

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. 1 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. $3\frac{1}{2}^{\circ}$ 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 comprises 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.

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° 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 station, 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.

6. Every vessel shall endeavour to approach the Humber in sufficient time to enable such vessel to obtain a pilot and arrive at her destination, or at a position in which she is permitted to anchor, before the commencement of official night, but should occasions arise when a vessel is delayed through unforeseen or unpreventable circumstances from arriving in time, she may approach the Examination steamer, from whom she will receive directions as to anchoring until the end of official night. The Examination steamer will be found in the neighbourhood of the Bull light-vessel after the commencement of official night. In the event of an incoming vessel being unable immediately to find the Examination steamer in these circumstances, she is to remain in the vicinity of the Bull light-vessel, but shall not cross the line drawn 225° (*S. 61° W. Mag.*) through Spurn lighthouse without permission. Outward bound vessels shall not pass Hawkins point later than 45 minutes before the commencement of official night.

7. 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.

8. 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.

9. 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° E. Mag.*).

10. All vessels entering or leaving Grimsby docks must pass to the southward of the No. 4