

The Examination area is that portion of the river enclosed by an irregular line drawn from the Bull light-vessel to the extreme of Spurn point, thence to the Chequer Shoal buoy, thence to a point 210° (*S. 46^{\circ} W. Mag.*) of and distant 7 cables from Bull light-vessel and thence to Bull light-vessel.

3. All pilotage certificates granted to masters and mates for the whole or any part of the Humber Pilotage district are suspended and further all vessels (irrespective of draught, size, or nationality, but with the exception of those provided for in paragraph 4) bound to or from any place on the Humber must be conducted by licensed pilots over the whole or any part of the waters between Hull and the Outer Pilotage station of the Humber Pilotage district, which, until further notice, will be situated in the neighbourhood of the Bull light-vessel.

4. In the case of lighter inter-dock traffic and of small British vessels engaged in local traffic above Immingham, pilotage by licensed pilots is not compulsory.

5. During the hours of official night, and during fog with visibility of less than half-a-mile, no traffic is permitted to move on the Humber below Paull point; also when these conditions prevail no vessel should approach within a radius of five miles from Humber (late Spurn) light-vessel.

6. A vessel should not approach the Humber unless there is sufficient time available to enable such vessel to obtain a pilot and to arrive at her destination, or at a position in which she is permitted to anchor before the commencement of official night.

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8. Vessels when leaving the Humber must proceed direct to sea. Should it be necessary to wait for the weather to moderate or clear, they must remain inside the river at an authorised anchorage.

The pilot lobbies will be notified when the existence of fog outside the river is known.

9. A pilot should not board a vessel unless there is sufficient time available to enable such vessel to arrive at her destination, or at a position in which she is permitted to anchor, before the commencement of official night. The latest time at which the pilot cutter stationed at the Bull light-vessel should board inward-bound vessels is one hour before the commencement of official night.

Vessels bound outward should not pass Hawkins point later than 45 minutes before the commencement of official night.

10. All vessels proceeding into or out of the Humber must be navigated by way of Hawke and Sunk roads passing to the northward of the Bull light-vessel, except those outward-bound from Grimsby, which may cross the Middle shoal passing at once into the channel north of the Middle.

NOTE.—The five-fathom channel through the Sunk and Hawke roads is very narrow at the western entrance and also at a point north of the Middle light-vessel; deep-draught vessels steaming against the tide when approaching the buoys marking these portions of the channel should endeavour to avoid passing other vessels between them by easing engines to allow ships with the tide

under them to get through first. Smaller vessels outward-bound should pass close to the southward of the buoys marking the south side, and those inward-bound close to the northward of the buoys marking the north side, of the narrow portions of the channel, provided always that their draught of water and the state of the tide will admit.

11. Sailing vessels of 50 tons register and upwards when entering or leaving the Humber must be towed through the Boom Defence gateways. Should tugs not be available, inward-bound vessels may anchor north-westward of the No. 2 Lower Middle light-float at a distance of not more than $1\frac{1}{2}$ miles from it, but they must not bring the before-mentioned light-float to bear to the southward of 128° (*S. 36^{\circ} E. Mag.*).

12. All vessels entering or leaving Grimsby docks must pass to the southward of the No. 4 Lower Burcom buoy except those making use of the channel southward of the Burcom shoal (hereinafter called the Burcom channel), 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. Vessels using the Burcom channel must pass into and out of its western end to the eastward of No. 6 Upper Burcom B.W.V.S. buoy, and through a gateway at its eastern end 170 feet wide each side of which is marked by a dolphin surmounted by a black triangle supported on a white pole.

Vessels making use of this gateway are cautioned to keep well in the middle of the opening and are subject to the following regulations:—

(1) Vessels navigating against the tide must in all cases give way to those navigating with the tide.

(2) No vessel must approach the defences in this part of the river nearer than a quarter of a mile except to pass through the before-mentioned gateway or to enter Grimsby docks.

(3) No vessel may tow more than two craft at one time through the gateway, as stated in paragraph 17.

(4) Distant signals will be shown from the flagstaff on the West Pier at the Grimsby Dock entrance as follows:—

(a) Two black balls will denote that the gateway is open.

(b) Three black balls will denote that the gateway is closed.

(c) No signal being hoisted denotes that traffic is suspended.

When signal (b) three black balls is hoisted, no vessel may approach the gateway, and when traffic is suspended no vessels, other than H.M. Ships on special duty, may use the gateway.

13. Prohibited Anchorage areas:—

(I.) Anchorage is prohibited for all vessels between two imaginary lines:—

(a) Joining Stone Creek Coast Guard flagstaff and the eastern extremity of the eastern jetty at Immingham.

(b) Joining the riverward beacon of the two centre measured mile beacons on Sunk island and the northernmost of two clumps shown southward of Stallingborough on Admiralty Chart No. 109. The latter line passes through the position of No. 6 Upper Burcom buoy.