

(II.) No merchant vessel shall anchor (except when granted special permission) between the before-mentioned prohibited anchorage area (I.) and the line of transit of the eastern measured mile beacons on Sunk island produced to the Lincolnshire shore or (except as provided for in paragraph 11) 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 for merchant vessels in the following areas:—

(a) Between a line joining New Clew railway station and Patrington church and a line joining Middle light-vessel and No. 4 Lower Burcom buoy extended to both banks of the Humber.

(b) An area bounded on the north by a line joining No. 4 Lower Burcom buoy and Spurn lighthouse, and on the west by a line joining Cleethorpes pier pavilion and Skeffling church.

(IV.) No vessel of any description may anchor on the south side of the Bull sand between the western limit of the Southern Examination anchorage described in paragraph 2 of this notice and a line drawn through the Cleethorpes Sewer outfall beacon (on which a red light is exhibited in peace time) in a direction  $60^\circ$  (*N. 76° E. Mag.*), passing through a point  $299^\circ$  (*North-west Mag.*) distant 7 cables from Spurn lighthouse; nor on the north side of the Bull sand between the before-mentioned line of bearing passing through the Cleethorpes Sewer outfall and a line joining Spurn lighthouse and the Bull light-vessel produced to the Bull sand.

14. No merchant vessels or boats, etc., will be allowed to approach within a quarter of a mile of any defence work (except to pass through the Boom gateways) or to go alongside any Government ship, vessel, lighter, or any other Government craft, or any Government establishment, without special permission. All vessels proceeding up and down the Humber are to pass at a distance at least three cables from H.M. Ships, if the depth of water and circumstances of navigation permit.

15. 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.

16. Anchor lights are to be reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 1143 of 1916.

Vessels anchored in the Humber westward of the meridian of Greenwich are to exhibit anchor lights as mentioned above, except that between Immingham and the meridian of Greenwich they are to be reduced in brilliancy so as to be invisible at any greater distance than half a mile. Eastward of the meridian of Greenwich no lights whatever are to be exhibited.

Anchor lights authorised by these orders are never on any account to be extinguished; the order "Out Lights" will not apply to them.

Bow and masthead steaming lights are to be

as prescribed in Admiralty Notice to Mariners No. 1143 of 1916.

Other lights are to be as prescribed in Admiralty Notice to Mariners No. 1143 of 1916, and this order also applies to vessels in dock or alongside quays and jetties. Notwithstanding anything in these orders, dredgers may be permitted to work at Hull and Immingham at night provided all their lights are extinguished within half an hour of issue of the general order "Out Lights."

The above orders will not absolve the Masters of craft at anchor from keeping a sharp lookout and giving warning on the approach of any craft under way.

The above orders apply to vessels of every description, other than H.M. ships. The latter should, however, comply so far as the visibility of anchor lights eastward of Immingham is concerned.

17. Vessels are prohibited from towing more than two craft at one time through the gateway at the eastern end of the Burcom channel referred to in paragraph 12, each side of which is marked by a dolphin surmounted by a black triangle supported on a white pole; no tug is permitted to tow more than three craft at one time through the remaining gateways 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.

18. 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 and Grimsby.

19. 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.

20. Fishing in the Humber.—No vessel is allowed to fish in the Humber below Hull without a permit from the Admiralty port officer; all fishing, shrimping, trawling, or whelking in this portion of the river in areas other than those for which permits are granted is prohibited.

21. Regulations affecting small craft in the vicinity of Cleethorpes.—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.

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.

22. Excursions by Water.—Excursions by water are limited to the River Humber above