

A recent survey by Her Majesty's surveying vessel "Stork" shows that the above lights (1 and 2) in line, bearing S. 40° E., lead in mid-channel through the new Straight Boghaz Pass.

Also, with reference to Notice to Mariners, No. 288 of 1893:—

3. A light buoy, showing a red gas light, will be permanently placed on the eastern side of the outer entrance of the new Straight Boghaz Pass, in the position previously occupied by the black and white chequered buoy. This buoy is about 100 feet north-eastward of the eastern limit of the deep water channel, and as it is moored in an exposed position, the light will be liable to extinction in bad weather.

4. A light buoy, showing a red gas light, and named "Pivot" buoy, will be permanently moored in the line of the breakwater, and at a distance of $3\frac{1}{2}$ cables from its extremity. Vessels should pass southward of this buoy, and, unless a permanent berth has been allotted to them, should then steer N.E. $\frac{1}{2}$ E. (N. 50 E.) for the outer harbour anchorage.

5. A light buoy, showing a red gas light, will be permanently moored on the eastern edge of Harbour Bank, in the position with the lighthouse on the extremity of the Inner Mole bearing E. by N. $\frac{1}{4}$ N. (N. 76° E.), distant 2 cables.

This buoy is intended as a guide to vessels proceeding to take up allotted berths in the inner harbour, and such vessels must sound their whistles in good time to give notice to vessels quitting the inner harbour, which last should then wait until the arriving vessel has rounded the Inner Mole before attempting to do so themselves.

6. Regulations for preventing Collisions.—With a view to lessen any risk of collision in the New Pass, the following regulations are established: and for the purpose of these regulations the Pass is defined as all water included in the space aligned by the four lattice beacons at Mex, from the Breakwater Lighthouse bearing E. by N. (N. 79° E.), to Ras-el-Tin (Eunostos Point) Lighthouse bearing E.N.E. (N. 67° E.).

ART. I. Only one steamer at a time is permitted to use the Pass.

ART. II. Steamers quitting the port are to give way to those arriving; and if they see an arriving vessel about to enter the Pass, are not to do so themselves until that vessel is clear of it, and has reached the Pivot Buoy off the end of the breakwater.

ART. III. Before entering the Pass arriving steamers must, between sunrise and sunset, hoist the International Code Signal R.L.M. (Wait), and sound their whistles. After sunset a blue light must be burnt by all steamers approaching the entrance to the Pass whether inwards or outwards.

ART. IV. If an outgoing steamer happens to be in the Pass at the time an incoming one arrives at the sea end with the intention of entering (as notified by hoisting R.M.L., or burning a blue light), the outgoing steamer will hoist the same signal, or burn a blue light, and sound her whistle; the arriving steamer will then wait outside until the outgoing one has passed the shoal marked by the Boghaz Buoy and is clear of the Pass.

Vessels should not approach the entrance to the Pass, unless with the object of entering.

ART. V. All arriving steamers must anchor in the outer harbour, unless they belong to Steam Navigation Companies which rent a berth at the quays, or have buoys appropriated to their use in the Inner Harbour.

ART. VI. Sailing vessels will cross the paths of

steamers in the Straight Boghaz Pass at their own risk.

In order to enable vessels, leaving the port by night, to know whether an arriving vessel is already in the Pass, or about to enter it from seaward, a signal station will be established on Mex shore upon the tower marking the north-east limit of the quarantine anchorage.

Two white lights, placed vertically, will be shown all night at this station when the Pass is clear. When a vessel is about to enter from seaward, or is already in the Pass, two red lights, placed vertically, will be shown; in which case the vessel, about to leave the port, should not pass the Pivot Buoy until the white lights are substituted for the red lights.

In the daytime, one black ball will signify the same as two white lights by night, and two black balls the same as two red lights.

NOTE.—Vessels, intending to enter the Pass from either end, are warned not to attempt to do so, until the central line of the vessel is steady on the line of the Mex Lighthouses or Lights in line. There is ample deep water space to enable this to be done at either end of the Pass, and if it is found that the vessel cannot be steered with tolerable steadiness on the leading line, she should be stopped and turned round before reaching the entrance, and be again placed on the leading line.

Dredging operations are still in progress, and it is proposed to obtain a depth of 30 feet through the new Boghaz Straight Pass by the end of 1894.

[Variation 5° Westerly in 1894.]

This Notice affects the following Admiralty Plan:—Port of Alexandria, No. 243. Also, List of Lights, Part IV, 1894, No. 1089*; Mediterranean Pilot, Vol. II, 1885, pages 264–269; and Supplement, 1891, relating to Mediterranean Pilot, Vol. II, pages 19, 20.

No. 316.—ALL STATIONS.

FRANCE—WEST COAST.

Ile D'Yeu—Intended Alteration in Principal Light, Exhibition of Provisional Light, and Establishment of Fog Signal.

THE French Government has given notice, dated 5th June, 1894, that the works for altering Ile D'Yeu Principal Light, from a fixed to a flashing light, will shortly be commenced, and that during their progress the present light will be replaced by a provisional light:—

Ile D'Yeu Principal Light will be an electric, flashing light every five seconds, elevated 177 feet above high water, and visible in clear weather from a distance of 19 miles.

Ile D'Yeu Provisional Light will be a fixed white light, shown from the upper gallery of the lighthouse at an elevation of 190 feet above high water, and obscured, from the eastern side of Ile D'Yeu, by the lighthouse.

Approximate position, lat. 46° 43' 10" N., long. 2° 23' W.

Also, that a fog signal will be established in a building constructed of masonry, erected near the semaphore, and about 4,900 feet N. 37° W. from Ile D'Yeu principal lighthouse:—

Ile D'Yeu fog signal will consist of a siren, worked by compressed air, which, during thick or foggy weather, will give one blast of about three seconds duration every minute.

NOTE.—During the progress of the works, the flashing light may be occasionally exhibited, and the fog signal sounded.

Further notice will be given of the dates of the exhibition of the provisional light, the exhibition of the permanent light, and the establishment of the fog signal.