

ment 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.

14. 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.

15. Anchor lights are to be reduced in power and screened as prescribed in Part V. of Admiralty Notice to Mariners No. 373 of 1918.

Vessels anchored in the Humber westward of a line joining Cleethorpes pier pavilion and Skeffling church are to exhibit anchor lights as mentioned above, except that between Immingham and the before mentioned line they are to be reduced in brilliancy so as to be invisible at any greater distance than half-a-mile. All vessels at anchor outside the Eastern Boom and in the Southern Examination anchorage are to exhibit anchor lights during official night, such lights to be screened from overhead and reduced in brilliancy so as to be invisible at any greater distance than half-a-mile.

This order will not absolve the Masters of craft at anchor from keeping a sharp look-out and giving warning on the approach of any craft under way.

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 Part V. of Admiralty Notice to Mariners No. 491 of 1918.

Other lights are to be as prescribed in Part V. of Admiralty Notice to Mariners No. 373 of 1918, 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 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.

16. No vessel is permitted to tow more than three craft at one time through a gateway of the Boom defence or more than two through the gateway in the Burcom channel described in paragraph 10. 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.

17. 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.

18. 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.

19. 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.

Pleasure boats will be granted fishing permits on application to the Admiralty Port Officer. The holding of these permits will remove the restriction as to the limits within which pleasure boats may ply for hire contained in paragraph 20 below, provided they do so with the object of catching fish.

No registered fishing boat or mechanically propelled craft will be granted a pleasure permit except for the purpose of fishing, but when they cannot fish their owners may apply to the Admiralty Port Officer for special permission to ply for hire providing that the succeeding clause of this Notice is complied with.

No able-bodied professional fisherman or boatman between the ages of 18 and 60 may be employed on land or sea in connection with any boat for which a pleasure permit has been issued.

Nothing in this notice will exempt vessels from any obligation to register or procure licences as now required by local authorities.

20. Pleasure boats of every description on the Humber must be provided with permits to be provided by the Admiralty Port Officer, Dock Offices, Immingham.

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, except under the conditions stated in paragraph 19. 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.

21. Excursions by Water.—Excursions by water are limited to the River Humber above Hull, and Rivers Ouse and Trent. Excursion steamers will not be allowed to ply without a permit from the Admiralty port officer, Dock Offices, Immingham, and in no case are they to pass to the eastward of an imaginary line joining Victoria Dock entrance, Hull, and the east beacon on Skitter Ness.

22. Patrol of Internal Waterways.—The internal waterways of the port will be policed by Naval patrol vessels and by the Humber Conservancy Board under the direction of the Naval authorities.

Captains and Masters of Merchant Vessels and persons in charge of barges or boats of any kind are hereby warned to observe any orders which may be given to them by Naval Patrol vessels or the duly authorised officers of the Humber Conservancy Board.