

with the following sectors:—White from N. 82° E., through east, to S. 33° E. (over Meloria Banks); green from S. 33° E., through south and west, to N. 33° W.; and obscured in other directions. It is visible in clear weather from a distance of twelve miles.

Approximate position, lat. 43° 33' 10" N., long. 10° 17' 30" E.

2. The light at the extremity of Rettilinea Mole has been altered from fixed white to an occulting red light, visible in clear weather from a distance of six miles.

Owing to a temporary defect in the apparatus, the period of this light is irregular.

[Variation 11° Westerly in 1896.]

This Notice affects the following Admiralty Charts:—San Remo to Cape Cavallo, No. 157; Leghorn Roadstead, with Plan of Leghorn, No. 2554. Also, List of Lights, Part V, 1896, Nos. 299, 300; and Mediterranean Pilot, Vol. II, 1895, pages 151, 152.

#### No. 165.—UNITED STATES—FLORIDA.

*Tampa Bay—Alteration in Egmont Cay Light.*

THE United States Government has given notice that, on 21st March, 1896, the sector of red light, visible from N. 25° E., through east, to S. 84° E., shown from Egmont Cay Lighthouse, would be discontinued; and two narrow sectors of red light would be shown from that lighthouse, one visible over Tampa Bay Southwest Channel Bar Bell Buoy (black and white vertical stripes), approximately on the bearing N. 28° E.; the other visible over Tampa Bay North Channel Entrance Whistle Buoy (black and white vertical stripes), approximately on the bearing S. 84° E.

Approximate position, lat. 27° 36' 5" N., long. 82° 45' 40" W.

[Variation 3° Easterly in 1896.]

This Notice affects the following Admiralty Charts:—Tortugas Cays to Cape San Blas No. 1274; Tampa Bay, No. 2897. Also, List of Lights, Part VIII, 1896, No. 932; and West India Pilot, Vol. I, 1893, page 561.

#### No. 166.—ITALY—SOUTH COAST.

*Taranto—Signal for Vessels Entering Mar Piccolo.*

WITH reference to the information given at pages 302, 303, Mediterranean Pilot, Vol. II, 1895, that "to pass through Passagio Piccolo, the canal between Taranto Harbour (Mar Grande) and Mar Piccolo, vessels should hoist the signal 'F.R.' to have the bridge opened":—

Information has been received from the Italian Government, dated 14th March, 1896, that the signal for the above purpose is not "F.R." but "I.F.R."

This Notice affects the Mediterranean Pilot, Vol. II, 1895, page 303.

#### No. 167.—RED SEA—WESTERN SHORE.

*Dangers in Eastern Approach to Sawákin.*

INFORMATION, relating to the existence of the undermentioned dangers eastward of Sawákin, has been received from the Eastern Telegraph Company:—

1. A reef, of a circular shape, half a mile in diameter, which shows light green, is situated south-eastward of Shab Mobiyet, in approximately lat. 19° 10' 30" N., long. 37° 41' 50" E.

2. Three small reefs, each about a cable in extent, lying in a line east and west, are situated, the western one, in approximately lat. 19° 9' 30" N., long. 37° 48' 20" E.; with the eastern one bearing E.  $\frac{1}{2}$  N. (N. 89° E.), distant 4  $\frac{1}{2}$  cables from it.

3. A coral shoal, with a depth of 2  $\frac{1}{2}$  fathoms on it, and 5 to 7 fathoms around, is situated north-north-east of Green Reef, in approximately lat. 18° 59' 50" N., long. 37° 43' 40" E.

NOTE.—In consequence of foul ground having been found to extend further eastward from South Jumna Shoal than has hitherto been shown, the "track recommended" on the Admiralty Chart has been altered to pass one mile westward of Shab Gusser, turning towards Sawákin when about 2 miles westward of Shab Tuil.

[Variation 4° Westerly in 1896.]

This Notice affects the following Admiralty Charts:—Red Sea, No. 8c; Mersa Durúr to Trinkitat, No. 81. Also, Red Sea and Gulf of Aden Pilot, 1892, pages 169, 174.

#### No. 168.—ITALY.

*Amendments to Descriptions of Certain Lights.*

INFORMATION has been received from the Italian Government, dated 16th March, 1896, that the undermentioned amendments should be made to the description of certain lights, on the coast of Italy, in the various Admiralty publications:—

1. Cape Sandalo Light, previously described as fixed and flashing, is a flashing white light every minute, thus:—flash, twelve seconds; eclipse, forty-eight seconds.

Approximate position, lat. 39° 8  $\frac{1}{2}$ ' N., long. 8° 14  $\frac{1}{2}$ ' E.

2. Spadillo Point Light, previously described as fixed and flashing, is an occulting white light about every twenty seconds, thus:—light, eleven seconds; eclipse, nine seconds.

Approximate position, lat. 36° 49  $\frac{1}{4}$ ' N., long. 12° 0  $\frac{3}{4}$ ' E.

3. Sottile Point Light, previously described as flashing every minute, is a flashing white light about every thirty-five seconds, thus:—flash, eleven seconds; eclipse, twenty-four seconds.

Approximate position, lat. 37° 56' N., long. 12° 16  $\frac{3}{4}$ ' E.

4. Bari Light, at extremity of breakwater constructing, previously described as flashing red and white alternately, is a fixed white light, varied by a red flash every twenty seconds.

Approximate position, lat. 41° 8  $\frac{1}{4}$ ' N., long. 16° 51  $\frac{3}{4}$ ' E.

Also, that fog signals have been established at the undermentioned lighthouses:—

5. At Port Cescanico, a fog signal, consisting of a bell, near the lighthouse at the extremity of the Mole.

Approximate position, lat. 44° 12  $\frac{1}{4}$ ' N., long. 12° 24  $\frac{3}{4}$ ' E.

6. At Port Corsini, a fog signal, consisting of a bell, which, during thick or foggy weather, is struck by machinery every forty seconds, near the lighthouse at the entrance to the canal.

Approximate position, lat. 44° 29  $\frac{1}{4}$ ' N., long. 12° 17  $\frac{3}{4}$ ' E.

This Notice affects the following Admiralty Charts:—Mediterranean Sea, Nos. 44<sup>c</sup>, 2158a (1, 2, 3); Sardinia to Malta, No. 105 (1, 2, 3); Sardinia, No. 101a (1); Mazzara to Palma, No. 186 (2); Cefalù to Mazzara, No. 170 (1); Trapani to Marsala, No. 189 (3); Brindisi to Ortona, with Plan of Bari, No. 159 (4); Ortona to the River Po, with Plan of Corsini, No. 200 (5, 6). Also, List of Lights, Part V, 1896, Nos. 247, 452, 419, 478, 503, 508; Mediterranean Pilot, Vol. I, 1894, pages 492, 327, 363; and Mediterranean Pilot, Vol. III, 1890, pages 65, 99, 181.