

Position, lat. 54° 58' 10" N., long. 10° 12' 40" E.

Also, that further notice when the fog signal is established will be given in due course.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
21st December, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily. Ostende Roads, No. 125. Also, North Sea Pilot, Part IV, 1878, page 90

(2.) Baltic Sea, No. 2842a; Great and Little Belts, No. 2116; Kiel Bay, No. 2117. Also, Admiralty List of Lights in the North Sea, &c., 1881, page 34; and Danish Pilot, 1853, page 317.

NOTICE TO MARINERS.

(No. 255.)—ENGLAND—EAST COAST.

HUMBER RIVER ENTRANCE.

Buoy Marking Wreck North-West of Bull Light-Vessel.

The Trinity House, Hull, has given notice, dated 13th December, 1881, that a buoy has been placed about 10 fathoms north-eastward of a fishing smack, sunk about 1¼ miles above Bull Light-vessel, Humber River Entrance.

The buoy, painted green and marked wreck, lies with the following mark and bearings:—

The westernmost mill at Cleethorpe in line with the Dolphin Hotel at that place, West.

Spurn High Lighthouse, E. by S. ¼ S.

Bull Light-vessel, S.E. by S. ¼ S.

Middle Light-vessel, N.W. ¼ N.

The wreck lies in 5 fathoms at low water ordinary spring tides, with Killingholme High Light a little open southward of the low light. On the above date, her masts and sails were visible at all times of the tide.

The bearings are magnetic. Variation 18½° in 1881.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd December, 1881.

This notice temporarily affects the following Admiralty Charts:—Trusthorpe to Flamborough Head, No. 1190; Thames River to St. Abbs Head with plan of Humber River Entrance, No. 2902a; Humber River Entrance, No. 109. Also, Admiralty List of Lights in the British Islands, 1881, page 22; and North Sea Pilot, Part III, 1874, page 94.

NOTICE TO MARINERS.

(No. 256.)—ENGLAND—SOUTH COAST.

(1.) *Dungeness Lighthouse—Alteration in the Character of Fog Signal.*

WITH reference to Notice to Mariners, No. 166 (1), of 7th September, 1881, on intended alteration in the distinctive character of the fog signal at Dungeness Lighthouse.

The Trinity House, London, has given further notice, dated 15th December, 1881, that the following alteration has been made:—

During the prevalence of fog the signal will give two blasts in quick succession every two minutes; the first blast a high note, the second a low note.

(2.) *South Sand Head Light-Vessel—Alteration in the Character of Fog Signal.*

Also, with reference to Notice to Mariners, No. 166 (2), of 7th September, 1881, on intended alteration in the distinctive character of the fog signal at South Sand Head Light-vessel.

Further notice has been given, dated 14th December, 1881, that the following alteration has been made:—

No. 25056.

B

During the prevalence of fog the signal will give three blasts in quick succession every two minutes; the first blast a low note, the second a high note, and the third a low note.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd December, 1881.

This Notice affects the following Admiralty Charts:—Owers to Dungeness, No. 2451 (1 only); Dungeness to the Thames, No. 1895; the Downs, No. 1828 (2 only). Also, Admiralty List of Lights in the British Islands, 1881, Nos. 91, 102; and Channel Pilot, Part I, 1878, pages 236, 248.

NOTICE TO MARINERS.

(No. 258.)—IRELAND.—SOUTH COAST. CORK HARBOUR.

Wreck in the Entrance.

TELEGRAPHIC information has been received from the Rear-Admiral, Senior Officer on the coast of Ireland, of the iron barque "Helenslea" having been sunk by collision in a position dangerous to navigation in the entrance of Cork Harbour.

The wreck, with 6 feet water over it at low water spring tides, lies in 8 fathoms, S.W., 500 yards from the western buoy of Harbour Rock.

A lighter with a green light has been temporarily placed to the south-west of the wreck, but this temporary light-vessel cannot remain if southerly gales set in.

[The bearing is magnetic. Variation 22¼° Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
28th December, 1881.

This Notice temporarily affects the following Admiralty Charts:—Cork Harbour, No. 1765; Queenstown and Cork Outer Harbour, No. 1777. Also, Sailing Directions for the Coast of Ireland, Part I, 1877, page 28.

NOTICE TO MARINERS.

(No. 259.)—IRELAND—EAST COAST.

ARKLOW BANK.

South Arklow Light-Vessel reported to be sunk.

INFORMATION has been received from the Senior Naval Officer on the coast of Ireland, that South Arklow Light-vessel is reported to be sunk. Mariners are cautioned accordingly.

By command of their Lordships,

Fredk. J. Evans, Hydrographer,

Hydrographic Office, Admiralty, London,
29th December, 1881.

This Notice temporarily affects the following Admiralty Charts:—Wexford to Wicklow, No. 1787; Irish Channel, sheet 2, No. 1825b; Ireland, general, No. 1824a. Also, Admiralty List of Lights in the British Islands, 1881, No. 534; and Sailing Directions for the coast of Ireland, Part I, 1877, page 87.

INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of Ipswich Borough, in the county of Suffolk, as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now, we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the town of Ipswich