

Destruction Island Light is a flashing white light of the first order, showing a flash every ten seconds, elevated 144 feet above high water, and should be visible in clear weather from a distance of 18 miles.

The lighthouse consists of a conical iron tower, 80 feet high, and painted white, upper part black; with two dwellings about 180 yards in a north-east direction, and the fog signal building about 43 yards in a north-west direction, from it; the dwellings and fog signal buildings are painted white, with brown roofs.

Approximate position on Admiralty Charts, lat. 47° 40' 5" N., long. 124° 28' W.

Also, that a fog signal is established on Destruction Island:—

Destruction Island Fog Signal is a steam siren of the first class, which, during thick or foggy weather, gives blasts of five seconds duration, with intervals of fifty-five seconds between the blasts.

This Notice affects the following Admiralty Charts:—Cape Corrientes to Kadiak Island, No. 787; Cape Mendocino to Vancouver Island, No. 2531. Also, Admiralty List of Lights in South America, &c., 1891, No. 203*; and British Columbia Pilot, 1888, page 20.

No. 95.—MEDITERRANEAN STATION.

MEDITERRANEAN.—ITALY—WEST COAST.

Genoa—Alterations in Harbour Lights.

THE Italian Government has given notice, that on 1st February, 1892, a light would be exhibited from a lighthouse erected on the north-east angle of Pietro Paleocapa Quay, in the Port of Genoa:—

Pietro Paleocapa Quay Light is an occulting red light, visible twenty seconds, and eclipsed ten seconds; it is seen from the entrance of, and within, the port, but is obscured through the arc comprised between Duca di Galliera Mole and Cape San Benigno Lights. It is elevated 28 feet above the sea, and should be visible in clear weather from a distance of five miles.

The lighthouse consists of a small brick tower, above the keeper's dwelling.

Also, that on the same date, the red light on the new mole (about 150 yards southward of the above-mentioned light) would be discontinued, and the light buoy (fixed red light) off the north-east angle of Pietro Paleocapa Quay would be withdrawn.

This Notice affects the following Admiralty Plan:—Genoa, No. 1461. Also, Admiralty List of Lights in the Mediterranean, 1891, page 48, No. 274; Mediterranean Pilot, Vol. II, 1885, page 96; and Supplement, 1891, relating to Mediterranean Pilot, Vol. II, page 5.

No. 96.—MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN AND RED SEA.

Suez Canal—Regulations for Vessels Laden with Petroleum.

THE following regulations are established for vessels laden with petroleum in the Suez Canal:—

1. In order that vessels laden with petroleum, in bulk, shall be readily distinguished, and avoided, when passing through the Suez Canal, they will show at the mizenmast the following distinguishing signals:—

By day—A red flag above one ball.

By night—A white light between two red lights.

2. When such vessels make any stay in port, they will be isolated by means of floating booms.

No. 26270.

This Notice affects the following Admiralty Plans:—Suez Canal, No. 233; Port Said, No. 234; Suez Bay, No. 734. Also, Mediterranean Pilot, Vol. II, 1885, page 277; Red Sea Pilot, 1883, page 259; and Revised Supplement, 1889, relating to Red Sea Pilot, page 42.

No. 97.

ENGLAND—SOUTH COAST.—SPITHEAD AND PORTSMOUTH HARBOUR ENTRANCE.

Boom Experiments off Gilkicker Point.

WITH reference to Notice to Mariners, No. 554 of 1891:—

Vessels working along the shore close to Gilkicker Point are further cautioned that they are not to pass between the Western Torpedo Ground Buoy and that point.

Dangerous obstructions will be found in the above locality on and after 1st April, 1892.

These obstructions will be marked by three barges, or vessels, moored abreast of each other about 300 yards apart.

The Outer or Western vessel will hoist the usual day and night signals for marking the position of a wreck.

No. 98.—CHANNEL AND WESTERN, MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN—SICILY—WEST COAST.

ÆGADIAN ISLANDS—FAVIGNANA.

Additional Light on Sottile Point.

INFORMATION has been received, through the Board of Trade, that a fixed white light is exhibited below the flashing light from Sottile Point Lighthouse, west extreme of Favignana.

Approximate position, lat. 37° 56' N., long. 12° 17' E.

This Notice affects the following Admiralty Charts:—Mediterranean Sea, Nos. 2158a, b; Adriatic Sea, No. 1440; Sardinia to Malta, No. 163; Cefalu to Mazzara, No. 170; Trapani to Marsala, No. 189. Also, Admiralty List of Lights in the Mediterranean, 1891, No. 419; and Mediterranean Pilot, Vol. I, 1885, page 310.

No. 99.—CAPE, EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS.

CHINA SEA—PHILIPPINE ISLANDS—LUZON.

Intended Flashing Light on Cape Bojeador.

THE Spanish Government has given notice, that on 30th March, 1892, a light will be exhibited from a lighthouse recently erected on the summit of a hill situated about 1,750 yards eastward of the extremity of Cape Bojeador, north-west coast of Luzon Island:—

Cape Bojeador Light will be a flashing white light, showing a flash every minute, and visible through an arc of 222°, or from the bearing of N. 14° E., through east, to S. 56° W. It will be elevated 360 feet above the sea, and should be seen in clear weather from a distance of 26 miles.

The illuminating apparatus is catadioptric of the first order.

The lighthouse, 65 feet high, and constructed of brick, is a truncated pyramid, with white cupola.

Approximate position on Admiralty Charts, lat. 18° 29½' N., long. 120° 35' E.

[Variation nil in 1892.]

This Notice affects the following Admiralty Charts:—Pacific Ocean, No. 781; China Sea, Nos. 1263, 2661b; Luzon Island, Northern Portion, No. 2454. Also, Admiralty List of Lights in South Africa, &c., 1891, page 78; Sailing Directions for the Eastern Archipelago, Part I, 1890, pages 39, 333; China Sea Direc-