

situated 92 feet outside the lighthouse on Casse Mole, in the line of direction of the mole.

Position (approximate), lat. $44^{\circ} 18' 30''$ N., long. $8^{\circ} 29' 45''$ E.

GULF OF SALERNO.

(2.) *Salerno*.—Alteration in Positions of Harbour Lights, and Closing of Western Entrance to the Fort.

Also, with reference to Notice to Mariners, No. 12 (1), of 15th January, 1886, and previous notices, on exhibition of harbour lights from the breakwater in course of construction at the port of Salerno:—

The Italian Government has given further notice, dated 17th October, 1887, that the following alterations have been made in the positions of the harbour lights on the breakwater:—

The fixed red harbour light, hitherto shown from the curved portion of the mole extending 109 yards from the old breakwater, has been removed to the eastern extreme of the new mole; it is elevated 28 feet above the sea, and should be visible in clear weather from a distance of five miles.

The fixed white light, hitherto shown from the eastern extreme of the new mole, has been removed to the eastern extreme of the old breakwater; it is visible over an arc of 200° entirely inside the harbour, and elevated 13 feet above the sea.

Position (approximate), eastern new mole light, lat. $40^{\circ} 39' 30''$ N., long. $14^{\circ} 45' 30''$ E.

Also, in consequence of the advance in the works of the western portion of the mole, the western entrance to the Port of Salerno has been closed, and the beacon marking the extreme of the western mole removed.

NOTE.—Until the dredging operations, now in progress, are completed, vessels drawing more than 16 feet should take a pilot.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
11th November, 1887.

This Notice affects the following Admiralty Charts:—San Remo to Cape Cavallo, with plan of Savona, No. 157 (1); Civita Vecchia to Policastro, No. 160 (2). Also, Admiralty List of Lights in the Mediterranean, No. 303a; and Mediterranean Pilot, Vol. II, 1885, pages 92, 211.

NOTICE TO MARINERS.

(No. 303 of the year 1887.)

MEDITERRANEAN.—SARDINIA.

ASINARA ISLAND.—REALE ROADSTEAD.

(1.) *Alteration in Temporary Lights at Light-Vessels Marking Neri Shoal, and in Colour of Light-Vessels.*

WITH reference to Notice to Mariners, No. 220 (1) of 21st November, 1885, on the temporary exhibition of a fixed red light from each of two light-vessels marking the south-eastern and north-western limits of Neri Shoal, Reale Roadstead:—

The Italian Government has given further notice, dated 13th October, 1887, that the following temporary alteration would be made in the lights shown from the light-vessels.

Each light-vessel shows two fixed red lights, five feet apart vertically, the lower light elevated 33 feet above the sea.

Also, the following alteration has been made in the colours of both light-vessels:—

The light-vessels are painted black and white in bands, instead of red and white, as heretofore.

Position, eastern light-vessel, lat. $41^{\circ} 2' 30''$ N., long. $8^{\circ} 19' E.$

IONIAN SEA.—GULF OF PATRAS.

(2.) *Patras Roads*.—Fixed Lights on Breakwater in Course of Construction, and Buoys.

Information has been received, dated 4th September, 1887, that two fixed lights are exhibited from wooden supports, erected on the breakwater now in course of construction in Patras Roads:—

Each light is a fixed red light, elevated 10 feet above the sea, and should be visible in clear weather from a distance of two miles; the north-east light is situated W. $\frac{1}{2}$ S., at a distance of $1\frac{1}{2}$ cables, and the south-west light W. $\frac{1}{2}$ W., distant $2\frac{3}{4}$ cables, respectively, from the lighthouse on San Nicholas Mole.

NOTE.—On 4th September, 1887, the north-east light was 40 yards within the north-east end of the breakwater above water, and the south-west light 140 yards within the south-west end above water. The lights are moved towards the ends as the breakwater advances.

Position, north-east light, lat. $38^{\circ} 15' 5''$ N., long. $21^{\circ} 43' 55''$ E.

Also, two buoys are moored to mark the boat channel, at present nearly in the middle of the portion of the breakwater above water.

Also, eight buoys are moored, at irregular distances from each other, in a line parallel to the breakwater, and at a distance of about 80 yards north-westward of it.

[The bearings are magnetic. Variation $7\frac{1}{2}^{\circ}$ Westerly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
14th November, 1887.

This Notice affects (1 temporarily) the following Admiralty Charts:—Sardinia Island, No. 161b (1); Patras Gulf, No. 1676 (2). Also, Admiralty List of Lights in the Mediterranean, 1887, 209b, page 50; Mediterranean Pilot, Vol. I, 1885, page 433; and Mediterranean Pilot, Vol. III, 1885, page 324.

NOTICE TO MARINERS.

(No. 304 of the year 1887.)

ENGLAND.—EAST COAST.

Outer Dowsing Channel—Bury Marking Four Fathoms Knoll.

THE Trinity House London has given notice, dated 2nd November, that a buoy has been placed to mark the Four Fathoms Knoll recently found north-eastward of Dudgeon Shoal, Outer Dowsing Channel:—

The buoy, named East Dudgeon, is a conical buoy, painted black, with staff and globe; it is moored in $6\frac{1}{2}$ fathoms at low water spring tides, one cable eastward of the Four Fathoms Knoll, with the following bearing and distance:—

Dudgeon Light-vessel bearing S.W. $\frac{1}{2}$ S., distant $3\frac{2}{3}$ miles.

[The bearing is magnetic. Variation $17\frac{1}{2}^{\circ}$ Westerly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
14th November, 1887.

This Notice affects the following Admiralty Charts:—North Sea, No. 2339; North Sea, No. 2182a; Cromer to Trusthorpe, No. 1455. Also, North Sea Pilot, Part III, 1882, page 139.