

## NOTICE TO MARINERS.

(No. 346 of the year 1889.)

MEDITERRANEAN.—TUNIS.

(1.) *Kerkenah Islands—Numbering of Light-buoys Altered.*

WITH reference to Notice to Mariners, No. 371 (1), of 27th November, 1888, on light-buoys having been placed to mark the northern, eastern, and southern edges of the shoal water surrounding Kerkenah Islands:—

The French Government has given further notice, dated 8th September, 1889, that the numbering of the buoys has been altered as under-mentioned, so that a vessel skirting the bank from the northward towards Sfax will pass Nos. 1–8 consecutively. The number is marked on opposite sides of each buoy:—

1. No. 1 buoy, moored in 8 fathoms, exhibits a fixed red light.

Position, lat.  $35^{\circ} 6' 40''$  N., long.  $11^{\circ} 31' 55''$  E.

2. No. 2 buoy, moored in  $7\frac{1}{2}$  fathoms, exhibits a fixed white light.

Position, lat.  $35^{\circ} 3' 1''$  N., long.  $11^{\circ} 35' 55''$  E.

3. No. 3 buoy, moored in 8 fathoms, exhibits a fixed red light.

Position, lat.  $34^{\circ} 57' 30''$  N., long.  $11^{\circ} 42' 5''$  E.

4. No. 4 buoy, moored in 10 fathoms, exhibits an occulting white light, visible for a period of ten seconds duration, and separated by eclipses of five seconds.

Position, lat.  $34^{\circ} 51' 30''$  N., long.  $11^{\circ} 44' 55''$  E.

5. No. 5 buoy, moored in 10 fathoms, exhibits a fixed white light.

Position, lat.  $34^{\circ} 41' 20''$  N., long.  $11^{\circ} 36' 15''$  E.

6. No. 6 buoy, moored in  $6\frac{1}{2}$  fathoms, exhibits a fixed red light.

Position, lat.  $34^{\circ} 31' 10''$  N., long.  $11^{\circ} 3' 35''$  E.

7. No. 7 buoy, moored in  $6\frac{1}{2}$  fathoms exhibits a fixed white light.

Position, lat.  $34^{\circ} 28' 1''$  N., long.  $10^{\circ} 55' 35''$  E.

8. No. 8 buoy, moored in  $5\frac{1}{2}$  fathoms, exhibits a fixed red light.

Position, lat.  $34^{\circ} 33' 20''$  N., long.  $10^{\circ} 52' 15''$  E.

RED SEA—WESTERN SHORE.

2. *Asab Bay—Alteration in Harbour Lights.*

The Italian Government has given notice, dated 14th September, 1889, that a mole is in course of construction in Asab Bay, and that the following alteration would be made in the harbour lights at that place:—

1. A fixed red light is exhibited on the north-east extremity of the mole.

2. On 1st October, 1889, a fixed white light would be exhibited on the arm (in course of construction) of the mole.

3. On the exhibition of the above-mentioned fixed white light, the white light previously shown from near the flagstaff would be discontinued.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,  
1st October, 1889.

This Notice affects the following Admiralty Charts:—Mehediah to Ras Makhabez, No. 249 (1); Sfax Roadstead, No. 1162 (1); Jebel Teir to Perim Island, No. 143 (2); Red Sea, sheet 5, with plan of Asab Bay, No. 8e (2). Also, Admiralty List of Lights in the Mediterranean, &c., 1889, 1080e; List of Lights in South Africa, &c., 1889, No. 63\*; Mediterranean Pilot, Vol. I, 1885, page 273; Red Sea Pilot, 1883, page 139; and Revised Supplement, 1889, relating to Red Sea Pilot, page 31.

## - NOTICE TO MARINERS.

(No. 347 of the year 1889.)

UNITED STATES.—NEW JERSEY AND DELAWARE.

(1.) *Ludlam Beach Lighthouse Damaged.*

THE United States Government has given notice, dated 14th September, 1889, that the lighthouse on Ludlam Beach, New Jersey, has been damaged to such an extent that it is impossible to exhibit the light with the usual characteristics for the present.

Position, lat.  $39^{\circ} 10' 1''$  N., long.  $74^{\circ} 41' 1''$  W.

(2.) *Destruction of Fog Signal at Front Light Station, Delaware Breakwater.*

Also, of the same date, that the fog bell and tower at Front Light Station, Delaware Breakwater, have been washed away.

Further notice will be given of the re-establishment of this fog signal.

Position, lat.  $38^{\circ} 48' 1''$  N., long.  $75^{\circ} 6' 1''$  W.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,  
1st October, 1889.

This Notice temporarily affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Delaware River, outer sheet, No. 2563. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1889, Nos. 721a, 727; and Sailing Directions for the Principal Ports of the United States, 1882, pages 144, 141.

## NOTICE TO MARINERS.

(No. 348 of the year 1889.)

ENGLAND—EAST COAST.—TEES BAY.

*Sunken Ship Eastward of South Gare Breakwater Lighthouse.*

THE Tecs Conservancy Commission has given notice, that the large steamship "Harvest" lies sunk in Tees Bay, in about 4 fathoms at low water, with South Gare Breakwater Lighthouse bearing  $W. \frac{1}{4} S.$ , distant about  $2\frac{1}{2}$  cables.

Except at low water her masts only are visible.

NOTE.—Until the ship is raised and removed Mariners should exercise caution when approaching or leaving River Tees.

[The bearing is magnetic. Variation  $19^{\circ}$  Westerly in 1889.]

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,  
1st October, 1889.

This Notice temporarily affects the following Admiralty Plan:—Tees Bay, No. 2567. Also, North Sea Pilot, Part III, 1882, page 71.

## NOTICE TO MARINERS.

(No. 349 of the year 1889.)

SPAIN—NORTH-WEST COAST.

(1.) *Capes Villano and Toriñana—Lighthouses in course of Construction, Intended Lights.*

INFORMATION has been received through the Board of Trade, that new lighthouses are in course of construction on Capes Villano and Toriñana:—

On these lighthouses being completed, the present fourth-order light at Cape Villano will be transferred to Cape Toriñana, and a new light exhibited at Cape Villano.

In the meantime a provisional light is about to be shown from the new lighthouse on Cape Toriñana.

Approximate position, lat.  $43^{\circ} 4' 1''$  N., long.  $9^{\circ} 18' 1''$  W.