

dated 27th April, 1895, that a light buoy, showing an occulting white light, and painted red and black in horizontal stripes with the word "Jade" on it in white letters, has been moored in a depth of $7\frac{1}{2}$ fathoms northward of Wangeroo, in approximately lat $53^{\circ} 50' 5''$ N., long. $7^{\circ} 52' 25''$ E.

A small, red, conical buoy is moored closed north-westward of the light-buoy.

This Notice affects the following Admiralty Chart:—Elbe, Weser, and Jade Rivers, No. 1875. Also, North Sea Pilot, Part IV, 1892, pages 180, 183.

No. 253.—MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

RED SEA.

Gulf of Akabah—Reefs in Strait of Tiran.

NOTICE is given that the reefs at the entrance of the Gulf of Akabah are wrongly shown on Admiralty Chart, No. 8a. Instead of a clear passage between Tiran Island and the eastern coast of the peninsula of Suez; reefs project to the westward from Tiran Island towards the coast reef extending half a mile from Ras Nuzerani; leaving a narrow channel only about 2 cables in width between the edges of these dangers.

Approximate position, Ras Nuzerani, latitude $27^{\circ} 57\frac{1}{2}'$ N., longitude $34^{\circ} 27'$ E.

This Notice affects the following Admiralty Chart:—Red Sea, No. 8a. Also, Red Sea Pilot, 1892, page 261.

No. 254.—BALTIC STATION.

BALTIC.—GERMAN SHORE.

Gulf of Danzig—Flashing Light on Frische Nehrung.

THE German Government has given notice that, on 1st May, 1895, a light would be shown from a lighthouse recently erected on a high sand-hill close north-eastward of Kahlberg Village, Frische Nehrung:—

Kahlberg Light is a third order, flashing white light, elevated 157 feet above the sea, and visible from a distance of 18 miles in clear weather.

The lighthouse, a cylindrical tower with a quadrangular base, is constructed of red bricks, with an octangular gallery of granite above and a gray lantern. The keeper's dwelling, constructed of bricks, adjoins the lighthouse on the east side.

Approximate position, lat. $54^{\circ} 23' 15''$ N., long. $19^{\circ} 27' 2''$ E.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842b; Rixhöft to Bruster Ort, No. 2369. Also, List of Lights, Part III, 1895, page 80; and Baltic Pilot, 1888, page 174.

No. 255.—ALL STATIONS.

ENGLAND—EAST, SOUTH, AND WEST COASTS.

Alteration in Fog Signal on board Certain Light-vessels.

WITH reference to Notice to Mariners No. 3 of 1895:—

The Trinity House, London, has given further notice that, on 1st May, 1895, fog trumpets worked by hand were substituted for the gongs previously in use on board the undermentioned light-vessels on the east, south, and west coasts of England:—

The light-vessels are:—Dudgeon (1), Inner Dowsing (2), Leman and Ower (3), Would (4), St. Nicholas (5), Corton (6), Black Deep (7), Edinburgh Channel (8), Varne (9), Warner (10), Calshot (11), Selker (12).

The fog signal on board each of the above light-vessels consists of a hand-trumpet, which, during

thick or foggy weather, will give two blasts in quick succession at intervals not exceeding two minutes, each blast being of the same pitch, and of about four seconds duration.

The intervals will be shortened as vessels approach, and should a vessel come dangerously close, the sound will be continuous until she has passed.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a (1, 2, 3, 4, 6, 9); Blakeney to Flamborough Head, No. 1190 (1, 2); Orfordness to Blakeney, No. 1630 (1, 3, 4, 5, 6); Yarmouth and Lowestoft Roads, No. 1543 (5, 6); North Foreland to Orfordness, No. 1610 (7, 8); North Foreland to the Nore, No. 1607 (7, 8); Dover and Calais, &c., No. 1406 (8, 9); English Channel, No. 2675c (8, 9, 10); English Channel, No. 1598 (9); Dungeness to the Thames, No. 1895 (9); Owers to Dungeness, No. 2451 (9); Portland to Owers, No. 2450 (10, 11); Owers to Christchurch, No. 2045 (10, 11); Spithead, No. 2050 (10); English Channel, No. 2675b (10); the Solent, No. 2040 (11); Southampton Water, No. 1905 (11); East Coast of Ireland, No. 1824a (12); Irish Channel, No. 1825a (12); Formby Point to Kirkcudbright, No. 1826 (12). Also, List of Lights, Part I, 1895, Nos. 189, 190, 181, 178, 168, 167, 130b, 130a, 110, 87, 66, 575; North Sea Pilot, Part III, 1889, pages 196, 162, 213, 207, 225, 340; Supplement, 1894, relating to North Sea Pilot, Part III, page 39; Channel Pilot, Part I, 1893, pages 259, 234; and Sailing Directions for the West Coast of England, 1891, page 338.

No. 256.—NORTH SEA AND BALTIC STATIONS.

ENGLAND—EAST COAST.

(1.) *River Humber—Postponement of Exhibition of Spurn Point New Light.*

WITH reference to Notice to Mariners No. 2 of 1895:—

The Trinity House, London, has given further notice, that the exhibition of the flashing white light, from the new lighthouse on Spurn Point, is unavoidably postponed until about 12th September, 1895.

The new lighthouse will be painted black, with a white horizontal band, 33 feet in width, in the middle; the lantern and gallery will also be white.

When the new light is exhibited it will be obscured, for a few nights, over a small arc on either side of the bearing of about N. 41° E., by the upper portion of the present Spurn Point High Lighthouse, which will be removed as soon as possible.

Further notice will be given when the new light is exhibited.

Approximate position, lat. $53^{\circ} 34' 40''$ N., long. $0^{\circ} 7' 10''$ E.

(2.) *Farn Island—Alteration in Colour of Longstone Lighthouse.*

Also, dated 29th April, 1895, that a horizontal white band, 20 feet in width, will shortly be painted, in the middle part of Longstone Lighthouse, west side of Farn Island.

Approximate position, lat. $55^{\circ} 39' 0''$ N., long. $1^{\circ} 37' 0''$ W.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a (1); Flamborough Head to Hartlepool, No. 1191 (1); Entrance to the River Humber, No. 109 (1). Also, List of Lights, Part I, 1895, Nos. 193, 248; North Sea Pilot, Part III, 1889, pages 137, 138, 33; and Supplement, 1894, relating to North Sea Pilot, Part III, page 4.