

ADMIRALTY
NOTICE TO MARINERS.

No. 764 of the year 1918.

ENGLAND, EAST COAST.

River Humber and Approaches—Pilotage, Traffic and Fishing Regulations.

Former Notice.—No. 719 of 1918; hereby cancelled.

Mariners are hereby warned that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Regulations have been made by the Lords Commissioners of the Admiralty, and are now in force:—

1. That portion of the Humber which lies between two straight lines, drawn from shore to shore, as follows:—(1) a line drawn 225° (*S. 61^{\circ} W. Mag.*) through Spurn lighthouse, (2) drawn 344° (*North Mag.*) from the east side of Barrow haven, will be referred to as the "port" in these regulations.

2. Shipowners and local agents are warned that their vessels are to conform to the following regulations:—

(I.) Except under exceptional circumstances merchant vessels will be free to enter or leave the port during the hours of Official day..

(II.) Before entering the port merchant vessels must receive permission and the necessary instructions from the Examination steamer, and before leaving they must obtain permission through the Collector of Customs at Hull, Grimsby, or Goole, as the case may be.

(III.) Shipowners and local agents are advised to time the arrival of their vessels at the port for daylight.

(IV.) Vessels desiring to enter the port from seaward are to close the Examination steamer. In the event of the Examination steamer being off her station they are to proceed to the Southern Examination anchorage (except during strong northerly or easterly winds, when they shall proceed to the Northern Examination anchorage) and there anchor.

(V.) The Examination steamer will be met midway 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. 170 of 1918. 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 show 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) Skeffing church, 18° (*N. 34^{\circ} E. Mag.*).
- (2) " " " 4° (*N. 20^{\circ} E. Mag.*).
- (3) Spurn lighthouse, 120° (*S. 44^{\circ} E. Mag.*).

(4) Extreme of Spurn point, 115° (*S. 49^{\circ} 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.

Emergency Anchorage.—This comprises the area bounded as follows:—

- (a) On the North by the Middle shoal.
- (b) On the South by the Bull sand.
- (c) On the East by the bearing Cleethorpes Sewer Outfall beacon, 240° (*S. 76^{\circ} W. Mag.*).
- (d) On the West by the bearing Skeffing church, 4° (*N. 20^{\circ} E. Mag.*).

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 shall approach within a radius of five miles from Humber light-vessel.

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 occasion 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^{\circ} 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 as directed by the Shipping Intelligence Officer. Should it be necessary to wait for the weather to moderate or clear, they must remain at an authorised anchorage.