

No. 63.—MEDITERRANEAN STATION.

ADRIATIC—EASTERN SHORE.

Puntadura—Exhibition of Lights from New Lighthouse.

WITH reference to Notice to Mariners, No. 4 of 1894:—

The Austrian Government has given further notice, dated 20th January, 1894, that Puntadura lights (two fixed white vertical) have been transferred to the new lighthouse, recently erected on the western coast of Puntadura about $1\frac{1}{2}$ miles southward of the old lighthouse:—

The upper light is elevated 54 feet above the sea, 48 feet above the ground, and visible 12 miles in clear weather.

The lower light is elevated 24 feet above the sea, 18 feet above the ground, and visible 9 miles in clear weather.

The lighthouse, 60 feet high, is a brick tower, attached to a building of two storeys, constructed of masonry and situated about 100 feet from the coast.

Approximate position, lat. $44^{\circ} 18' 5''$ N., long. $15^{\circ} 1' 40''$ E.

This Notice affects the following Admiralty Charts:—Adriatic Sea, No. 1440; Grossa Island to Zirona Channel, No. 2774; Cape Promontore to Grossa Island, No. 2711. Also, List of Lights, Part IV, 1893, No. 630; and Mediterranean Pilot, Vol. III, 1890, page 20.

No. 64.—CHANNEL AND WESTERN STATION.

IRELAND—EAST COAST.—BELFAST LOUGH.

Sunken Wreck North-westward of Ballymacormick Point.

THE Commissioners of Irish Lights have given notice, that the wreck of the brig "Xanthus" lies sunk in a depth of 6 fathoms, with Groomsport Church tower bearing S.S.E. $\frac{3}{4}$ E. (S. 31° E.), distant nearly 2 miles; and Grey Point W. $\frac{1}{2}$ N. (N. 89° W.).

Approximate position, lat. $54^{\circ} 41' 35''$ N., long. $5^{\circ} 39' 40''$ W.

NOTE.—A wreck buoy has been placed a quarter of a cable north-eastward of the wreck, and a wreck-marking vessel will be placed as soon as possible.

[Variation 21° Westerly in 1894.]

This Notice temporarily affects the following Admiralty Charts:—Irish Channel, northern sheet, No. 1825a; Lough Carlingford to Lough Larne, No. 45; Belfast Lough, No. 1753. Also, Sailing Directions for the Coast of Ireland, Part I, 1885, pages 159, 163; and Irish Coast Pilot, 1893, shortly to be published, pages 211, 215.

No. 65.—ALL STATIONS.

ENGLAND—EAST COAST.

(1.) Gull Stream—Intended Buoy Marking Shoal South-Eastward of North Brake.

WITH reference to Notice to Mariners, No. 570 of 1893:—

The Trinity House, London, has given further notice, that early in March, 1894, a buoy, named West Gull, will be placed to mark the south-eastern edge of the shoal south-eastward of North Brake:—

West Gull Buoy will be a can buoy, surmounted by a cylindrical cage, and painted red and white in vertical stripes.

Approximate position, lat. $51^{\circ} 18' 45''$ N., long. $1^{\circ} 29' 45''$ E.

(2.) Goodwin (North Sand Head) Light-vessel—Delay in Intended Alteration in Fog Signal.

Also, with reference to Notice to Mariners, No. 605 (2) of 1893:—

That the establishment of a fog siren on board the Goodwin (North Sand Head) Light-vessel, in lieu of the fog signal now in use, has been postponed until about 15th March, 1894.

Approximate position, lat. $51^{\circ} 19' 30''$ N., long. $1^{\circ} 35' 20''$ E.

Further notice will be given when the alteration has been carried out.

(3.) River Thames—Whitaker Beacon and Maplin Lighthouse—Tidal Marks.

Also, that tidal marks have been placed, as indications of the height of the tide above low water springs; on Whitaker Beacon for vessels proceeding southward through South-West Reach, and on Maplin Lighthouse for vessels proceeding northward through East Swin:—

(a.) Whitaker Beacon Tidal Mark is a horizontal bar, 7 feet in length by 9 inches in width, painted black, and fixed on the south-east face of Whitaker Beacon, its lower edge being 5 feet above the level of low water spring tides.

Approximate position, lat. $51^{\circ} 39' 40''$ N., long. $1^{\circ} 6' 20''$ E.

(b.) Maplin Lighthouse Tidal Mark is a horizontal bar, 9 feet in length by 1 foot in breadth, painted white, with the figure 5 in black upon it, and fixed between two piles on the S.S.E. face of the lighthouse, its lower edge being 5 feet above the level of low water springs.

Approximate position, lat. $51^{\circ} 34' 55''$ N., long. $1^{\circ} 4''$ E.

This Notice affects the following Admiralty Charts:—North Foreland to Orfordness, No. 1610 (1, 2); English Channel, No. 2675c. (1, 2); Dungeness to the Thames, No. 1895 (1, 2); the Downs, No. 1828 (1, 2); North Foreland to the Nore, No. 1607 (3); Kentish Knock and the Naze, &c., No. 1975 (3). Also List of Lights, Part I, 1893, No. 122; Channel Pilot, Part I, 1893, pages 353, 358, 350; and North Sea Pilot, Part III, 1889, pages 304, 311.

No. 66.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.

(1.) Floating Wreck westward of the Skagerrak.

INFORMATION has been published in the Shipping Gazette that the steamer "Tortona" reports having passed on 27th January, 1894, in lat. 57° N., long. 4° E., a water-logged vessel of about 700 tons, timber laden. The lower masts were standing, the bulwarks and everything on deck had been washed away, and the sea was breaking completely over the vessel.

This wreck presents a danger to shipping, and is directly in the track of vessels between the Baltic and the Firth of Forth.

(2.) Sunken Wreck northward of Heligoland.

Also, that the steamer "Hamburg" reports having passed, on 27th January, 1894, a sunken wreck, lying 12 miles N. by E. $\frac{1}{2}$ E. from Heligoland.

Approximate position, lat. $54^{\circ} 28'$ N., long. $7^{\circ} 54'$ E.

[Variation 13° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182b (1), 2182a (2); Eider River to Blaavand Pt., No. 1887 (2). Also, North Sea Pilot, Part IV, 1892, pages 33–35, 196.