

No. 343. — MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN—TUNIS.

Jerba Island—Flashing Light on Burj Jilij.

THE French Government has given notice that, on 1st June, 1895, a light was exhibited from Burj Jilij, north-west point of Jerba Island:—

Burj Jilij Light is a dioptric, flashing red light every five seconds; illuminating power 300 becs Carcel (3,000 candles), elevated 59 feet above high water, and visible from a distance of 13 miles in clear weather.

The lighthouse, about 40 feet high, is an octagonal tower.

Approximate position, lat. $33^{\circ} 53' 5''$ N., long. $10^{\circ} 44' 45''$ E.

This Notice affects the following Admiralty Charts:—Mediterranean Sea, No. 2158a; Mahedia, to Ras Makhabez, No. 249. Also, List of Lights, Part V, 1895, page 206; and Mediterranean Pilot, Vol. I, 1894, page 323.

No. 344. — MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN.

Lampedusa Island—Alteration in Light on Cavallo Blanco.

THE Italian Government has given notice that, on 15th June, 1895, the light shown from the eastern side of entrance to Lampedusa Harbour would be altered from a fixed white light to a flashing red light every eleven seconds; thus:—flash, four seconds; eclipse, seven seconds; elevated 69 feet above the sea, and visible from N. 37° W., through north and east, to S. 53° W.

It is shown from an iron standard, on a small building of masonry.

Approximate position, on Plan No. 192, lat. $35^{\circ} 29' N.$, long. $12^{\circ} 35' E.$

[Variation 10° Westerly in 1895.]

This Notice affects the following Admiralty Charts:—Sardinia to Malta, &c., No. 165; Lampedusa Isles on Sheet No. 193; Lampedusa, No. 192. Also, List of Lights, Part V, 1895, No. 451; and Mediterranean Pilot, Vol. I, 1894, page 348.

No. 345. — NORTH SEA AND BALTIC STATIONS.

NORTH SEA.

Derelict Northward of the Texel.

INFORMATION has been published in the Shipping Gazette that the master of the steamer "Clan Matheson" reports having passed at 9h. 15m. A.M., 15th June, 1895, in lat. $53^{\circ} 33' N.$, long. $4^{\circ} 16' E.$, a derelict wooden vessel of about 250 tons, deeply immersed and floating bottom upwards.

This derelict was also sighted by Her Majesty's ship "Endymion" on 18th June in latitude $53^{\circ} 37' N.$, longitude $4^{\circ} 0' E.$

This Notice temporarily affects the following Admiralty Chart:—North Sea, No. 2182a.

No. 346. — ALL STATIONS.

NORTH ATLANTIC OCEAN.

Floating Wreck Westward of Entrance to English Channel.

INFORMATION has been published in the Shipping Gazette that the Master of the "Wilhelmine" reports having passed, on 15th June, 1895, in lat. $48^{\circ} 30' N.$, long. $11^{\circ} 20' W.$, a portion of a copper-bottomed vessel of about 700 tons, apparently timber laden, and floating bottom upwards, with one end under water.

This Notice temporarily affects the following Admiralty Charts:—North Atlantic, Eastern Portion, No. 2060a; British Islands to Mediterranean Sea, No. 1.

No. 347. — NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—VIRGINIA.

Chesapeake Bay—Alteration in Fog Signal Onboard Smith Point Light-Vessel.

WITH reference to Notice to Mariners, No. 183 of 1895:—

The United States Government has given notice that, on or about 10th June, 1895, the fog signal onboard Smith Point Light-vessel, would be altered from a bell to a twelve-inch steam-whistle, which during thick or foggy weather will give two blasts every one hundred and ten seconds, thus:—blast of five seconds duration; silence, ten seconds; blast of five seconds duration; silence, ninety seconds.

If the whistle be disabled a bell will be rung by hand.

Approximate position, latitude $37^{\circ} 52' 30'' N.$, longitude $76^{\circ} 10' 10'' W.$

This Notice affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake Bay, No. 355a; Sheet 3, No. 2843c. Also, List of Lights, Part VIII, 1895, No. 794; Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 169; and Hydrographic Notice No. 7 of 1888, relating to that work, page 24.

No. 348. — CHANNEL AND WESTERN, AND ALL FOREIGN STATIONS.

ENGLAND—WEST COAST.

Milford Haven—Extension of Submarine Minefield South-Eastward.

NOTICE is given that the area set apart for a submarine minefield in Sandy Haven Bay, Milford Haven, has been extended to the south-eastward.

A buoy, painted white and green, in horizontal stripes, will shortly be moored in a depth of two fathoms at the south-east angle of the minefield, in a position with Stack Rock Flagstaff bearing N.W. by W. $\frac{1}{2}$ W., distant $4\frac{1}{2}$ cables; and Angle Point Life-boat House S. $\frac{1}{4}$ W.

Approximate position, lat. $51^{\circ} 42' 0'' N.$, long. $5^{\circ} 4' 45'' W.$

Vessels are prohibited from anchoring in or passing through the area set apart for the submarine minefield, which is bounded to the westward by a line from Great Castle Head to the buoy lying three-quarters of a mile W.N.W. from Stack Rock; to the southward, by a line from that buoy to Stack Rock and thence to the above buoy at the south-east angle of the minefield; and to the eastward, by a line from the last buoy to Little Wick.

As practice, which will interfere with anchoring, occasionally takes place in a part of the fairway, no vessel should anchor or trawl in the fairway eastward of a N.E. bearing of Stack Rock, nor westward of a south bearing of Angle Point.

[Variation 17° Westerly in 1895.]

This Notice affects the following Admiralty Plan:—Milford Haven, No. 2393. Also, Sailing Directions for the West Coast of England, 1891, page 103.

No. 349. — SOUTH-EAST AMERICA, AND NORTH AMERICA AND WEST INDIES STATIONS.

UNITED STATES.

Inland Rules of the Road to be Followed in Certain Ports.

THE United States Government has given