

is surmounted by a hoop and flag painted white and red in stripes.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
18th January, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Mediterranean Sea, No. 2158a; Cape Béarn to Cape d'Agde, No. 2604. Also, Admiralty List of Lights in the Mediterranean, 1882, Nos. 111, 112; and Mediterranean Pilot, Vol. II, 1877, page 19.

(2.) Brindisi to Ortona with plan of Barletta, No. 199. Also, Mediterranean Pilot, Vol. III, 1880, page 53.

#### NOTICE TO MARINERS.

(No. 12.)—MEDITERRANEAN.—SPAIN.

SOUTH-EAST COAST.

(1.) *La Garrucha*—Permanent Light Exhibited.

WITH reference to Notice to Mariners, No. 227 (1), of 4th December, 1880, on the exhibition of a provisional light on the Castle Jesús Nazareno at La Garrucha, pending the completion of the new lighthouse:—

The Spanish Government has given further notice, that on 23rd November, 1881, the permanent light was exhibited from the new lighthouse:

The light is a fixed white light, elevated 63 feet above the sea, and should be visible in clear weather from a distance of 9 miles.

The lighthouse, of dark colour with keeper's dwelling in front, is situated about 45 yards north-west of the Castle Jesús Nazareno.

Position, lat. 37° 10' 15" N., long. 1° 49' 0" W.

GRECIAN ARCHIPELAGO—AMORGO ISLAND.

(2.) *Port Vathy*—Fixed Red Light on Cape Elias.

The Greek Government has given notice, that on 13th January, 1882, a light would be exhibited from a lighthouse erected on Cape Elias (Elie), north point of entrance to Port Vathy, Amorgo Island:—

The light is a fixed red light, visible seaward through an arc of 150°, or between the bearings of South and N.N.E.  $\frac{3}{4}$  E.; it is elevated 217 feet above the sea, and should be visible in clear weather from a distance of 6 miles.

The lighthouse, 20 feet high and white in colour, is situated 93 yards north-eastward of the extremity of the Cape.

Position on Admiralty Chart, lat. 36° 50' 10" N., long. 25° 51' 25" E.

[The bearings are magnetic. Variation 5 $\frac{1}{4}$ ° Westerly in 1882.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
18th January, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Gibraltar to Alicante, No. 2717. Also, Admiralty List of Lights in the Mediterranean, 1882; No. 30a; and Mediterranean Pilot, Vol. I, 1873, page 86.

(2.) Grecian Archipelago, No. 2836a; Amorgo and Denusa Islands, No. 1866. Also, Admiralty List of Lights in the Mediterranean, 1882, No. 632b.

#### NOTICE TO MARINERS.

(No. 13.)—IRELAND—SOUTH COAST.—CORK HARBOUR.

*Light-Vessel and Buoy marking Wreck in the Entrance.*

WITH reference to Notice to Mariners, No. 258, of 28th December, 1881, on the iron barque

"Helenslea" having been sunk by collision in a position dangerous to navigation in the entrance of Cork Harbour, the wreck with about 6 feet over it at low water spring tides, lying in 8 fathoms, S.W., 480 yards from the Western Harbour Rock Buoy:—

The Cork Harbour Commissioners have given notice, dated 11th January, 1882, that a wreck-marking vessel has been placed 2 cables S. by W.  $\frac{1}{2}$  W. of the wreck, with the following bearings and distances:—

Flagstaff on Carlisle Fort, N.N.E.  $\frac{3}{4}$  E., distant 1 $\frac{1}{10}$ ths miles.

Roche Point Lighthouse, E.  $\frac{1}{2}$  N., distant 6 cables.

Templebreedy Church, N.W.  $\frac{1}{4}$  N., distant 8 cables.

The wreck-marking vessel, with top-sides coloured green and marked wreck, has one mast and a jigger mast, and exhibits (20 feet above the sea) marks by day and lights at night, in accordance with the regulations, indicating that she should be passed on that side on which two balls or two lights are shown.

NOTE.—Masters of vessels and pilots are requested to use the eastern channel until the wreck is removed.

Also, that during fogs a bell will be frequently rung from the wreck-marking vessel.

Information has also been received, that a can-buoy, painted green and marked wreck, has been placed 20 fathoms west of the wreck, in 50 feet at low water spring tides.

[The bearings are magnetic. Variation 22 $\frac{1}{4}$ ° Westerly in 1882.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
20th January, 1882.

This Notice temporarily affects the following Admiralty Charts:—Kinsale to Brattin Head, No. 2336; Cork Harbour, No. 1765; Queens-town and Cork Outer Harbour, No. 1777. Also, Admiralty List of Lights in the British Islands, 1882, page 56; and Sailing Directions for the Coast of Ireland, Part I, 1877, page 28.

#### NOTICE TO MARINERS.

(No. 14.)—BALTIC.—COAST OF PRUSSIA—CURISCHE HAFF.

(1.) *Beacon Lights at Deime River Entrance.*

THE German Government has given notice, dated 9th December, 1881, that two leading lights would be exhibited as long as the navigation is open, from wooden beacons erected on the left bank of the mouth of Deime River, and which indicate the channel for entering the river.

The lights are fixed red lights, bearing from each other N.N.W. and S.S.E. distant 320 yards; the northern light is elevated 33 feet above the water, the southern light 59 feet.

Approximate position of northern light, latitude 54° 53' 20" N., longitude 21° 6' 0" E.

The beacons are 43 and 69 feet respectively above the water.

GULF OF FINLAND.

(2.) *Ice Signals at Pakor Ort Lighthouse.*

The Russian Government has given notice, that from 1st January, 1882, the following signals would be exhibited from the semaphore of Pakor Ort Lighthouse, with regard to the state of the ice at Port Baltic and Revel (Reval), south shore of the Gulf of Finland.

By day, a globe on the topmast, and at night a red light above a white light, indicate—Port Baltic open, Revel closed by ice.