

**AT NIGHT.**—By three fixed lights shown from a yard, about 19 feet above the sea. A red light above a white light (about  $2\frac{1}{2}$  feet apart) on the side that shipping may safely pass, and a red light on the other side. These lights should be visible in clear weather from a distance of one mile.

**BY DAY.**—Three black balls, similarly arranged.

Mariners will thus know on sighting a wreck-marking vessel that she is so employed; and that they should pass on that side of her on which the two lights or two balls are shown.

**NOTE.**—When the lights are hoisted on the wreck itself, or the vessel placed to mark it is exactly over the wreck, the red light above the white light will alone be shown.

This Notice affects North Sea Pilot, Part IV, 1887, page 89; and Supplement, 1890, relating to North Sea Pilot, Part IV, page 54.

#### No. 288.—BALTIC STATION.

**BALTIC ENTRANCE.—THE KATTEGAT—DANISH COAST.**

*Fog Signal near Fornæs Lighthouse.*

THE Danish Government has given notice, that on 30th June, 1892, a fog signal will be established near the lighthouse at Fornæs, west shore of the Kattegat:—

Fornæs Fog Signal will be a siren of the first class, which during thick or foggy weather will give a blast of about five seconds duration every minute. The siren is placed on an iron support 44 feet high, and situated about 40 yards south-east from the lighthouse.

Approximate position, latitude  $55^{\circ} 26\frac{1}{2}'$  N., longitude  $10^{\circ} 57\frac{3}{4}'$  E.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; the Kattegat, No. 2114; List of Lights, Part II, 1892, No. 315; and Danish Pilot, 1885, page 53.

#### No. 289.—CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

**GULF OF ADEN—NORTH SHORE.**

*Aden Harbour—Increased Depth in Channel.*

INFORMATION has been received from the Port Master at Aden, that the dredging completed up to the present time, has resulted in the establishment of 20 feet as the least depth at low water in the channel of that harbour.

Dredging is still proceeding.

This Notice temporarily affects the following Admiralty Plan:—Aden and adjacent bays, with plan of Aden Anchorage, No. 7. Also, Red Sea and Gulf of Aden Pilot, 1892, pages 382, 383.

#### No. 290.—NORTH AMERICA AND WEST INDIES STATION.

**NOVA SCOTIA—SOUTH-EAST COAST.**

**HALIFAX HARBOUR ENTRANCE.**

*Shoal Depths on Portuguese and Rock Head Shoals.*

INFORMATION has been received from Staff Commander W. Tooker, R.N., in charge of Admiralty Survey, dated 9th June, 1892, of the existence of the undermentioned shoal depths on Portuguese and Rock Head Shoals, Halifax Harbour entrance:—

1. A depth of  $5\frac{1}{4}$  fathoms on the south-west part of Portuguese Shoal, lies where 6 fathoms has heretofore been charted, with Chebucto Head Lighthouse bearing S.W.  $\frac{1}{8}$  W., distant  $2\frac{2}{10}$  miles, and Camperdown Flagstaff W.  $\frac{3}{8}$  S.

Approximate position, lat.  $44^{\circ} 32'$  N., long.  $63^{\circ} 29' 40''$  W.

2. A depth of  $3\frac{1}{2}$  fathoms on the north part of Rock Head Shoal, lies where  $4\frac{1}{2}$  fathoms has heretofore been charted, with Camperdown Flag-

staff bearing W. by S.  $\frac{1}{4}$  S. distant nearly 3 miles, and the west extreme of Thrumcap N.  $\frac{1}{4}$  W.

Approximate position, lat.  $44^{\circ} 32' 55''$  N., long.  $63^{\circ} 28' 50''$  W.

**CAUTION.**—The positions of the buoys in Halifax Harbour and approach are not to be relied on, and a note to this effect has been placed on Admiralty Plan, No. 2320.

The depths given are at low water spring tides. [Variation  $22^{\circ}$  Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Sambro Island to Cape Canso, No. 729; Mars Head to Shut-in Island, No. 2410; Approach to Halifax, No. 2320. Also, Sailing Directions for S.E. Coast of Nova Scotia and Bay of Fundy, 1885, page 89.

#### No. 291.—HOME STATION.

**ENGLAND—WEST COAST.—BRISTOL CHANNEL.**

*Alteration in One Fathom Bank Buoys.*

THE Trinity House, London, has given notice, that on or about 25th July, 1892, the buoys at present marking One Fathom Bank will be transposed, that is to say, the larger buoy will be placed at the west end of the bank, the smaller one at the east end.

The diamond topmark will be as heretofore on the western buoy, and the triangle on the eastern one.

No further notice of this alteration will be given.

This Notice affects Sailing Directions for the West Coast of England, 1891, page 174.

#### No. 292.—CHANNEL AND WESTERN STATION.

**ENGLAND—WEST COAST.—LIVERPOOL BAY.**

*Constable Bank Buoy—Intended Alteration in Position.*

THE Trinity House, London, has given notice, that on or about 25th July, 1892, Constable Bank Buoy will be moved three miles N.W. by W.  $\frac{1}{4}$  W. from its present position, so as to mark the west end of the bank, and will be re-named West Constable."

Approximate intended position, lat.  $53^{\circ} 23'$  N., long.  $3^{\circ} 47\frac{1}{2}'$  W.

Further particulars will be given when this alteration has been effected.

[Variation  $19^{\circ}$  Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Ireland, No. 1824a; Irish Channel, No. 1825b; Holyhead to Liverpool, No. 1170b. Also, Sailing Directions for the West Coast of England, 1891, page 319.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
25th June to 2nd July, 1892.

#### INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the division of the Liberty of Seaford as Commissioners for the general purposes of the Acts of Parliament for granting to Her Majesty duties on profits arising from property, professions, trades, and offices: Now we, two of the Commissioners of Inland Revenue, in pursuance of the powers vested in us in that behalf, do hereby convene a meeting of the Land Tax Commissioners for the Liberty of Seaford aforesaid, being respectively qualified to act as such Commissioners, to be holden at the Townhall, Seaford, on Thursday, the 25th day of August, 1892, at eleven o'clock,