

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 other vessels 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.

11. Sailing vessels of 50 tons register and upwards when entering or leaving the Humber must be towed through the Boom Defence gateways. 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  $1\frac{1}{2}$  miles from it, but they must not bring the before-mentioned light-float to bear to the southward of  $128^{\circ}$  (*S. 36^{\circ} E. Mag.*).

12. All vessels entering or leaving Grimsby docks must pass to the southward of the No. 4 Lower Burcom 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 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 through a gateway at its eastern end 170 feet wide each side of which is marked by a dolphin surmounted by a black triangle supported on a white pole.

Vessels making use of this gateway 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 gateway or to enter Grimsby docks.

(3) No vessel may tow more than two craft at one time through the gateway, as stated in paragraph 17.

(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 gateway is open.

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

13. Prohibited Anchorage areas:—

(1) Anchorage is prohibited for all vessels between two imaginary lines:—

(a) Joining Stone Creek Coast Guard

flagstaff 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 11) 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 for merchant vessels in the following areas:—

(a) Between a line joining New Clee railway station and Patrington church and a line joining Middle light-vessel and No. 4 Lower Burcom buoy extended to both banks of the Humber.

(b) An area bounded on the north by a line joining No. 4 Lower Burcom buoy and Spurn lighthouse, and on the west by a line joining Cleethorpes pier pavilion and Skeffing church.

(IV) 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 a line drawn through the Cleethorpes Sewer outfall beacon (on which a red light is exhibited in peace time) in a direction  $60^{\circ}$  (*N. 76^{\circ} E. Mag.*), passing through a point  $299^{\circ}$  (*North-west Mag.*) distant 7 cables from Spurn lighthouse; nor on the north side of the Bull sand between the before-mentioned line of bearing passing through the Cleethorpes Sewer outfall and a line joining Spurn lighthouse and the Bull light-vessel produced to the Bull sand.

14. No merchant vessels or boats, &c., will be allowed to approach within a quarter of a mile of any defence work (except to pass through the Boom gateways) or to go alongside any Government ship, vessel, lighter, or any other Government craft, or any Government 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.

15. All vessels employed in laying moorings, raising wrecks, &c., 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.

16. Anchor lights are to be reduced in power and screened as prescribed in Admiralty Notice to Mariners No. 1143 of 1916.

Vessels anchored in the Humber westward of the meridian of Greenwich are to exhibit anchor lights as mentioned above, except that between Immingham and the meridian of Greenwich they are to be reduced in brilliancy so as to be invisible at any greater distance than half-a-mile. Eastward of the meridian