of $3^{\circ} 00' W.$, when course may be shaped for the Examining Station.

(19) No vessel is permitted to enter the Firth of Forth between the Isle of May and the south shore of the Firth of Forth.

(20) Merchant vessels approaching the Firth of Forth during the hours of darkness are to maintain a steady course and speed, and are to so arrange their

speed that they shall not reach the Isle of May before "Official Day," and will thus avoid having to reduce speed or stop in the vicinity of the Isle of May, where they may render themselves liable to be fired upon by shore batteries or patrol boats.

(21) All merchant vessels are forbidden to enter the Firth of Forth during the hours of "Official Night" or during thick or foggy weather except such vessels provided for in Clause 24 of this section.

(22) All merchant vessels entering the Firth of Forth are to proceed to the Examining Station to be passed by the Examining Officer and given the "Special Signal" before proceeding to any port in the Firth of Forth. On arrival at the Examining Station they are to "heave to" and await instructions from the Examination Steamer. If then ordered to the Examination Anchorage, they are to proceed there, anchor, and await further instructions. In the meantime they are to hold no communication with any other merchant vessel or with the shore without permission.

(23) If they arrive during the hours of "Official Night" or in thick or foggy weather, they must anchor outside the limits of the Firth of Forth (see definition of limits in Section I.), except as provided for in clause (24).

(24) Sailing ships and other small vessels which are forced to seek shelter owing to weather conditions, and arrive during the hours of "Official Night," will be anchored in the most convenient position by orders of a patrol vessel until the weather moderates.

Section V.

VESSELS LEAVING THE FIRTH OF FORTH.

(25) Merchant vessels must on no account leave the Firth of Forth without first obtaining a "Port Clearance" from the Collector of Customs at the port of departure.

(26) No merchant vessels are permitted to leave the Firth of Forth—

(a) During the hours of "Official Night;"

(b) If sufficient daylight is not left to enable them to clear the Isle of May before dark; or

(c) When the Firth of Forth is "closed," except with the permission of the Commander-in-Chief, Rosyth, which must be obtained through the King's Harbour Master, Rosyth.

(27) When the Firth of Forth is "Open" to the traffic of merchant shipping the following signal will be displayed at the various ports east of Oxcars:—

One Red ball, indicating that merchant vessels anchored in the roads off any port are at liberty to proceed.

No merchant vessel is to proceed until one Red ball is hoisted as follows:—

Leith.—From the Examination Steamer anchored in the Examination Anchorage.

Inchkeith.—From the Flagstaff at the Signal Station.

Burntisland.—From the Middle Light-house.

Kirkcaldy.—From the Flagstaff at the Harbour Master's Office.

Methil.—From a Flagstaff at the Dock Gate.

Wemyss.—At the entrance to Wemyss Harbour.

Dysart.—From the East Pier at the entrance to Dysart Harbour.

Granton.—From Flagstaff at Central Pier.

The Licensed Trinity Pilot in charge of a merchant vessel will be held personally responsible that such vessel does not leave her anchorage until the above-mentioned signal is hoisted.

The Red ball will be hoisted at the commencement of "Official Day" if the Firth of Forth is not "Closed" for any reason, and will be hauled down at the commencement of "Official Night?"

Note.—It will be hauled down on all occasions when the Firth of Forth is "Closed" to merchant shipping traffic by order of the King's Harbour Master, Rosyth, and will be rehoisted by order of the King's Harbour Master, Rosyth, when the Firth of Forth is "Opened" again to mercantile traffic.

Section VI.

SIGNALS INDICATING FIRTH OF FORTH "CLOSED."

(28) Whenever the Firth of Forth is "Closed" during the day the following signals will be displayed:—

Three Red balls vertical will be hoisted by each Examination Steamer and also at Inchkeith and at the principal ports in the Firth of Forth.

(31) The single Red ball which is hoisted at the principal ports in the Firth of Forth east of Oxcars, to indicate that the Firth of Forth is "Open," will at the same time be hauled down.

Note.—By night the Firth of Forth is closed to all mercantile shipping, except as provided for in Clause (24).

Section VII.

POSITION OF THE EXAMINING STATION.

(29) The Examination Station is in latitude 56° 04' N, longitude 3° 04' W.

(30) Vessels are not under any circumstances to attempt to pass in from the Examining Station without obtaining permission from the Examination Steamer, or to leave the Examination Anchorage, or to communicate with the shore or any other vessel, without first obtaining permission from the Examination Vessel.

(See Appendix "A," "Warnings to Masters.")

Section VIII.

PILOTS AND PILOTAGE.

(31) It will be compulsory for all vessels to have a licensed pilot on board when navigating the Firth of Forth.

Incoming vessels will pick up the pilot from the Pilot Vessel which will be found in the vicinity of the Examining Station during the hours of "Official Day."

Outward-bound vessels from ports west of Inchkeith are to proceed to the Examining Station and discharge their pilot there. Outward-bound vessels from ports east of Inchkeith will discharge their pilots when the main route channel is reached, whence the Masters will receive detailed instructions from the pilot how they are to proceed.

Section IX.

CAUTION AS TO ANCHORING.

(32) No merchant vessel will be permitted to anchor within the limits of the Firth of Forth, except as hereinafter stated, unless—

(a) To avoid, or after, an accident;

(b) Her further progress is prevented by unforeseen circumstances;

(c) During thick or foggy weather.

When anchoring, care must be taken to be well clear of the fairway.

(33) If a vessel has to anchor for any of the reasons shown (a, b, or c, above) she is to hoist "Not under control" signals, and keep them displayed so long as she remains at anchor.

(34) Merchant vessels, after passing the Examination Steamer, may proceed during the hours of "Official Day" to anchor off the port of destination, if other than Leith or Granton, in charge of a pilot, on the understanding that they are to dock on the next succeeding tide unless prevented by weather or other conditions beyond their control.

The pilot in charge of the vessel is responsible that no contravention of the Traffic Regulations of the Firth of Forth occur during this period. Such a vessel is to show by night the ordinary riding lights of a ship at anchor unless ordered to the contrary. Electric navigation lights are prohibited. Anchor lights are to be

reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 1030 of 1916.

If, whilst a merchant vessel is lying at anchor off any port east of Oxcares in the Firth of Forth, the weather conditions become so unfavourable as to jeopardise the safety of the vessel in the position in which she is then lying, the pilot may use his discretion and get under way to proceed under the lee of Inchkeith in the case of easterly gales, and to Kirkcaldy in the case of westerly gales.

In doing this, he is responsible that the vessel carries navigation lights, proceeds at slow speed, and keeps out of the fairway.

Section X.

PATROL, OF INTERNAL WATERWAYS AND APPROACHES TO THE FIRTH OF FORTH.

(35) The Firth of Forth, as well as the approaches thereto, will be patrolled by Naval Patrol Boats or other Government vessels.

Masters of merchant vessels and persons in charge of small craft are hereby warned to observe any orders which may be given by the naval patrols.

Merchant vessels and small craft will be subject to inspection and search, and will be liable to be fired upon in the event of disobedience to the orders given

them by the patrols.

They also render themselves liable to be prosecuted under the Defence of the Realm (Consolidation) Act, 1914.

Section XI.

MERCHANT VESSELS TO FLY THEIR COLOURS, &c.

(36) All merchant vessels which are within the limits of the Firth of Forth must—

- (a) Keep their colours flying day and night.
- (b) Keep their commercial code number flying from sunrise to sunset.
- (c) Show the regulation navigation lights by night unless ordered to the contrary. (See Section II., clause 9.)

Section XII.

ORDINARY NAVIGATION RULES TO BE ADHERED TO.

(37) The ordinary rules for the navigation and safe conduct of ships are to be adhered to in the Firth of Forth, except as far as they are affected by these Regulations.

Nothing in these Regulations will exonerate the owner, master, or agent of any ship from any neglect of the ordinary rules for the navigation and safe conduct

of ships.

APPENDIX A.

WARNINGS TO MASTERS OF VESSELS IN THE FIRTH OF FORTH.

1. You are to strictly obey all orders given you by the officer who boards you, or by the King's Harbour Master or his representative.
2. When in the Examination Anchorage, or lying off any port in the Firth of Forth below the Forth Bridge, waiting to dock, or for "Official Day" after undocking during the night, or when at anchor in consequence of fog, &c., you are forbidden, except in emergency which you will be called upon to prove, to lower any boats or to communicate with the shore, or to work the cables, or to move the ship, or to allow anyone to leave the ship without permission "of the Deputy Examining Officer, if anchored off Leith, or the Port Authority of Ports other than Leith in the Firth of Forth." You are also to keep your National Colours and the Signal Letters of your ship's name flying day and night.
3. Before leaving any port or anchorage in the Firth of Forth you must obtain permission from the proper authorities (see Section V, clause 25).
4. The use of wireless telegraphy is prohibited. You are to forthwith lower all aerial wires, and disconnect them from their halliards and from the operating

room. They are not to be rehoisted whilst your ship is in British territorial waters, except by special permission from the Admiralty as laid down in Section V, "Instructions for Owners and Masters of British Merchant Ships, &c."

5. To communicate with the Port Authorities, hoist flags J. G. C. by day, or lights Red, White, Red, vertically, by night.

This Notice is a revision of Notice No. 899. of 1916.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

Hydrographer.

Hydrographic Department, Admiralty,

London, 28th September, 1916.

○愛蘭南岸ニ關スル十月十日附水路告示

(十月十三日ロンドンイギリス)

ADMIRALTY NOTICE TO MARINERS.

No. 1123 of the year 1916.

IRELAND, SOUTH COAST.

Former Notice.—No. 549 of 1916; hereby cancelled.

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) *Regulations respecting Yachts and Pleasure Craft.*
- I. WATERFORD TO LONG ISLAND SOUND.

Motor boats, yachts and pleasure craft of all descriptions will only be permitted at the following ports, &c., within the area specified:—

Port, &c.—Limit of Cruising Area.

Waterford, inside a line drawn between Hook point and Brownstown head.

Dungarvan bay, inside a line drawn between Helvick head and Bunnahon Coast Guard station.

Youghal bay, inside a line drawn between Capel island and Ram head.

Ballycottin bay, inside a line drawn between Ballycottin island and Capel island.

Queenstown, inside a line drawn between Cork head and Power head.

Kinsale, inside a line drawn between Old head and Sovereign rocks.

Courtnasherry bay, inside a line drawn between Old head and Seven heads.

Clonakilty bay, inside a line drawn between Seven heads and Galley head.

Glandore bay, inside a line drawn between Galley head and Toe head.

Baltimore bay, inside a line drawn between Toe head and Cape Clear.

Long Island sound, inside a line between Cape Clear and Brow head.

2. Before a Regatta can be held within the authorised limits of any of the ports or waters mentioned permission must be obtained from the Vice-Admiral

Commanding, Queenstown.

3. Excursion steamer traffic will be permitted only under licence from the Vice-Admiral Commanding, Queenstown.
4. Yachts and other craft must obey immediately any orders given them by the patrol vessels. They are liable to inspection and search by those vessels.
5. At Queenstown, no sailings will be permitted before daylight, and no craft must be under way during the hours of official night, but must remain at their moorings. All yachts and other pleasure craft are to return into harbour before sunset.

The channel west of Spike island is prohibited.

II. BANTRY, KENNARE AND DUNMANUS BAYS.

1. Yachts and other pleasure craft are not allowed to cross the line in Bantry bay drawn from Sheep head to Dursey head, nor to cross the line in Kennare bay from God head to Bolus head, nor to cross the line in Dunmanus bay from Sheep head to Three Castle head.
2. No Regatta shall be held without permission in writing from the Senior Naval Officer, Castletownbere. This applies to the coast from Mizzen head to Sybil point.

3. No Excursion steamer shall run without permission in writing from the Senior Naval Officer, Castletownbere. This applies to the coast from Mizzen head to Sybil point.

4. The directions as to no craft being under way in the defended port of Berehaven during official night are to be strictly adhered to.

(2) Traffic Regulations.

PORT OF QUEENSTOWN.

I.—GENERAL.

1. Until further notice, the following regulations are to be observed by all merchant shipping (including fishing vessels, barges, boats, yachts and private vessels of any kind) approaching or moving within the limits of the Dockyard Port of Queenstown.

Patrol of Internal Waterways and Approaches of the Port.

2. The internal waterways of the port, as well as the approaches thereto, will be patrolled by Naval Patrol boats or other Government vessels. Captains and Masters of merchant vessels and persons in charge of barges or boats of any kind, are hereby warned to observe any orders which may be given by the Naval Patrols. Merchant vessels, barges, and boats will be subject to inspection and

search, and will be liable to be fired upon in the event of disobedience to the orders given them by the Patrols.

Ordinary Port Regulations.

3. The ordinary regulations of the port, except as affected by this Notice, are to be strictly adhered to.

II.—PROHIBITED AREAS.

4. An obstruction has been placed across Queenstown harbour inside the entrance.

Anchorage is strictly prohibited between the southern limit of Outer Man-of-War roads and a line drawn between the light-buoy exhibiting an *occulbing white* light, to the eastward of Spike island and the light-buoy exhibiting a *fixed white* light off Black rock, Corkbeg.

The passage between Spike island and Ringaskiddy point is closed, and no vessel shall approach the area bounded on the south by a line drawn between Golden rock and the southernmost point of Spike island.

No vessel shall use the channels between Haulbowline and Spike island, east of Rocky island, or west of the Military pier on Spike island.

Passage through Obstruction.

5. Vessels entering the port, not being in charge of a pilot, shall not proceed beyond the Examination anchorage. Vessels wishing to leave the port, not being in charge of a pilot, shall not proceed beyond the southern limit of the Outer Man-of-War anchorage. This applies to all craft except boats drawing less than four feet which have obtained special permission from the King's Harbour Master.

It is compulsory for all vessels desiring to pass through the obstruction in either direction to have on board a licensed pilot, or Master holding a pilot's certificate for the port, whose name has been approved by the Vice-Admiral Commanding Coast of Ireland.

Owners, Agents, Masters, or Pilots of vessels wishing to leave the port must advise the office of the Vice-Admiral Commanding Queenstown, stating the time they desire to pass the obstruction. They will then be informed of the time they may proceed.

III.—ENTRANCE TO THE PORT.

Entry Forbidden during Fog.

6. All Merchantile traffic is forbidden to enter the port or to pass beyond the limits of the Examination Anchorage during fog.

Merchant Vessels.

7. Merchant vessels, including fishing vessels, barges, boats, yachts, and private vessels of any kind wishing to enter the port, are to proceed to the Examination anchorage south of Spike island (which is marked on the Admiralty charts), and there anchor, unless previously met by the Examination steamer, and given permission to proceed.

Vessels are not to attempt to leave the anchorage under any circumstances, or to communicate with other vessels, or with the shore, without previously obtaining permission from the Chief Examining Officer.

Examination Steamers.

8. There are two Examination steamers, the Outer and the Inner. They will be distinguished in the manner indicated in Admiralty Notice to Mariners No. 645 of 1916.

Position of Examination Steamers.

9. The Outer Examination steamer will be found, weather permitting, midway between Roche's point and Carrig rock; during westerly gales, in Ringabella bay; during northerly gales, under Roche's tower; during southerly and easterly gales, in White bay. The Inner Examination steamer will be found in Examination

ground (see Examination anchorage on chart) sheltering during southerly gales under lee of Camden.

Instructions as to Entering.

10. Throughout day and night the Outer Examination steamer will close incoming vessels, and the Examining officer will give Masters instructions as to entering, and his orders must be implicitly obeyed. By day the Inner Examination steamer will close certain vessels before their arrival off the Dognose buoy, and the Chief Examining officer will board these vessels and give Masters further important instructions, which must be strictly complied with.

By night the Inner Examination steamer will close *all* vessels before their arrival off the Dognose buoy. The Examining officer will board certain vessels and will give Masters of all vessels further instructions, which must be strictly obeyed.

If, for any reason, by day or night, vessels are not at once attended to by the Inner Examination steamer, they must, if necessary, anchor inside the limits of the Examination anchorage.

(Note.—In severe weather all vessels will be dealt with by the Examining officer in the Outer Examination steamer, and Masters are to abide by his orders.

The Inner Examination steamer will not be available.)

Advice to Shipowners, etc.

11. Shipowners and shipping agents are advised that, in their own interests, their vessels should arrive at the port during daylight and conform to these regulations.

Notification of Time of Arrival.

12. Shipowners and shipping agents will facilitate the entry of their vessels by giving previous notice of the probable time of arrival to the Shipping Intelligence Officer, Admiralty House, Queenstown, with particulars of appearance, etc., so that they may readily be identified.

Shipowners and shipping agents are requested to co-operate with the Shipping Intelligence Officer to prevent congestion of the port. With this end in view vessels that merely call for orders (without embarking or disembarking passengers or cargo) should not, as a rule, enter the port unless absolutely necessary. Every facility will be given to shipowners and shipping agents for communicating with their vessels passing or making the port through the medium of the signal stations of the south of Ireland, but all messages to and from these vessels must pass through the Shipping Intelligence Officer, or through Lloyd's.

Pilotage.

13. Licensed pilots may be obtained from the Pilot boat off the mouth of the harbour, or from the Pilot boat in the Examination anchorage.

From seawards to Examination anchorage pilotage is optional.

It is compulsory for all merchant vessels to have a licensed local pilot on board when entering the port, except:—

Vessels whose masters hold pilot's certificates for the port and whose names have been approved by the Vice-Admiral Commanding Coast of Ireland.

Also certain local vessels which have obtained exemption from the Vice-Admiral Commanding Coast of Ireland.

Should a vessel requiring a pilot outside be unable to get one, the Outer Examination steamer will escort such vessel to the Examination anchorage.

IV.—MOVEMENTS WITHIN THE PORT.

14. The movements of all merchant vessels, barges, or boats of any kind are subject to the direction of the King's Harbour Master, whose orders are to be immediately obeyed.

Night and during Fog.

15. During the hours of official night, no merchant vessels (including fishing

craft, barges, boats, yachts, or private vessels of any kind) will be allowed to be under way in the waters, including the creeks of the Dockyard Port of Queenstown, except with special permission from the King's Harbour Master. All vessels, barges, and boats must display the regulation lights. During fog all mercantile traffic is absolutely prohibited.

Approach to Government Vessels and Establishments.

16. No merchant vessels (including fishing craft, barges, boats, yachts, or private vessel of any kind) will be allowed to approach any Government ship, vessel or lighter or other Government craft, or any Government dockyard or establishment, without special permission. This does not apply to Examination steamers.

17. Subject to the above, and the restrictions laid down in Clauses 4 and 5 (Part II.), merchant shipping may move as usual within the Port of Queenstown, taking care to keep clear of any of H. M. Ships which are being navigated in the port. *Caution as to Anchoring.*

18. When anchoring, care must be taken to be well clear of the fairway.
V.—VESSELS LEAVING THE PORT.
Prohibition.

19. No merchant vessels (including fishing craft, barges, boats, yachts, or private vessels of any kind) are permitted to leave the Dockyard Port of Queenstown during the hours of official night except with special permission from the Vice-Admiral Commanding Coast of Ireland, which can be obtained through the Shipping Intelligence Officer. No vessel may leave during fog.

Permission to Leave.

20. Merchant vessels (including those engaged in the coastal trade) must on no account leave the Dockyard Port of Queenstown without permission. Vessels must obtain such permission from the Collector of Customs, Queenstown. They must also notify in advance the time they wish to pass through the obstruction. *See Clause 5 (Part II.).*

Pilotage.

21. Pilotage is not compulsory when leaving the port, except as laid down in Clause 5 (Part II.).
Fishing Vessels, Barges, Boats and Small Craft.

22. Fishing vessels, barges, boats and small craft generally may leave the port during daylight subject to the restrictions laid down in Clause 5 (Part II.), without any formalities, but such craft are liable to inspection and search by the Naval

Patrol boats.

Note.

This Notice is a revision of Notice No. 549 of 1916.

Caution.

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY.

Hydrographer.

Hydrographic Department, Admiralty,

London, 10th October 1916.

第十二 英國船舶讓渡制限條例ノ擴張

○英國船舶讓渡制限條例ノ擴張(十月廿五日官報) 本件ニ關シ倫敦駐在總領事代理領事山崎馨一ヨリ去月十三日附ヲ以テ左ノ如ク報告アリ(大正四年六月二日本欄内參看)(外務省) 英國船舶ヲ所有スル資格ナキ者ニ對スル英國船舶ノ讓渡ハ商務省ノ認可ヲ得ルニアラサレハ無効タルヘキ旨客年三月十六日附法律(千九百十五年英國船舶(讓渡制限)條例ト稱ス)ヲ以テ發布セラレタル處今般右法律ハ船舶ノ抵當權(Mortgage)設定竝ニ移轉及外國性ヲ有スル會社ニ對スル船舶ノ讓渡竝ニ抵當權ノ設定移轉ニ關シテモ適用セララルヘキ旨本年八月二十三日附法律(千九百十六年英國船舶(讓渡制限)條例ト稱ス)ヲ以テ發布セラレタリ

第十三 敵地ニ於ケル英國人ノ財産及敵國政府敵國人

ニ對スル英國人ノ請求ニ關スル報告ヲ求ムル
コトニ關スル布告

(九月八日ロンドン、ガゼット)

BY THE KING.
A PROCLAMATION

REQUIRING RETURNS TO BE MADE OF BRITISH PROPERTY IN ENEMY TERRITORY
AND CLAIMS BY BRITISH SUBJECTS AGAINST ENEMY PERSONS AND ENEMY
GOVERNMENTS.

GEORGE R.I.

WHEREAS in the interests of Our Realm it is of great importance that full information should be obtained with regard to property in enemy territory belonging to Our subjects, and also with regard to the claims of Our subjects against enemy person and enemy Governments:

And whereas for the purpose of obtaining that information it is necessary that returns of such property and claims should be made by Our subjects to the Officers appointed to receive the same:

Now, therefore, We strictly command and enjoin Our subjects within the United Kingdom, the Channel Island and the Isle of Man, or within any country or place outside Our Dominions and Protectorates who are entitled to property of any description whatsoever in enemy territory or to any interest in such property or have claims against enemy persons or enemy Governments, forthwith to make

returns of their said property or claims to the Officers appointed to receive the same:

Provided that it shall not be necessary to make such returns respecting property or claims, whereof returns have before the date of this Proclamation been voluntarily made to such Officers as aforesaid in the form prescribed by them.

The Officers appointed to receive such returns shall be:—

(a) In the case of property in enemy territory and of claims against enemy persons, the Public Trustee, Kingsway, London, W.C.

(b) In the case of claims against enemy Governments, the Directors of the Foreign Claims Office, Foreign Office London, S.W.

The said returns shall be made in such form and with such particulars as the Public Trustee and the Directors of the Foreign Claims Office may respectively require.

For the purposes of this Proclamation:—

The expression "property" includes documents of title to property; the expression "enemy territory" means the territory of any State at war with Us (including the Colonies and Dependencies thereof); the expression "enemy persons" includes all persons, firms, companies and corporations, residing or carrying on

business in enemy territory; the expression "enemy Government" means the Government of any State at war with Us.

Given at Our Court at Windsor Castle, this Seventh day of September, in the year of our Lord one thousand nine hundred and sixteen, and in the Seventh year of Our Reign.

GOD SAVE THE KING.

第十四 戰時海上保險料ノ件

○英米間海上保險料引上(十月十三日官報) 本件ニ關シ紐育駐在總領事代理領事赤松祐之ヨリノ本月十日著電報左ノ如シ(外務省)

十月八日ホストン沖 Nantucket Lightship 附近ニ於テ英國、和蘭、諾威船九隻獨逸潛航艇ニ擊沈セラレタルタメ International Mercantile Marine 會社ハ英國旗ヲ掲揚セル同社船全部ノ出港ヲ當分見合セ戰時海上保險會社ハ會議ノ結果英米間保險料ヲ千分ノ五ヨリ千分ノ五十二引上タリ

○英米戰時海上保險率(十月十八日官報) 本件ニ關シ倫敦駐在總領事代理領事山崎馨一ヨリノ本月十四日著電報左ノ如シ

交戰國船舶及載貨ニ對スル Lloyd 戰時海上保險現行率大要左ノ通

米國東海岸諸港ト地中海諸港間百磅ニ付八十志、英國諸港ヘハ四十志、極東、南阿非利加、南米ヘハ執レモ二十志

本件ニ關シ紐育駐在總領事代理領事赤松祐之ヨリノ同日著電報左ノ如シ(本月十三日本欄內參看)(以上外務省)

獨逸潛航艇ノ踪跡尙ホ不明ナルモ其後被害船ナク一時出港ヲ見合セタル船舶ハ英國領事館ノ指揮ニ從ヒ其指定スル航路ヲ執リテ次第ニ出港シツ、アリ戰時海上保險率ハ頗ル區々ナルモ昨今歐洲行千分ノ十五乃至三十五、巴拿馬經由日本行千分ノ十乃至二十九位ヲ普通トス

○倫敦戰時海上保險市況(十二月十三日官報) 本件ニ關シ同地駐在總領事代理領事山崎馨一ヨリノ本月九日發十一日著電報左ノ如シ(外務省)

近頃獨逸潛航艇ノ活動増加シタルタメ當地戰時海上保險市場引締リ米國東海岸ヨリ英國ヘ航行スル船舶積荷ニ對シ從來約四十志ナリシカ最近ニハ六十志乃至五「ギニー」ニテ保險ヲ附スル向モアリ地中海航路モ六「ギニー」ヲ唱フルアリ最モ右ハ英國ヘ向ケ食料品ヲ積載スル船舶ニ對シ戰時保險料比較的高率ナル次第ナリ

海軍大臣官房
大正六年四月五日發行

大正六年四月二日印刷
大正六年四月五日發行

海軍大臣官房

印刷者
井上源之丞

印刷所
東京市本所區番場町四番地
凸版印刷株式會社分工場

白 蘭 酒

山東烟台白蘭地酒公司出品

白 蘭 酒

北京白蘭地酒公司出品

將軍大酒官製

大五六年四月廿五日發行

大五六年四月二日印刷

147
130

