

the usual lights will not be exhibited, but a fixed red light will be shown from each end of the vessel. By day a red flag will be hoisted above the red ball at the masthead.

Should a vessel be seen standing into danger a gun will be fired, and repeated if necessary, also the signal flags J. D. of the International Code "You are in danger" will be hoisted and kept flying until answered.

A bright rocket immediately after a gun will indicate that assistance from the shore is required.

To mark the position of the light-vessel two anchor buoys, both painted red with a white horizontal stripe, and with H. No. 1 and H. No. 2 on them respectively in black letters, are moored north and south, distant three cables from each other.

[Variation 15° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Scheveningen to Ameland, &c., No. 2322. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1890, No. 136a; and North Sea Pilot, Part IV, 1887; pages 183, 187–189.

#### No. 134.—CAPE.—EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

AFRICA—SOUTH-EAST COAST.—ALGOA BAY.

*Visibility of Cape Recife Light.*

THE following information is derived from the report of a Court of Inquiry held at Port Elizabeth, on 30th January, 1890, into the loss of the steamship "Strathblane" by striking on a rock near the shore westward of Cape Recife; the vessel afterwards being beached five miles westward of the Cape, near Chelsea Point, in the night of 23rd January, 1890:—

From the evidence it appears that the light at Cape Recife is visible close to the shore westward of the cape, inside the limit shown on the Admiralty Charts, and mentioned in Africa Pilot, Part III.

This limit of visibility is given on the authority of a notice issued by the Government of the Cape of Good Hope, on the establishment of the light on Cape Recife in the year 1851; but in consequence of the above evidence the line will be erased from the Charts, and omitted from the Sailing Directions.

It also appears from the above inquiry, that foul ground may exist about one mile from the shore westward of Chelsea Point for a distance of about five miles. Further, it is not improbable that the unsounded area fronting the coast between Chelsea Point and Glassen Point may contain many hidden, and as yet unknown, dangers.

Mariners are cautioned accordingly.

This Notice affects the following Admiralty Charts:—Cape St. Francis to Waterloo Bay, No. 2085; Algoa Bay, No. 642. Also, Admiralty List of Lights in South Africa, &c., 1890, No. 12; and Africa Pilot, Part III, 1889, pages 105–109.

#### No. 135.—ALL STATIONS.

ENGLAND—SOUTH COAST.—ISLE OF WIGHT.

*St. Catherine Point Lighthouse—Intended Sector of Red Light.*

THE Trinity House, London, has given notice, that towards the end of August, 1890, it is intended, with a view of warning vessels when approaching the shore westward of St. Catherine Point too closely, to show a sector of red light from St. Catherine Point Lighthouse, southern extreme of the Isle of Wight:—

The sector of red light will be shown from St. Catherine Point Lighthouse between the bearings S. 54° E. and S. 44° E., so that through this arc

the flashes of the light will show red, whilst a powerful fixed red light will also be visible between the flashes.

Further notice will be given when the above alteration has been effected.

[Variation 17° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675b, c; Portland to Owers, No. 2450; Owers to Christchurch, No. 2045. Also, Admiralty List of Lights in the British Islands, 1890, No. 89; Channel Pilot, Part I, 1886, page 195; and Hydrographic Notice, No. 4 of 1888, relating to Channel Pilot, Part I, page 6.

#### No. 136.—CHANNEL AND WESTERN, NORTH SEA, AND BALTIC STATIONS.

CHANNEL ISLANDS.

*Casquets Light—Intended increased intensity of Flashes during Thick Weather.*

ALSO, that on or about 15th September, 1890, the intensity of the flashes of the light at the Casquets, during hazy and thick weather, will be more than doubled.

The character of the light—three flashes in quick succession every half minute—will remain as heretofore.

Further notice will be given when the above improvement has been made.

This Notice affects the following Admiralty Chart:—Channel Islands, No. 2669a. Also, Admiralty List of Lights in the British Islands, 1890, No. 37; List of Lights on the Western Coasts of Europe, 1890, No. 109; and Channel Pilot, Part II, 1888, page 313.

#### No. 137.—ALL STATIONS.

ENGLAND—EAST COAST.—RIVER THAMES ENTRANCE.

*Intended alteration in the positions of Kentish Knock and Long Sand Light-vessels and Long Sand Head Bell-buoy.*

THE Trinity House, London, has given notice, that consequent on a survey recently made of a portion of the river Thames entrance by H.M. surveying vessel "Triton," it is intended towards the end of the month of June, 1890, to make the following alteration in the positions of Kentish Knock and Long Sand Light-vessels, and Long Sand Head bell-buoy:—

1. Kentish Knock Light-vessel will be moved about one mile West of her present position, and will then be distant about  $2\frac{2}{5}$  miles from the 5-fathoms line of the Kentish Knock.

Present position, latitude 51° 39' N., longitude 1° 43' 15" E.

2. Long Sand Light-vessel will be moved about one mile West of her present position, and will then be distant about  $2\frac{2}{5}$  miles from the 5-fathoms line of Long Sand Head.

Present position, latitude 51° 48' N., longitude 1° 42' 5" E.

3. Long Sand Head Bell-buoy will be moved about 4 cables West of its present position, and will then be distant about 6 cables from the 5-fathoms line of Long Sand Head.

Present position, lat. 51° 47' 10" N., long. 1° 38' 30" E.

Further notice will be given when the above alterations have been carried out.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; English Channel, Nos. 1598, 2675c; Dover and Calais to Orfordness, No. 1406; North Foreland to Orfordness, No. 1610; Kentish Knock to West Swin, No. 1975 (3). Also, Admiralty List of Lights in the British Islands, 1890, Nos. 148, 147;