

12. Orkneys, Pentland Firth, Stromá Skerries Beacon, and Lother Beacon.—Are coloured black.

By command of their Lordships,  
W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
22nd August, 1888.

This Notice affects the following Admiralty Charts:—Firth of Lorn, with plans of Easdale Sound and part of Kerrera Sound, No. 2476 (1, 2, 3, 4, 7, 8); Isle of Syke, with adjacent sounds and locks, No. 2551 (5, 10); Sound of Raasay, No. 2498 (5); southern portion of Orkney Islands, No. 2180b (6, 11, 12); Hoy Sound, No. 2568 (6, 11); Scotland, west coast, No. 2635 (9, 10); Arduamurchan to Summer Isles, No. 2475 (9, 10); Scotland, north coast, with plans of Hoy Sound and Pentland Firth, No. 2397b (6, 11, 12); Ord of Caithness to Thurso Bay, No. 2181 (6, 11, 12); Pentland Firth, No. 2162 (12). Also, Sailing Directions for West Coast of Scotland, Part II, 1886, pages 220, 213, 39, 97, 98; North Sea Pilot, Part I, 1887, pages 183, 188, 209; and North Sea Pilot, Part II, 1885, pages 33, 39.

### NOTICE TO MARINERS.

(No. 251 of the year 1888.)

NORTH SEA.—JUTLAND—WEST COAST.

(1.) *Liimfiord*—Alterations in Tidal Signals at *Thybo Rön Beacon*.

WITH reference to Notice to Mariners, No. 129 of 14th May, 1888, on tidal signals shown from *Thybo Rön Beacon*, southern side of *Rön Channel*, entrance to *Liimfiord*:—

The Danish Government has given notice, dated 8th August, 1888, that on 15th August, 1888, and until the pilot and light-vessel is withdrawn, the following tidal signals will be shown from *Thybo Rön Beacons*:—

A red flag is hoisted on the low beacon as soon as the flood stream begins to run into *Rön Channel*, usually about 3 hours before high water, and is shown as long as the stream is running into that channel.

A frame hoisted on the yard indicates a depth of 5 feet on the bar; each additional foot being indicated by an additional frame, and each half-foot by a frame hoisted half way up; five frames indicate a depth of 9 feet and upwards on the bar.

DENMARK.

(2.) *Pilot Signals*.

Also, has given notice, that on 1st July, 1888, the following Code of Pilot Signals came into operation in Danish waters:—

Commanders of vessels desiring to call a pilot, must make the following signals, either separately or together:—

By day:—1. The Jack or other national flag usually worn by merchant vessels, with a white border one-fifth the breadth of the flag, hoisted at the fore.

(2.) The signal P.T. (Want a Pilot), of the International Code of Signals.

By night:—(1.) A blue light shown every 15 minutes.

(2.) A white flashing light, shown at short or frequent intervals above the bulwarks for about a minute at a time.

By command of their Lordships,  
W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
22nd August, 1888.

This Notice affects the following Admiralty Charts:—*Liimfiord*, No. 2325 (1). Also, North

Sea Pilot, Part IV, 1887, page 293; and Danish Pilot, 1885.

### NOTICE TO MARINERS.

(No. 252 of the year 1888.)

WEST INDIES.

TRINIDAD ISLAND—EAST COAST.

*Shoal reported North-eastward of Mayaro Point.*

INFORMATION has been received that the Commander of the British steam-vessel "New York City" reports the existence of a shoal, on which that vessel struck on 8th April, 1888, situated with the north-eastern extreme of *Mayaro Point* bearing about S.W.  $\frac{1}{4}$  W., distant about two miles.

Position, lat.  $10^{\circ} 21' 30''$  N., long.  $60^{\circ} 56' W.$   
[The bearing is magnetic. Variation  $1\frac{1}{2}^{\circ}$  Easterly in 1888.]

By command of their Lordships,  
W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
22nd August, 1888.

This Notice affects the following Admiralty Charts:—West India Islands and Caribbean Sea, sheet II, No. 762; Trinidad Island, eastern portion, No. 483b. Also, West India Pilot, Vol. I, 1883, page 104.

### NOTICE TO MARINERS.

(No. 253 of the year 1888.)

UNITED STATES—EAST COAST.—NARRAGANSETT BAY.

*Shoals in Entrance to Western Passage and Sakonnet Channel, and Depth on Tennessee Rock.*

THE United States Government has given notice, dated 31st July, 1888, of the existence of the undermentioned shoals, found in the entrance to Western passage and *Sakonnet Channel* during a recent survey of the entrances to *Narragansett Bay*:—

(1.) A shoal with a depth of 14 feet is situated on the western side of the entrance to Western passage, with *Whale Rock Lighthouse* bearing N.E. by E.  $\frac{1}{4}$  E., distant  $8\frac{1}{2}$  cables, and *Bass Rock N.* by W.

Position, lat.  $41^{\circ} 26' 10''$  N., long.  $71^{\circ} 26' 25'' W.$

(2.) A depth of 18 feet was found off *Coggeshall Ledge*, south-eastern point of the *Neck*, *Rhode Island*.

(3.) A shoal with a depth of 10 feet is situated north-eastward of *Sachuest Neck* on the western side of *Sakonnet Channel*, with *Flint Point* bearing S.W.  $\frac{3}{4}$  S., distant  $4\frac{1}{2}$  cables, and *Wood Castle N.W.*  $\frac{1}{4}$  N.

Position, lat.  $41^{\circ} 29' 30''$  N., long.  $71^{\circ} 14' W.$

(4.) Also, that a depth of 17 feet has been found on *Tennessee Rock*, south-eastward of *Brenton Point*, southern point of *Rhode Island*.

Position, lat.  $41^{\circ} 26' 10''$  N., long.  $71^{\circ} 20' 50'' W.$

[The bearings are magnetic. Variation  $10\frac{1}{2}^{\circ}$  Westerly in 1888.]

By command of their Lordships,  
W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
23rd August, 1888.

This Notice affects the following Admiralty Charts:—Bay of Fundy to Block Island, No. 5492; Nantucket Shoals to Block Island, No. 2890; Narragansett Bay, No. 2892. Also, Sailing Directions for the East Coast of the United States, 1882, pages 92-94; and Hydrographic Notice, No. 7 of 1888, on principal ports on the East Coast of the United States, page 14.