

the month of April, 1886, it is intended to re-arrange the buoyage from Aldborough Ridge to the S.E. Maplin Buoy, including the Inner Channels, Harwich Harbour, and North Galloper, in conformity with the Uniform System of Buoyage, viz. :—

Conical buoys on starboard hand entering port, or with the main stream of flood tide.

Can buoys on port hand entering port, or with the main stream of flood tide.

Spherical buoys at the ends of Middle Grounds.

The colours and other distinctions proper to the position of each buoy will remain unchanged.

When these alterations have been effected, the whole of the buoyage of the Thames Estuary will be in conformity with the Uniform System.

No further notice concerning the above alterations will be given.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
13th February, 1886.

This Notice affects the following Admiralty Charts :—North Sea, No. 2182a; English Channel, Nos. 1598, 2675c; Dover and Calais to Orfordness, No. 1406; North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607; Owers to Dungeness, No. 2451 (1); Dungeness to the Thames, No. 1895 (1); the Downs, No. 1828 (1); Kentish Knock to West Swin, No. 1975 (2); Harwich, approaches to, No. 2052 (2); Harwich Harbour, No. 1491 (2). Also, Channel Pilot, Part I, 1882, pages 239–267; and North Sea Pilot, Part III, 1882, pages 192–240.

NOTICE TO MARINERS.

(No. 40.)—MEDITERRANEAN.—ADRIATIC.
GULF OF VENICE.

Port Pola—Torpedo Ground.

THE Austrian Government has given notice, that on 20th January, 1886, a line of torpedoes would be laid in a north and south direction, at a distance of nearly 2 cables from the shore, near Fisella Bay, south side of entrance to Port Pola.

The seaward extremity of the line of torpedoes is marked by a guardship, which carries a red pendant during the day, and shows a red light above a white light at night; on the approach of vessels a signal light is also shown.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
15th February, 1886.

This Notice temporarily affects the following Admiralty Plan :—Port Pola and the Brioni Islands, No. 202. Also, Mediterranean Pilot, Vol. III, 1880, page 115; and Supplement, 1884, to Mediterranean Pilot, Vol. III, page 3.

NOTICE TO MARINERS.

(No. 41.)—PORTUGAL WEST COAST.—PENINSULA OF PENICHE.

(1.) *Alterations in Cape Carvoeiro Light.*

THE Portuguese Government has given notice, that on 8th February, 1886, the following alterations would be made in the light on Cape Carvoeiro, western extreme of the Peninsula of Peniche :—

The light is a fixed red light of the third order, visible through an arc of 288°, or between the bearings of N. 36° W. and S. 72° W.; it is

elevated 180 feet above high water, and should be seen in clear weather from a distance of 17 miles.

The lighthouse, 87 feet high, is a square tower of masonry, with keepers' dwellings of one storey attached; the lantern is provisionally painted dark red.

Position, lat. 39° 21' 30" N., long. 9° 24' 25" W.

(2.) *Sul Bay—Harbour Light on Fort Cabanas.*

Also, that on 8th February, 1886, a harbour light would be exhibited on Fort Cabanas, Sul Bay, southern shore of the Peninsula of Peniche.

The light is a fixed red light, visible through an arc of 120°, elevated about 33° feet above high water, and should be seen in clear weather from a distance of 7 miles.

The illuminating apparatus is catadioptric, or by reflectors and lenses, of the fifth order.

The lighthouse, 22 feet high, is an iron column provisionally painted light red.

Approximate position, lat. 39° 21' 5" N., long. 9° 22' 35" W.

Further information concerning this light will be published in due course.

[The bearings are magnetic and are given from seaward. Variation 19° Westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
15th February, 1886.

This Notice affects the following Admiralty Charts :—British Islands to Mediterranean Sea, No. 1; Cape Finisterre to Cape St. Vincent, with plan of Peninsula of Peniche, No. 87. Also, Admiralty List of Lights on the western shores of Europe, 1886, No. 446, page 56; and Sailing Directions for the west coasts of France, Spain, and Portugal, 1885, page 271.

NOTICE TO MARINERS.

(No. 42.)—ENGLAND—EAST COAST.

Middle Cross Sand—Light-Vessel Established.

WITH reference to Notice to Mariners, No. 227 (2), of 3rd December, 1885, and previous Notices, on the intended placing a light-vessel off Middle Cross Sand, about midway between Newarp and Corton Light-vessels, and delay in the establishment of this light-vessel.

The Trinity House, London, has given further notice, dated 2nd February, 1886, that the light-vessel has been placed one mile eastward of Middle Cross Sand.

The light is a double-flashing half-minute white light, showing two successive flashes in the following manner :—A flash of five seconds' duration, an eclipse of six seconds, a flash of one and a half seconds, followed by an eclipse of seventeen and a half seconds. In other words, the double flash is long-short every half minute.

The vessel, painted red, with two broad vertical stripes in black on her sides, one forward and one well aft, with the words Cross Sand in white letters amidships, carries as a day-mark two cones (points together) at the masthead, and is moored in 19½ fathoms at low water spring tides, with the following marks, bearings, and distances :—

Martham Church, in line with a white gabled house at Scratby, N.W. ½ W. Nly.

The high mill at Southtown, in line with the southern half of the Aquarium at Yarmouth, W. ¼ N.

Newarp Light-vessel, N. by E., Ely., distant 6½ miles.

Corton Light-vessel, S.W. ½ S., distant 7½ miles.

Position, lat. 52° 38' 15" N., long. 1° 54' 30" E.