

age of Duke of Edinburgh Channel, &c., River Thames entrance:—

The Trinity House, London, has given further notice, dated 16th April, 1890, that the following alterations have recently been made:—

1. Shingles Patch Buoy No. 1 has been moved $1\frac{1}{2}$ cables east, N'y, from its former position, and now lies in $5\frac{1}{2}$ fathoms, with—

Edinburgh Channel Light-vessel, N.E. $\frac{3}{4}$ N., distant 5 cables.

Shingles Patch Buoy No. 2, N.W. $\frac{1}{4}$ N.

2. Shingles Patch Buoy No. 3 has been moved $1\frac{1}{2}$ cables E.S.E. from its former position to the northern edge of the Patch, and now lies in 5 fathoms, with—

Edinburgh Channel Light-vessel, E. by S. $\frac{1}{4}$ S. N.E. Shingles Buoy, N.W. by W., W'y, distant $1\frac{2}{5}$ miles.

3. Knock John Light Buoy has been moved to a position half a cable northward of a line joining Black Deep Light-vessel and East Knob Buoy, and now lies in 9 fathoms, with—

Reculvers in line with the new Girdler Beacon, S. by W., W'y.

Black Deep Light-vessel, E. $\frac{1}{2}$ N., N'y, distant 2 miles.

4. East Knock John Buoy has been withdrawn.

The depths given are at low water spring tides.

[Variation 17° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—North Foreland to the Nore, No. 1607; English Channel, No. 2675c (4); North Foreland to Orfordness, No. 1610 (4). Also, North Sea Pilot, Part III, 1889, pages 355, 356.

No. 212.—NORTH SEA, AND BALTIC STATIONS.

YARMOUTH APPROACH.

Pakefield Gateway Buoy.—Intended Alteration in Character.

ALSO, has given notice, dated 15th April, 1890, that it is intended shortly to surmount Pakefield Gateway Buoy with a globe and half globe, instead of the present globe, in order to distinguish it from East Holm Buoy

This Notice affects the following Admiralty Charts:—Orfordness to Blakeney, No. 1630; Yarmouth and Lowestoft Roads, No. 1543. Also, North Sea Pilot, Part III, 1889, page 240.

No. 213.—NORTH SEA, AND BALTIC STATIONS.

SCOTLAND.—EAST COAST.

ABERDEEN HARBOUR ENTRANCE.

Girdle Ness.—Intended Alteration in Character of High Light, and Discontinuance of Low Light.

THE Commissioners of Northern Lighthouses have given notice, that about the end of the month of May, or beginning of June, 1890, the following alteration will be made in the character of the high light on Girdleness, south side of entrance to Aberdeen Harbour; and that on the same date, the low light will be discontinued:—

Girdleness high light will be a group flashing white light, showing two flashes in quick succession every twenty seconds.

NOTE.—On 1st May, 1890, and while the alterations are in progress, a temporary light of the same character as the existing light, viz., fixed white, but of less power, will be shown from the high lantern; the low light remaining unaltered.

Further notice will be given as to the exact date of these alterations being made.

This Notice affects the following Admiralty Charts:—North Atlantic Ocean, eastern portion, No. 2060a; North Sea, Nos. 2339, 2182b;

Scotland, East Coast, 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, 1890, No. 350; and North Sea Pilot, Part II, 1885, page 141.

No. 214.—NORTH SEA, AND BALTIC STATIONS.

NORTH SEA.

Sunken Wreck North-Westward of the Texel.

THE Belgian Government has given notice, that the Commander of the German steam-vessel "Hanover," has reported having passed, on 11th April, 1890, in a position dangerous to shipping, the mast of a vessel showing above water, with Kykduin Lighthouse bearing S. 53° E., distant 14 miles.

Approximate position, lat. $53^\circ 2\frac{1}{2}'$ N., long. $4^\circ 22'$ E., in a depth of about 16 fathoms at low water.

[Variation 15° Westerly in 1890.]

This notice temporarily affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Scheveningen to Ameland, No. 2322. Also, North Sea Pilot, Part IV, 1887, page 178.

No. 215.—NORTH SEA, AND BALTIC STATIONS.

ENGLAND.—EAST COAST.—HARTLEPOOL BAY.

Long Scar Bell Buoy.—Replaced in Position.

WITH reference to Notice to Mariners, No. 1 of 1890, on alteration in the position of Long Scar Bell Buoy, Hartlepool Bay:—

The Trinity House, London, has given further notice, dated 18th April, 1890, that Long Star Bell Buoy has been replaced near its former position, and now lies in $4\frac{1}{2}$ fathoms at low water spring tides with—

Seaton Low Lighthouse, W. by S. $\frac{1}{2}$ S., distant $1\frac{2}{10}$ miles.

Hartlepool Heugh Lighthouse, N. $\frac{1}{2}$ W.

[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. 216.—MEDITERRANEAN STATION.

MEDITERRANEAN.

ADRIATIC—WESTERN SHORE.

BRINDISI HARBOUR.

Additional Harbour Light on Pigonati Mole.

THE Italian Government has given notice, that on 20th April, 1890, a harbour light would be exhibited on the Inner Head of Pigonati Mole, eastern side of entrance to Brindisi Inner Harbour:—

Pigonati Mole Inner Light, shown from an iron support, is a fixed red light, visible from the bearing of S. 28° W., through East to N. 28° E., elevated 25 feet above the sea, and 21 feet above the ground. It bears S. 56° W., from the fixed green light on the outer head of Pigonati Mole, distant 197 yards.

NOTE.—Vessels should pass about a quarter of a cable north-westward of Pigonati Mole.

[Variation 8° Westerly in 1890.]

This notice affects the following Admiralty Charts:—Brindisi to Ortona, No. 199; Gulf of Cattaro to Corfu, No. 2701; Brindisi Harbour, No. 1492. Also, Admiralty List of Lights in the Mediterranean, 1890, page 80; and Mediterranean Pilot, Vol. III, 1890, page 60.