

the sanction of the Local Government Board, do hereby order and declare that the foregoing alteration shall take effect accordingly.

3. This Order shall come into operation on the first day of July, nineteen hundred and sixteen.

Witness my hand this second day of June, nineteen hundred and sixteen.

Bernard Mallet,

Registrar-General.

General Register Office,
Somerset House, London.

ADMIRALTY

NOTICE TO MARINERS.

No. 594 of the year 1916.

ENGLAND, EAST COAST.

River Tyne Boom Defence—Entrance Signals and Traffic Regulations.

Former Notice.—No. 1023 of 1915; hereby cancelled.

Notice is hereby given that the undermentioned regulations have been made by the Lords Commissioners of the Admiralty, in regard to the Boom Defence of the River Tyne, under the Defence of the Realm (Consolidation) Regulations, 1914, and will remain in force until further Notice:—

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 stem 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 repetition of No. 1023 of 1915, with additional information.

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, 3rd June, 1916.

SPECIAL ACTS (EXTENSION OF TIME) ACT, 1915.

BY virtue and in exercise of the powers conferred on them by the Special Acts (Extension of Time) Act, 1915, the Board of Trade hereby order that the period limited—

(1) By Section 20 of the London County Council (Tramways and Improvements) Act, 1913, for the completion of Tramways Nos. 4 and 4A authorised by the London County Council (Tramways and Improvements) Act, 1903, shall be extended for the period of one year from the 11th day of August, 1916.

(2) By Section 49 of the London County Council (Tramways and Improvements) Act, 1909, for the completion of widenings at Farringdon Road and Clerkenwell Road authorised and described in Section 22 of the said Act of 1909, and the completion of Tramways Nos. 2A, 8A, and 10A, authorised by the said Act of 1909, shall be respectively extended for the period of one year from the 16th day of August, 1916.

Dated this thirty-first day of May, one thousand nine hundred and sixteen.

Ernest G. Moggridge,

Assistant Secretary, Board of Trade.

Board of Trade

(Railway Department),

7, Whitehall Gardens, London, S.W.