

25 feet above high water, and is not fully visible until it bears eastward of N. 62° E.

That line of bearing of the light leads about half a cable northward of the works in progress for the extension of the New Mole, and vessels should have Ragged Staff Light fully visible when rounding that mole.

Approximate position, lat. 36° 7' 40" N., long. 5° 21' 30" W.

[Variation 16° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Gibraltar Bay, No. 1448; Gibraltar, No. 144. Also, List of Lights, Part III, 1894, No. 496; Part IV, 1894, No. 11; Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, page 413; and Mediterranean Pilot, Vol. I, 1894, page 45.

#### No. 662.—MEDITERRANEAN STATION.

##### ADRIATIC—EASTERN SHORE.

Port Zara—Signals when Entrance of Vessels is Prohibited.

THE Austrian Government has given notice, dated 17th November, 1894, that the under-mentioned signals are shown from a small building, recently erected on the western angle of Zara Sea-Wall, when vessels are prohibited from entering Port Zara.

By day:—A red cone.

By night:—Two red lights, placed vertically.

Approximate position, lat. 44° 7' 5" N., long. 15° 13' 15" E.

This Notice affects the following Admiralty Chart:—Grössa Island to Zirona Channel, No. 2774. Also, List of Lights, Part IV, 1894, page 110; Mediterranean Pilot, Vol. III, 1890, pages 216, 217; and Supplement, 1894, relating to Mediterranean Pilot, Vol. III, page 11.

#### No. 663.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

##### NEWFOUNDLAND—SOUTH COAST.—MIQUELON ISLANDS.

##### Plate Point Light Apparatus Destroyed.

THE French Government has given notice, dated 23rd November, 1894, that the light apparatus (flashing white, with red sector) of Plate Point Lighthouse, Langlade or Little Miquelon, has been destroyed by fire:—

Until the light is re-exhibited, the fog signal close to this lighthouse (a siren sounded twice every minute, or if the siren is disabled, a gun fired every twenty minutes) will be given every night.

Approximate position, lat. 46° 49' N., long. 56° 24' W.

This Notice affects the following Admiralty Charts:—Gulf of St. Lawrence, No. 2516; Newfoundland, No. 232a; Burin Harbour to Devil Bay, No. 893; Miquelon Islands on Sheet No. 303. Also, List of Lights, Part VII, 1894, No. 41; and Newfoundland Pilot, 1887, page 90.

#### No. 664.—BALTIC STATION.

##### BALTIC ENTRANCE—KATTEGAT.

Marstrand Fiord—Lights on Great Dyrö and Elgö.

THE Swedish Government has given notice, that on 1st December, 1894, the undermentioned lights, each dioptric, sixth order, and shown from a small iron lighthouse, painted white, would be exhibited from Great Dyrö and Elgö:—

a. Great Dyrö Light, on the south-west side of the island, is a flashing light, showing white from N. 62° E. to N. 75° E.; and red from N. 75° E. to N. 81° E.; it is elevated 42 feet above the sea,

and in clear weather the white light is visible 7 miles and the red light 4 miles.

Approximate position on Plan No. 129, lat. 57° 55' 30" N., long. 11° 36' 45" E.

b. Elgö front leading Light, at the west end of the island, is a white flashing light, visible when in line with the rear light, or when bearing S. 85° E.; it is elevated 44 feet above the sea, and visible in clear weather from a distance of 7 miles.

Approximate position on Plan No. 129, lat. 57° 55' 40" N., long. 11° 40' 30" E.

Elgö rear leading Light is fixed light, showing the following sectors:—white when in line with the front light, or bearing S. 85° E.; green from S. 30° W. to S. 41° W.; white from S. 41° W. to S. 45° W.; and red from S. 45° W. to S. 56° W. It is elevated 90 feet above the sea, and in clear weather the white light is visible 7 miles, the red 4 miles, and the green 2 miles.

The lighthouse is situated S. 85° E., distant 213 yards, from the front lighthouse.

The Elgö Lights in line, bearing S. 85° E., lead in the channel between Meholmarne and Stenskar.

These lights are exhibited annually from 1st August to 1st May, and not being constantly watched they cannot be implicitly relied on.

[Variation 11° Westerly in 1894.]

This Notice affects the following Admiralty Plan:—Hönö to the Paternosters, &c., No. 129. Also, List of Lights, Part II, 1894, page 93; and Norway Pilot, Part I, 1888, page 347.

#### No. 665.—BALTIC STATION.

##### BALTIC ENTRANCE—SKAGERRAK.

Hällö—Leading Lights Southward of Grafverna.

THE Swedish Government has given notice that, on 1st December, 1894, the undermentioned sixth order dioptric, leading lights, each shown from a small iron lighthouse, painted white, would be exhibited southward of Grafverna:—

Grafverna Front Light is a white flashing light, elevated 49 feet above the sea, and visible in clear weather from a distance of 7 miles.

Approximate position on Plan No. 156, lat. 58° 21' 30" N., long. 11° 15' 10" E.

Grafverna Rear Light is a fixed white light, elevated 92 feet above the sea, and visible in clear weather from a distance of 7 miles.

It is situated N. 35° E., distant 219 yards, from the front light.

The above lights in line, bearing N. 35° E., lead in the channel between Hällö and Stenskar; eastward of Hamnb, Alkraken and Nisseb; and westward of Doholmar.

The above lights are exhibited annually from 1st August to 1st May, and not being constantly watched cannot be implicitly relied on.

[Variation 11° Westerly in 1894.]

This Notice affects the following Admiralty Plan:—Måseskar to Hällö, No. 156. Also, List of Lights, Part II, 1894, page 98; and Norway Pilot, Part I, 1888, page 332.

#### No. 666.—AUSTRALIA STATION.

##### AUSTRALIA—SOUTH COAST.—PORT PHILIP.

##### Geelong Approach—Signals from Dredger in Hopetoun Channel.

THE Government of Victoria has given notice, dated 8th October, 1894, that dredging operations would be commenced forthwith at the east end of Hopetoun Channel (formerly known as New Ship Channel), and during their progress the under-mentioned signals will be shown from the dredger on the side on which vessels should pass.

By day:—A basket ball.

By night:—Three red lights placed vertically.