

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 re-publication of the former Notices quoted above.

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 May 1917.

**ADMIRALTY
NOTICE TO MARINERS.**

No. 482 of the year 1917.

ENGLAND, EAST COAST.

River Humber and Approaches—Pilotage and Traffic Regulations.

Former Notice.—No. 423 of 1917; 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. That portion of the Humber which lies between two straight lines, drawn from shore to shore, as follows:—(1) a line drawn 225° (S. 61° W. *Mag.*) through Spurn lighthouse, (2) drawn 344° (*North Mag.*) from the east

side of Barrow haven, will be referred to as the "port" in these regulations.

2. Shipowners and local agents are warned that their vessels should be directed to conform to the following regulations:—

(I) Except under exceptional circumstances merchant vessels will be free to enter or leave the port during the hours of Official day.

(II) Before entering the port merchant vessels must receive permission and the necessary instructions from the Examination steamer, and before leaving they must obtain permission through the Collector of Customs at Hull, Grimsby, or Goole, as the case may be.

(III) Shipowners and local agents are advised to time the arrival of their vessels at the port for daylight.

(IV) Vessels desiring to enter the port from seaward are, unless previously met by the Examination steamer, to proceed to the Southern Examination anchorage (except during strong northerly or easterly winds, when they should proceed to the Northern Examination anchorage) and there anchor.

(V) The Examination steamer will be met in the Examination area between Bull light-vessel and Chequer Shoal buoy.

The Examination steamer will be distinguished by the following means:—

By Day.—A white ensign, and at the foremast head the special flag mentioned in Part II of Admiralty Notice to Mariners No. 4 of 1917. When the port is closed 3 red balls will be hoisted in addition to the special flag.

By Night.—Three lights vertically, 3 feet apart, conspicuously displayed at the end of a yard so as to shew an unbroken light round the horizon. When the port is closed these lights will be red, when it is open they will be white.

NOTE.—These lights are in addition to the ordinary navigation lights.

(VI) There are two Examination anchorages. The northern is to be used in strong northerly and easterly winds. The southern is to be used under all other conditions.

The Northern Examination anchorage comprises those portions of Hawke road and Middle shoal included between the intersection of the following lines of bearing:—

(1) Skeffling church bearing 18° (*N.* 34° *E. Mag.*).

(2) Skeffling church bearing 4° (*N.* 20° *E. Mag.*).

(3) Spurn lighthouse bearing 120° (*S.* 44° *E. Mag.*).

(4) Extreme of Spurn point bearing 115° (*S.* 49° *E. Mag.*).

The Southern Examination anchorage comprising the area bounded as follows:—

(1) On the north by the Bull sand.

(2) On the south by the three fathom contour line northward of Tetney haven.

(3) On the east by the line joining the Bull light-vessel and entrance to Tetney haven.

(4) On the west by a line parallel to and 7 cables from the eastern limit (3).

NOTE.—When the Southern Examination anchorage is full of shipping further arrivals should anchor eastward of and as near to it as possible.