

NOTICE TO MARINERS.

(No. 234 of the year 1887.)

NORTH SEA.

Floating Wreck Westward of Borkum Flat Light-Vessel.

INFORMATION has been received through the Board of Trade, that the Master of the "Cuxhaven" reports having passed, at 2h. P.M. of 4th September, 1887, a derelict ship, lying in the tract of shipping, with Borkum Flat Light-vessel bearing E. by S. $\frac{1}{2}$ S., distant 30 miles.

The wreck ("Svea" of Friderikstadt) is timber laden and water-logged, mizen mast, main topmast, and boats gone.

Position (as above reported), lat. $53^{\circ} 50' N.$, long. $5^{\circ} 27' E.$

Mariners are cautioned accordingly.

[The bearing is magnetic. Variation 16° Westerly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

10th September, 1887.

This Notice temporarily affects the following Admiralty Chart:—North Sea, No. 2182a. Also, North Sea Pilot, Part IV, 1887, page 202.

NOTICE TO MARINERS.

(No. 235 of the year 1887.)

WEST INDIES.—CUBA—WEST COAST.

Depths on San Antonio Knoll.

THE United States Government has given notice, that the Commander of the British steam vessel "Elgira" has reported, that on 12th July, 1887, with Cape San Antonio Lighthouse bearing S.S.E., distant 11 to 12 miles, careful soundings gave depths of $3\frac{3}{4}$ to 7 fathoms on San Antonio Knoll. In this position 10 to 12 fathoms were formerly shown on Admiralty charts.

Approximate position of the $3\frac{3}{4}$ fathoms, lat. $22^{\circ} 3' N.$, long. $85^{\circ} 1' W.$

[The bearing is magnetic. Variation $4\frac{1}{2}^{\circ}$ Easterly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

12th September, 1887.

This Notice affects the following Admiralty Charts:—West India Islands and Caribbean Sea, No. 761; Gulf of Mexico, No. 392; Belize to Cape Catoche, No. 1204; Cuba, western portion, No. 2579. Also, West India Pilot, Vol. II, 1887, page 419.

NOTICE TO MARINERS.

(No. 236 of the year 1887.)

NORWAY—SOUTH AND WEST COASTS.

Establishment of Certain Lights.

WITH reference to Notice to Mariners, No. 170 (1, 2, 12), of 23rd June, 1887, on the intended establishment of certain lights on the south and west coasts of Norway:—

The Norwegian Government has given further notice, that on 1st October, 1887, the following lights will be exhibited:—

1. Thorsberg Light, Skien Approach, will be an alternating red and white light, elevated 13 feet above the sea, and should be visible in clear weather from a distance of 5 miles.

Position as given, $59^{\circ} 7' 20'' N.$, long. $9^{\circ} 36' 40'' E.$

2. Engels Holmen Light, Flekkefjord Approach, will be an alternating white and red light, elevated 25 feet above the sea, and should be visible in clear weather from a distance of 5 miles.

Position lat. $58^{\circ} 14' 0'' N.$, long. $6^{\circ} 39' 40'' E.$

3. Skomvær Light (near Röst), Lofoten Islands, will be a flashing white light, showing two flashes in quick succession every half minute; it will be elevated 159 feet above the sea, and should be visible in clear weather from a distance of 22 miles.

Position, lat. $67^{\circ} 24' 20'' N.$, long. $11^{\circ} 54' 0'' R.$

The above-mentioned lights will be exhibited annually from 15th August to 30th April.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

1st September, 1887.

This Notice affects the following Admiralty Charts:—Skagerrak or Sleeve, No. 2289 (1); Sandö to Svenöer, No. 2329 (1); North Sea, No. 2182b (2); the Naze to Karmo, No. 2281 (2); the Naze to Christiansand, No. 2327 (2); Plan of Flekkefjord Anchorages on Sheet 883 (2) Fleina to Vestfjord and Lofoten Islands, No. 2311 (3). Also, Admiralty List of Lights in the North Sea, &c., 1887, pages 122, 126, 136; Norway Pilot, Part I, 1854, page 60; and Norway Pilot, Part II, 1880, pages 56, 321.

NOTICE TO MARINERS.

(No. 237 of the year 1887.)

GULF OF BOTHNIA—RUSSIAN COAST.

Shoal Westward of Storkallagrund Light-Vessel.

THE Russian Government has given notice, of the existence of a shoal lying with Storkallagrund Light-vessel bearing S. $80\frac{3}{4}^{\circ}$ E., distant $6\frac{7}{10}$ miles:—

This shoal, about half a cable in extent, has a depth of 4 fathoms; it is marked at the distance of about half a cable from its western edge by a perch, the upper part of which is red, the lower white, and carrying a red flag with white square.

Position, latitude $62^{\circ} 48' 15'' N.$, longitude $20^{\circ} 32' 45'' E.$

NOTE.—It is intended to place a globe on the perch, below the flag.

[The bearing is magnetic. Variation $6\frac{1}{4}^{\circ}$ Westerly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

12th September, 1887.

This Notice affects the following Admiralty Charts:—Gulf of Bothnia, No. 2252; Stor Fiärd to Gamla Karleby, No. 2300. Also, Bothnia Pilot, 1855, page 76.

In the High Court of Justice.—Chancery Division. In the Matter of the Companies Acts, 1862 and 1867, and in the Matter of the West of England Paper Mills Company Limited.

BY an Order made in the above matters, on the 9th day of September, 1887, by the Honourable Mr. Justice Kekewich (sitting as Vacation Judge) for the Honourable Mr. Justice North, on the petition of Alexander Antonio Ralli, of 19, Palace Gardens-terrace, Kensington, in the county of Middlesex, Gentleman, of no occupation, a contributory of the said Company, it was ordered that the said Company, the West of England Paper Mills Company Limited, be wound up under the provisions of the Companies Acts, 1862 and 1867.—Dated this 19th day of September, 1887.

Alfred M. Bradley, 42, Lombard-street,
London, Solicitor for the said Petitioner.