

NOTICE TO MARINERS.

(The last Number of the year 1889 was No. 468.)
(No. 1 of the year 1890.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

ENGLAND—EAST COAST.—HARTLEPOOL BAY.

Long Scar Bell Buoy—Alteration in Position.

THE Trinity House, London, has given notice, dated 14th December, 1889, that it has been found necessary to move Long Scar Bell Buoy into deeper water:—

The buoy now lies 3 cables, S.E. by E. of its former position, in about 5 fathoms at low water spring tides, with—

Seaton Low Lighthouse, W. by S., distant $1\frac{1}{10}$ miles.

Hartlepool Heugh Lighthouse, N. by W. $\frac{3}{4}$ W., distant $1\frac{1}{10}$ miles.

[Variation 18° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Flamborough Head to the Tees, No. 1191; Hartlepool to St. Abbs Head, No. 1192; Hartlepool Bay, No. 1628. Also, North Sea Pilot, Part III, 1889, page 96.

(No. 2 of the year 1890.)

SCOTLAND—EAST COAST.—ABERDEEN HARBOUR.

Fog Signal on North Pier.

The Aberdeen Harbour Commissioners have given notice, dated 10th December, 1889, that a fog signal has been established on the seaward end of the North Pier, entrance to Aberdeen Harbour:—

The signal is a bell, which, during thick or foggy weather, will be struck three times in succession, with an interval of two seconds between each stroke, followed by an interval of ten seconds silence.

NOTE.—The steam fog whistle near Girdleness Lighthouse will be continued as heretofore.

This Notice affects the following Admiralty Charts:—Scotland, N. and E. Coasts, No. 2397a; St. Abbs Head to Aberdeen, No. 1407; Aberdeen to Banff, No. 1409; Aberdeen Harbour, No. 1446. Also, Admiralty List of Lights in the British Islands, 1889, No. 351; North Sea Pilot, Part II, 1885, page 141; and Hydrographic Notice, No. 6 of 1889, relating to North Sea Pilot, Part II, page 5.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
1st January, 1890.

NOTICE TO MARINERS.

(No. 3 of the year 1890.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

MEDITERRANEAN.—ITALY.—WEST COAST.

Naples Roads—Alterations in Lights and Buoys.

THE Italian Government has given notice, dated 9th December, 1889, that the following alterations have been made in the lights and buoys in Naples Roads, west coast of Italy:—

(1.) A fixed red light is exhibited from a post, placed at the centre of the western head of the eastern mole, with the lighthouse at the extremity of San Vincenzo Mole bearing south, distant $3\frac{1}{10}$ cables.

Position, lat. $40^\circ 50' 20''$ N., long. $14^\circ 16' E.$

(2.) The light buoy, showing a fixed green light, hitherto marking the submerged western head of the eastern mole, has been withdrawn.

(3.) Two fixed green lights, placed vertically,

are exhibited from a post at the head of the curvilinear, or south-eastern part of the eastern mole, with the lighthouse at the extremity of San Vincenzo Mole bearing S.W. by S., distant $3\frac{2}{10}$ cables. The light buoy moored off this extremity of the eastern mole exhibits a fixed green light.

Position, latitude $40^\circ 50' 18''$ N., longitude $14^\circ 16' 16''$ E.

(4.) The fixed green light, hitherto shown from the north-eastern extremity of S. Gennaro Mole, has been discontinued, and replaced by an occulting red light, with occultations every five seconds.

Position, latitude $40^\circ 50' 20''$ N., longitude $14^\circ 15' 42''$ E.

Further notice will be given of the visibility of these lights.

The harbour works of the eastern mole above mentioned include a breakwater in course of construction, which extends from the coast southward of Carmine Fort in a S. $\frac{3}{4}$ W. direction for a distance of about 720 yards; there it divides into two heads, the western running W. by N. about 160 yards, and then W. by S. $\frac{1}{4}$ S. 130 yards to its extremity, and the south-eastern head, in a curved form, about S. by E. $\frac{1}{2}$ E. 260 yards.

NOTE.—As bad weather may occasionally prevent the exhibition of the fixed green lights at the extremity of the curved portion of the eastern mole, mariners are cautioned to keep a good lookout for the light buoy marking that extremity of the eastern mole.

The two light buoys, hitherto marked on the Admiralty Chart, south-westward of the Stony Spit, extending from the shore about 4 cables eastward of the eastern mole, do not exist.

[Variation 10° Westerly in 1890.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
1st January, 1890.

This Notice affects the following Admiralty Chart:—Gulf of Naples, with plan of Naples Roads, No. 1728. Also, Admiralty List of Lights in the Mediterranean, 1889, No. 355, page 60; Mediterranean Pilot, Vol. II, 1885, pages 202, 203; and, Hydrographic Notice, No. 1, of the year 1889, relating to Mediterranean Pilot, Vol. II, pages 9, 10.

NOTICE TO MARINERS.

(No. 4 of the year 1890.)

SOUTH AMERICA—EAST COAST.—VENEZUELA.

River Orinoco—Withdrawal of Light-vessel at Entrance, and Alterations in Channel.

INFORMATION has been received, that the Master of the steam-vessel "Elgiva" reports, that the light-vessel, formerly moored off Barima Point, Boca Grande, entrance of River Orinoco, has been withdrawn, and is now stationed about twelve miles up the River Orinoco, in the bight between Cangrejo and Telzereo Islands, where she is used as a station for the river pilots.

Also, that Telzereo Island has formed since the last survey of the river was made. It is about $1\frac{1}{2}$ miles in length in an east and west direction, and covered with trees about 20 feet high, being situated eastward of the south-eastern extremity of Cangrejo Island, with only a boat passage between. New islands are forming to the northward and eastward of Telzereo Island, and Cangrejo Bank has apparently extended greatly to the southward.

There is at present much less water on Cangrejo Bank, and in the channel southward of it,