

Plan:—Port Malaga, No. 1848. Also, List of Lights, Part IV, 1894, No. 19; and Mediterranean Pilot, Vol. I, 1894, page 81.

No. 615.—CHANNEL AND WESTERN STATION.

ENGLAND—WEST COAST—BRISTOL CHANNEL.  
*Barry Docks—Signals to Vessels Entering Lady Windsor Lock.*

INFORMATION has been received through the Trinity House, London, that the under-mentioned signals have been adopted by the Barry Railway Company for vessels entering Lady Windsor Lock, Barry Docks:—

By day, entering from seaward:—

When one vessel only is to enter the lock, a red flag will be shown on a mast on the end of the west jetty.

When two vessels are to enter, a black ball over a red flag on the same mast.

When there is a level through, a red flag will be shown on the end of the west jetty, and a black ball on the end of the east jetty.

When a blue hand flag is exhibited on either jetty, it indicates to vessels approaching that the entrance is not clear.

By night, entering from seaward:—

When one vessel only is to enter, a green light will be shown on a mast on the end of the West Jetty at a height of about 45 feet.

When two vessels are to enter, two green lights, placed vertically about 6 feet apart, on the same mast.

When there is a level through, a green light will be shown on the end of the West Jetty, and a green light on the end of the East Jetty, each at a height of about 45 feet.

A small red hand light, on either jetty, indicates to vessels approaching that the entrance is not clear.

The above signals do not alter the meaning of the signals for entering the basin, and the preparatory flag or light referred to in the Bye-law will be used when necessary both for the basin and the Lady Windsor Lock.

When there is no level through, all vessels must be brought up at the jetty before entering the dock, and tow ropes must be landed.

As soon as the last vessel to enter the lock has arrived between the breakwaters, the signals will be hauled down; after which no vessels, intending to enter the lock, shall pass inside the breakwaters until the signals are again hoisted.

By day, entering the lock from the dock:—

When the lock is clear for a vessel to enter, a red flag will be hoisted on a mast on the west side of the lock.

When the lock is not clear, a blue flag will be hoisted on the same mast.

By night, entering the lock from the dock:—

When the lock is clear for a vessel to enter, a green light will be shown at a height of about 32 feet, on a mast on the west side of the lock.

When the lock is not clear, a red light will be shown on the same mast.

A small blue hand flag by day, or a small red light by night, indicates to vessels approaching that the lock is not clear, and they are to proceed slowly.

The Rules and Bye-laws in force for vessels coming down the dock will also apply at the Lady Windsor Lock.

This Notice affects the following Admiralty Chart:—Cardiff and Barry Roads, with approaches, No. 1182. Also Sailing Directions for the West Coast of England, 1891, page 171.

No. 616.—MEDITERRANEAN STATION.  
BLACK SEA.

*Kertch Strait—Tuslinski Light-vessel Replaced.*

WITH reference to Notice to Mariners No. 567 of 1894:—

The Russian Government has given further notice, dated 22nd October, 1894, that Tuslinski Light-vessel (two fixed white lights) has been replaced at her station.

Approximate position, lat.  $45^{\circ} 15\frac{1}{2}'$  N., long.  $36^{\circ} 29\frac{1}{4}'$  E.

This Notice affects the following Admiralty Charts:—Euxine or Black Sea, No. 2214; Sevastopol to Kertch Strait, No. 2233; Kertch Strait, No. 2205. Also Lists of Lights, Part IV, 1894, No. 965; and Sailing Directions for Dardanelles, Sea of Marmara, &c., 1893, page 268.

No. 617.—MEDITERRANEAN STATION.

MEDITERRANEAN—ASIA MINOR.

*Rocky Patch in Budrum Bay.*

INFORMATION has been received from Captain F. C. B. Bridgeman-Simpson, Her Majesty's ship "Ramillies," dated 25th October, 1894, of the existence of a rocky patch, south-eastward of Kalessi Point, Budrum Bay:—

This patch has been examined by Staff-Commander T. Hawkins Smith, who found it to be about 200 feet in extent within the 5-fathoms contour line. From its south extreme, where the depth is 4 fathoms, the rocky south-east extreme of Kalessi Point bears N.W. by N. ( $N. 34^{\circ} W.$ ), distant  $1\frac{5}{10}$  cables; and St. Georgio Point E. by N.  $\frac{1}{4}$  N. ( $N. 76^{\circ} E.$ ).

The least water obtained was 18 feet, in a position about 30 yards northward of the south extreme of the patch, but as little as 15 feet has been reported, and that depth may exist, as the bottom is uneven.

Approximate position, south extreme patch, lat.  $37^{\circ} 1' 45''$  N., long.  $27^{\circ} 27' 40''$  E.

[Variation  $5^{\circ}$  Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Gulfs of Kos, Doris, and Symi, No. 1604; Budrum, No. 1606. Also, Mediterranean Pilot, Vol. IV, 1892, page 171.

No. 618.—CHANNEL AND WESTERN AND ALL FOREIGN STATIONS.

NORTH ATLANTIC OCEAN.

*Derelict Barque "Hakon Jarl."*

INFORMATION has been received that the derelict barque "Hakon Jarl," of Christiansand (timber laden) has been seen by several vessels between 11th September, 1894, in lat.  $51^{\circ} N.$ , long.  $33^{\circ} W.$ ; and 18th October, 1894, in lat.  $46^{\circ} 30' N.$ , long.  $34^{\circ} W.$

From the last position, the derelict was apparently drifting to the south-westward; and Mariners are warned that from the reports of her condition she is likely to be a danger to navigation for some time to come, but it is impossible to forecast the direction of her movements.

No. 619.—ALL STATIONS.

PORTUGAL.

*Cape St. Vincent Light—Amendment to Chart No. 92.*

IN certain copies of Admiralty Chart, Cape St. Vincent to the Strait of Gibraltar, No. 92, a line is drawn from Cape St. Vincent Light, in a S.E. by S. ( $S. 34^{\circ} E.$ ) direction, with the remark against it "Light not visible east of this line." The line and the remark should be erased, as Cape St. Vincent Light is visible over the lower land