

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^{\circ} E. Mag.*).

10. 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 buoy, and through a gateway at its eastern end 220 feet wide, each side of which is marked by a dolphin surmounted by a black triangle supported on a white pole. No vessel is permitted to tow more than two craft at one time through this gateway.

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 or leave the docks or old outfall.

(3.) No vessel may tow more vessels at one time than she can safely navigate through the gateway, and under no circumstances is the tow to comprise more than two craft.

(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.

11. Prohibited Anchorage areas:—

(I.) Anchorage is prohibited for all vessels between two 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.

(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 9) 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 between the following lines:—

(a) A line joining New Clew railway station and Patrington church.

(b) A line joining Middle light-vessel and No. 4 Lower Burcom buoy, extended to both banks of the Humber.

(IV.) Anchorage is prohibited to merchant vessels to the southward of a line joining No. 4 Lower Burcom buoy and Spurn lighthouse, or to the eastward of a line joining Cleethorpes pier pavilion and Skeffling church, except so far as the Examination anchorages are concerned.

(V.) 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° (*N. 76^{\circ} E. Mag.*), passing through a point 299° (*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; nor within 3 cables of the No. 4 Lower Burcom buoy.

12. No neutral vessel may lay alongside any of the piers or jetties in the Humber at night without special permission.

13. 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 enter or leave the old outfall or docks at Grimsby) or to go alongside any Government ship, vessel, lighter or any other Government craft, or any Govern-