

arranged as to show, as a general rule, sectors of fixed white light over the channels, but owing to the complicated character of the details of the sectors, and the changeable nature of the channels, details will not be placed upon the Admiralty Chart.

NOTE.—The principal details of the lights referred to in this notice are given in the Admiralty List of Lights and in the Supplement as undermentioned.

This Notice affects the following Admiralty Chart:—Ameland to Jade River, No. 2593. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1891, Nos. 201-202*; North Sea Pilot, Part IV, 1887, pages 202, 203; and Supplement, 1890, relating to North Sea Pilot, Part IV, pages 67, 88.

No. 482.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—MASSACHUSETTS.

Nantucket Sound—Buoy marking Wreck in Fairway.

THE United States Government has given notice, dated 9th September, 1891, that a buoy, painted red and black in horizontal stripes, has been placed to mark a dangerous sunken wreck in Nantucket Sound, nearly midway between Handkerchief and Cross Rip Light-vessels. The buoy is moored with Handkerchief Light-vessel bearing E. by N. $\frac{1}{2}$ N., distant $4\frac{1}{2}$ miles, and Bishop and Clerk Lighthouse N. by W. $\frac{1}{4}$ W.

Approximate position, lat. $41^{\circ} 27\frac{1}{2}'$ N., long. $70^{\circ} 9'$ W.

NOTE.—The wreck has $3\frac{1}{2}$ fathoms water over its deck, and only 5 feet water over the end of the jib boom.

[Variation 12° Westerly in 1891.]

This Notice temporarily affects the following Admiralty Chart:—Nantucket Shoals to Block Island, No. 2890. Also, Sailing Directions for the Principal Ports of the United States, 1882, page 70.

No. 483.—CHANNEL AND WESTERN, NORTH SEA, AND BALTIC STATIONS.

CHANNEL ISLANDS.—GUERNSEY.

Little Russel—Automatic Whistle Buoy Withdrawn.

WITH reference to Notice to Mariners, No. 118 of 1891, and previous notice:—

Information has been received, that on 3rd September, 1891, the automatic whistle buoy at the northern entrance to Little Russel Channel (in approximately lat. $49^{\circ} 31' 50''$ N., long. $2^{\circ} 27' 30''$ W.), approach to St. Peter Port from the northward, was withdrawn.

NOTE.—As this buoy has on three occasions drifted from its position, making it dangerous to rely on, it is uncertain whether it will be replaced. Consequently the buoy has been removed from the Admiralty Charts.

This Notice affects the following Admiralty Charts:—English Channel, No. 2675*b*; Channel Islands, No. 2669*a*; Guernsey, Herm, and Serk, No. 262*b*. Also, Channel Pilot, Part II, page 295.

No. 484.—MEDITERRANEAN STATION.

MEDITERRANEAN—ITALY.—SICILY—WEST COAST.—TRAPANI HARBOUR.

Ronciglio Breakwater Light—Alteration in Character.

THE Italian Government has given notice, that on 16th October, 1891, the following alteration will be made in the character of Ronciglio Breakwater Light, Trapani Harbour:—

Ronciglio Breakwater Light will be an occult-

ing green light, showing flashes of twenty seconds duration, with eclipses of ten seconds between the flashes; it will be elevated 33 feet above the sea.

The illuminating apparatus is dioptric, or by lenses.

The light will be shown from an iron support.

Approximate position, lat. $38^{\circ} 1'$ N., long. $12^{\circ} 31'$ E.

This Notice affects the following Admiralty Charts:—Cefalù to Mazzara, No. 170; Trapani to Marsala, with Plan of Trapani Harbour, No. 189. Also, Admiralty List of Lights in the Mediterranean, 1891, No. 425; and Mediterranean Pilot, Vol. I, 1885, page 307.

Erratum.—In Admiralty List of Lights in the Mediterranean, 1891, page 188, No. 1109 (Cape Bon Light), character column, for Int. read Fl.

No. 485.—ALL STATIONS.

ENGLAND—SOUTH COAST.

Eddystone Lighthouse—Alteration in Character of Fog Signal.

WITH reference to Notice to Mariners, No. 165 of 1891:—

The Trinity House, London, has given further notice, dated 3rd October, 1891, that an explosive fog signal has been established at the Eddystone Lighthouse, which, during thick or foggy weather, will give one report, similar to that of a gun, every five minutes.

NOTE.—The fog bell is discontinued, and will only be used in the event of the explosive signal becoming disabled.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675*a*, *b*; Approaches to Plymouth, No. 1267; Dodman Point to Portland, with plan of Eddystone Rocks, No. 2620. Also, Admiralty List of Lights in the British Islands, 1891, No. 13; and Channel Pilot, Part I, 1886, page 83.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
3rd to 10th October, 1891.

Board of Trade.—Session 1892.

Hammersmith Electric Lighting.

Application to the Board of Trade, under the Electric Lighting Acts, 1882 and 1888, for a Provisional Order to authorise the Putney and Hammersmith Electric Light and Power Supply, Limited, to supply Electricity for public and private purposes in the parish of Hammersmith, in the county of London; power to construct works, to make charges, to acquire lands, to make arrangements with local authorities, to open streets and lay electric lines; transfer of powers and other purposes.

NOTICE is hereby given, that application is intended to be made to the Board of Trade on or before the 21st day of December next, by the Putney and Hammersmith Electric Light and Power Supply, Limited, whose registered office is situate at 5, Victoria-street, in the city of Westminster, and who are hereafter called "the Undertakers," for a Provisional Order (hereinafter called "the Order") under the Electric Lighting Acts, 1882 and 1888, for all or some of the following purposes, that is to say:

To authorize the Undertakers, for such period as may be prescribed, to produce, store, sell, and supply electricity for all public and private purposes, and to supply electrical energy and power