

of Greenwich no lights whatever are to be exhibited.

Anchor lights authorised by these orders are never on any account to be extinguished; the order "Out Lights" will not apply to them.

Bow and masthead steaming lights are to be as prescribed in Admiralty Notice to Mariners No. 1143 of 1916.

Other lights are to be as prescribed in Admiralty Notice to Mariners No. 1143 of 1916, and this order also applies to vessels in dock or alongside quays and jetties. Notwithstanding anything in these orders, dredgers may be permitted to work at Hull and Immingham at night provided all their lights are extinguished within half-an-hour of issue of the general order "Out Lights."

The above orders will not absolve the Masters of craft at anchor from keeping a sharp look-out and giving warning on the approach of any craft under way.

The above orders apply to vessels of every description, other than H.M. ships. The latter should, however, comply so far as the visibility of anchor lights eastward of Immingham is concerned.

17. Vessels are prohibited from towing more than two craft at one time through the gateway at the eastern end of the Burcom channel referred to in paragraph 12, each side of which is marked by a dolphin surmounted by a black triangle supported on a white pole; no tug is permitted to tow more than three craft at one time through the remaining gateways 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.

18. Humber Rule No. 18 is to be strictly enforced. No sound signals other than navigation signals authorised by the Regulations for Preventing Collisions at Sea, and by Humber Rules Nos. 14 to 16 (inclusive) at all times of the day or night, and No. 17 during the day only, are on any account to be used by vessels in any part of the Humber, the Old Harbour at Hull, or within any of the docks at Hull, Immingham and Grimsby.

19. Owners of small vessels plying in the vicinity of the Humber are instructed not to paint their craft light grey, and are hereby directed to have any vessels so coloured repainted. They are warned that small vessels painted grey run a great risk of being fired upon in mistake for submarines. Vessels painted black run the least risk.

20. Fishing in the Humber.—No vessel is allowed to fish in the Humber below Hull without a permit from the Admiralty port officer; all fishing, shrimping, trawling, or whelking in this portion of the river in areas other than those for which permits are granted is prohibited.

21. Regulations affecting small craft in the vicinity of Cleethorpes.—Pleasure boats may ply for hire at Cleethorpes only between the Eastern and Western Sewer Outfall beacons, and must keep within a distance of one mile from the shore.

Notwithstanding anything in these orders, rowing boats may pass along the shore at Cleethorpes, but they must keep within 400 yards of the high-water mark of spring tides.

22. Excursions by Water.—Excursions by water are limited to the River Humber above Hull, and Rivers Ouse and Trent. Excursion steamers will not be allowed to ply without a permit from the Admiralty port officer, Dock Offices, Immingham, and in no case are they to pass to the eastward of an imaginary line joining Victoria Dock entrance, Hull, and the east beacon on Skitter Ness.

23. Patrol of Internal Waterways.—The internal waterways of the port will be policed by Naval patrol vessels and by the Humber Conservancy Board under the direction of the Naval authorities.

Captains and Masters of Merchant Vessels and persons in charge of barges or boats of any kind are hereby warned to observe any orders which may be given to them by Naval Patrol vessels or the duly authorised officers of the Humber Conservancy Board.

24-25. Warning.—Warning is hereby given that vessels disobeying the above regulations will be liable to be fired on.

Variation.—16° W.

Note.—This Admiralty Notice to Mariners 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,

J. F. PARRY,

Hydrographer.

Hydrographic Department, Admiralty,
London, 23rd April, 1917.

ADMIRALTY NOTICE TO MARINERS.

No. 434 of the year 1917.

NORTH SEA.

Caution with regard to Dangerous Area.

Former Notice.—No. 319 of 1917; hereby cancelled.

Caution.

In view of the unrestricted warfare carried on by Germany at sea by means of mines and submarines, not only against the Allied Powers, but also against Neutral shipping, and the fact that merchant ships are constantly