

made by the Lords Commissioners of the Admiralty, and are now in force :—

1. 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 2) 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.

2. In the case of lighter inter-dock traffic and of small British vessels engaged in local trade above Immingham, pilotage by licensed pilots is not compulsory.

3. 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 should enter or remain within a radius of five miles from Spurn light-vessel.

4. A vessel should not approach the Humber unless there is sufficient time available to enable such vessel to obtain a pilot and to arrive at her destination, or at a position in which she is permitted to anchor, before the commencement of official night.

5. No vessel should anchor whilst awaiting a pilot.

6. Vessels when leaving the Humber must proceed direct to sea. Should it be necessary 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.

7. A pilot should not board a vessel unless there is sufficient time available to enable such vessel to arrive at her destination, or at a position in which she is permitted to anchor, before the commencement of official night. The latest time at which the Pilot cutter stationed at the Bull light-vessel should board inward-bound vessels is one hour before the commencement of official night.

Vessels bound outward should not pass Hawkins point later than 45 minutes before the commencement of official night.

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 leaving the Middle light-vessel on the starboard hand, but they must pass at once into the channel north of the Middle after rounding the light-vessel.

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.

8a. Sailing vessels of 50 tons register and upwards when entering or leaving the Humber must be towed through Hawke road. 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 $1\frac{1}{2}$ mile from it, but they must not bring the before-mentioned light-float to bear to the southward of 128° (S. 36° E. Mag.).

9. Small craft to and from Grimsby up river are allowed to navigate southward of the Burcom, provided they pass into and out of the main channel to the eastward of No. 6 Upper Burcom B.W.V.S. buoy. They are exempted from communicating with the Examination steamer, but all other vessels leaving Grimsby and passing up the river outside the Burcom must do so.

10. No merchant vessel, except as provided for in paragraphs 8a and 16, shall anchor to the northward of the line of the Killingholme leading lights or to the eastward of a line drawn from the Middle light-vessel through No. 4 light-float and prolonged to the Lincolnshire shore, or within $1\frac{1}{2}$ cable of any of the Admiralty mooring buoys. Anchorage is prohibited for all vessels between two imaginary lines :—

(1) Joining Stone creek Coast Guard flag-staff and the eastern extremity of the eastern jetty at Immingham.

(2) 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.

Merchant vessels are not to anchor without special permission between the before-mentioned prohibited anchorage area and the line of transit of the eastern measured mile beacons on Sunk island produced to the Lincolnshire shore.

11. No vessel must approach within a quarter of a mile of the boom defence or within three cables of any of H.M. ships at anchor in the Humber provided the depth of water and circumstances of navigation will admit of keeping this distance.

12. Vessels at anchor in or above Hull road and in the part of the river that lies between Immingham and Cleethorpes are to exhibit the ordinary riding lights, but reduced so as not to be visible at a distance greater than half a mile. They are to show no other lights of any description. Vessels anchored in any other part of the river or secured in any docks or alongside any wharf or pier are to show no lights of any description. Dredgers may be permitted to work at Hull at night provided all their lights are extinguished within half an hour of issue of the general order "Out lights."

13. No tug is permitted to tow more than three craft at one time through a gateway of the boom defence. 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.

14. Humber Rule No. 18 is to be strictly enforced. No sound signals other than navi-