

and the outermost dolphin on the Yorkshire shore at present unmarked, except for No. 1 mooring-buoy in position  $110^{\circ}$  (*S. 54^{\circ} E. Mag.*) three-quarters of a cable from No. 3 B.W.H.S. Lower Middle buoy.

*Middle Boom.*—There is no obstruction between the outermost of the southern line of dolphins marked by a black conical light-buoy showing a *group flashing red* light and the dolphin on Sunk sand at present unlighted.

*Note.*—It is intended very shortly to withdraw the foregoing light-buoy and to substitute a B.W.V.S. can light-buoy, exhibiting a *group flashing white* light showing two flashes.

*West Boom.*—There is no obstruction between the outermost dolphins on the Lincolnshire and Yorkshire shores at present unlighted.

4. All vessels entering or leaving Grimsby docks must pass to the southward of the No. 4 Lower Burcom light-boat, 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 B.W.V.S. buoy and No. 4 Lower Burcom light-boat. 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 of its eastern end by a passage 220 feet wide, each side of which is marked by a dolphin surmounted by a black triangle supported on a white pole. No sailing vessel or dumb craft may use this passage unless towed, and no vessel is permitted to tow more than two craft at one time through the 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.

5. Prohibited areas:—

(1) Anchorage is prohibited as laid down in Humber Conservancy Board's Rules and Bye-laws 1910.

(2) Anchorage is prohibited in the fairway to and from Grimsby as shown on chart No. 109.

(3) No vessel of any description may anchor, fish, shrimp, trawl or wheelk in the area defined by the following imaginary lines:—

(a) *To the Eastward* by a line joining Spurn lighthouse and the Bull light-vessel produced to the Lincolnshire shore.

(b) *To the Westward* by the line of bearing—Cleethorpes Sewer Outfall beacon (on which a *red* light is exhibited) in a direction  $240^{\circ}$  (*S. 76^{\circ} W. Mag.*).

4. \_\_\_\_\_  
(5) No merchant vessel of any description may enter, pass through, or remain in the

area bounded as follows, without special permission from the Admiralty Port Officer:—

(a) *On the North* by the bearing Skitter haven No. 8 B.W.V.S. buoy,  $55^{\circ}$  (*N. 70^{\circ} E. Mag.*).

(b) *On the South* by the bearing Killingholme oil fuel jetty,  $235^{\circ}$  (*S. 70^{\circ} W. Mag.*).

(c) *On the South* by an imaginary line joining the before-mentioned No. 8 buoy and Killingholme No. 7 red float.

(d) *On the West* by the Lincolnshire river bank.

6. Except as above laid down, "the Humber rules, the Trent rules and the Humber bye-laws, 1910," are to be observed, and the Humber Conservancy Board is to be the sole authority for enforcing them.

*Variation.*— $16^{\circ}$  W.

*Note.*—This Notice is a revision of the former Notice quoted above.

#### *Caution.*

This Admiralty Notice to Mariners is issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in it will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

*Authority.*—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

F. C. LEARMONTH,

*Hydrographer of the Navy.*

Admiralty, London,  
19th November, 1919.

### COUNTY BOROUGH OF READING. SPECIAL ACTS (EXTENSION OF TIME) ACT, 1915

#### READING CORPORATION ACT, 1914.

NOTICE is hereby given of the following Order made by the Ministry of Transport on the 18th November, 1919.

C. S. JOHNSON, Town Clerk.

Town Hall, Reading.

20th November, 1919.

### SPECIAL ACTS (EXTENSION OF TIME) ACT, 1915.

By virtue and in pursuance of the provisions of the above-named Act and of the Ministry of Transport Act, 1919, and of the Ministry of Transport (Board of Trade Exception of Powers) Order, 1919, the Minister of Transport hereby orders that the period limited by Section 7 of the Reading Corporation Act, 1914, for the completion of the Tramways authorised by that Act shall be further extended for one year from the 31st day of July, 1920.

Dated this 18th day of November, 1919.

Ernest G. Moggridge,

Ministry of Transport.