

signals and regulations for vessels crossing the bar of Adour River.

The signals are made from the signal tower and from a flagstaff situated southward of the tower.

*Signals to Vessels in the Offing.*

The national flag at flagstaff, bar is practicable at high water.

This signal is made in conjunction with balls, according to the system adopted at the French ports (see Sailing Directions for the West Coasts of France, Spain, and Portugal, 1881, pages 10, 11), and indicates the maximum draught of the vessel which can be admitted at the next high water.

When no signal is made the bar is impracticable.

*Signals for Crossing the Bar.*

To vessels that have arrived off the bar and are waiting to enter, signals are made from the top of the signal tower. These signals indicate:—(1) by balls the draught to be admitted at the time a signal is made; and (2) by signal from semaphore arm, the directions to be followed in steering into the port:—

Semaphore arm raised, pilot will direct you by signal.

Semaphore arm inclined to the right, alter course to starboard.

Semaphore arm inclined to the left, alter course to port.

Semaphore arm turned down, vessel is out of danger.

Semaphore with ball attached to arm, there is not enough water, stand off.

Semaphore with red flag attached to arm, will direct you by signal where to run aground in the best place, take precaution for saving lives of the crew.

A black cross on the tower, to seaward, vessels of 50 tons and less cannot enter.

A red flag at the mast head of the tower, no vessel can enter.

*Towing Signals.*

Should a vessel require the assistance of the tug, she should hoist the national flag at the main, keeping the signal flying until the arrival of the tug.

A white flag with blue crosses at the gaff of the flagstaff, tug will raise steam and come out.

Two white flags with blue crosses at the gaff of the flagstaff, tug cannot come to you.

Three white flags with blue crosses at the gaff (vertical) of the flagstaff, you cannot enter without the assistance of the tug\*.

\* To be answered by the vessel (if the tug is required) by the national flag at the main, indicating acceptance of the tug's services, when the three flags will be hauled down and one flag hoisted.

*Signals at Night.*

When the harbour light shows white, bar is practicable at high water, and has at that time not less than 13 feet water on it.

Two green lights in line, indicate the channel into the port.

*Signals to Vessels in Port.*

A chequered red and white flag on the tower facing inland, vessels may go out.

A flag with blue crosses on the tower facing inland, steamers only can go out.

The above two signals are repeated at the beacon tower of Boucaut, and at the mast on the bastion Alleés Marines, Bayonne.

*Regulations.*

Two vessels are not permitted to cross the bar at the same time.

Should two or more vessels require to enter, the

signal will be made to one only, the second vessel is on no account to follow, until the signal is made to her.

Sailing vessels are strictly forbidden to enter by night.

Vessel towed by the "Harbour-tug" are permitted to enter at night in very urgent cases.

Steamers may enter at night under exceptional circumstances only.

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

15th August, 1883.

This Notice affects the following Admiralty Plan:—Adour River, No. 1343. Also, Sailing Directions for the west coasts of France, Spain, and Portugal, 1881, pages 90–92.

**NOTICE TO MARINERS.**

(No. 235.)—NORTH SEA.—SCHELDE RIVER.

(1.) *Liefkenshoek and Pipe de Tabac Lights, Sectors of Red Light.*

THE Belgian Government has given notice, dated 4th August, 1883, that the light at Liefkenshoek, left bank of Schelde River, shows a sector of red light between the bearings S. by E. and S.W., or from red buoy No. 39 to white buoy No. 34 B 3.

Also, that the light at Pipe de Tabac, left bank of Schelde River, now shows a sector of red light between the bearings of S.E. by S. and S. by E., or from white buoy No. 36 to white buoy No. 37.

**GULF OF BOTHNIA.**

(2.) *Shoal Marked by Beacon Eastward of Norrskärs.*

The Russian Government has given notice, dated 10th July, 1883, of the existence of a shoal lying about 3 miles eastward of Norrskärs, southward of East Quarken:—

This shoal (Osterkallen Shoal), consisting of stones, 400 yards long in a north-west and south-east direction, and 100 yards in breadth, has 22 feet water on it, and lies with East Norr Skar Beacon bearing N. 65½° W., distant 3 miles.

Position, lat. 63° 14' N., long. 20° 48½' E.

A staff painted red and white in bands, surmounted by a flag red and white horizontally, has been placed on Osterkallen Shoal in 22 feet water.

[The bearings are magnetic. Variation (1.) 15¼° Westerly in 1883; (2.) 7° Westerly in 1883.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

15th August, 1883.

This Notice affects the following Admiralty Charts:—

(1.) Schelde River with continuation to Antwerp, No. 120. Also, Admiralty List of Lights in the North Sea, 1883, Nos. 59, 59b; and North Sea Pilot, Part IV, 1878, page 114.

(2.) Gulf of Bothnia, No. 2252; Stiernö Point to Umeå Light, No. 2300. Also, Bothnia Pilot, 1855, page 73.

**NOTICE TO MARINERS.**

(No. 236.)—NEWFOUNDLAND—WEST COAST.

ST. GEORGE BAY.

*St. George Harbour—Fixed Light on Harbour Point.*

INFORMATION has been received, that on 26th June, 1883, a light was exhibited from a lighthouse erected (in place of the beacon) on Harbour (or Sandy) Point, north side of St. George Harbour:—

The light is a fixed white light, elevated 35 feet