

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 others 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 must be towed through the Boom Defence gateways. Should tugs not be available, sailing vessels entering the Humber may anchor temporarily north-westward of the No. 2 Lower Middle light-boat at a distance of not more than $1\frac{1}{2}$ miles from it, but they must not bring the before-mentioned light-boat 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 Lower Burcom B.W.V.S. 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 B.W.V.S. buoys. Vessels using the Burcom channel must pass into and out of its western end to the eastward of No. 6 Upper Burcom B.W.V.S. buoy, and its eastern end by a passage of 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 passage.

Vessels making use of this passage 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 passage or to enter or leave the docks or old outfall at Grimsby.

(3.) No vessel may tow more vessels at one time than she can safely navigate through the passage, 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 passage is open.

(b) Three black balls will denote that the passage 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 passage, and when traffic is suspended no vessels, other than H.M. Ships on special duty, may use the passage.

11. Prohibited areas:—

(I.) Anchorage is prohibited for all vessels between the following lines:—

(a) Joining Stone Creek Coast Guard flag-staff 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) Joining New Clew railway station and Patrington church.

(b) Joining Middle light-vessel and No. 4 Lower Burcom B.W.V.S. buoy, extending to both banks of the Humber.

(IV.) Anchorage is prohibited to merchant vessels to the southward of a line joining No. 4 Lower Burcom B.W.V.S. buoy and Spurn lighthouse, or to the eastward of a line joining Cleethorpes pier pavilion and Skeffing 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 the line of bearing Cleethorpes Sewer outfall beacon (on which a red light is exhibited in peace time) in a direction 240° (*S. 76° W. Mag.*); nor on the north side of the Bull sand between the before-mentioned line of bearing of 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 B.W.V.S. buoy.

(VI.) No merchant vessel of any description may enter, pass through or remain in the area bounded as follows, without special permission:—

(1) On the North by the bearing Skitter Haven No. 8 B.W.V.S. buoy, 55° (*N. 71° E. Mag.*).

(2) On the South by the bearing Killingholme Oil Fuel jetty, 235° (*S. 71° W. Mag.*).

(3) On the East by a line joining the before-mentioned No. 8 buoy and Killingholme No. 7 light-boat.

(4) On the West by the Lincolnshire River bank.

12. No neutral vessel may lie 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