

## NOTICE TO MARINERS.

(No. 95.)—CHINA—EAST COAST.—YANG-TSE-KIANG APPROACH.

*Gutzlaff Island—Telegraph Cables.*

INFORMATION has been received, that the shore ends of six telegraph cables are landed near a small cable-house on the north-west side of Gutzlaff Island, approach to Yang-tse-Kiang from the southward.

These cables are laid approximately as follows:—

1 and 2. In a N.N.W. direction for a distance of about 14 miles, and thence along the south shore of Yang-tse-Kiang towards Pheasant Point, Wusung River.

3. In a westerly direction for about 1 mile, N.N.W. for about 14 miles, trending thence southward of Nos. 1 and 2 Telegraph Cables, towards Pheasant Point, Wusung River.

4. To the northward, curving close north-westward of the small islet N.N.E. of Gutzlaff Island, thence about E. by S. for about 12 miles, then northward of Raffles and Saddle Islands, to a position 1 mile north of North Saddle Island, and thence towards Nagasaki.

5. W.S.W. about 5 cables, then curving south-east and easterly (passing about 5 cables southward of Gutzlaff Island) for about  $2\frac{1}{2}$  miles, and thence in an E.N.E. direction towards Nagasaki.

6. In a S.S.E. direction toward Amoy, passing about three-quarters of a mile westward of Parker Islands, and about  $2\frac{1}{2}$  miles northward of Leuconna Island.

NOTE.—Vessels should not anchor in the vicinity of these cables.

[The directions are magnetic. Variation  $2\frac{1}{4}^{\circ}$  Westerly in 1886.]

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

26th April, 1886.

This Notice affects the following Admiralty Charts:—Kweshan Islands to the Yang-tse-Kiang, No. 1199; Yang-tse-Kiang to Nanking, No. 1480; Approaches to the Yang-tse-Kiang, No. 1602. Also, China Sea Directory, Vol. III, 1884, page 397.

## NOTICE TO MARINERS.

(No. 96.)—SCOTLAND—EAST COAST.  
FIRTH OF FORTH.*Isle of May High Light—Intended Alteration in Character.*

THE Commissioners of Northern Lighthouses have given notice, dated 19th April, 1886, that it is intended to make the following alteration in the character of Isle of May High Light, Firth of Forth Entrance; and that from about the middle of the month of May, 1886, till the alteration is completed, a temporary light of the same character as the present light (fixed), but of less power, will be exhibited.

The light, after being altered, will be a group flashing white light, showing four flashes in quick succession every half minute.

The operations required for the change will be completed about the beginning of July, 1886, and the new light will be exhibited about that period. Further notice of the exact date will, however, be previously given.

NOTE.—Preparations are also being made for lighting the new light by electricity, instead of oil, which will be completed during the autumn of 1886, but this change will not affect the

character of the light, which will remain group flashing as above described.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

26th April, 1886.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Scotland, East Coast, No. 2397a; Eyemouth to the Tay, No. 1407; Firth of Forth, No. 114a. Also, Admiralty List of Lights in the British Islands, 1886, No. 243; and North Sea Pilot, Part II, 1875, page 162.

## NOTICE TO MARINERS.

(No. 97.)—MEDITERRANEAN.—COAST OF  
ALGERIA.*Pilot Vessels—Distinguishing Marks and Signals.*

THE French Government has given notice, dated 1st April, 1886, that the following distinguishing marks and signals are established for the pilot vessels on the coast of Algeria:—

The vessels are painted black with white streak.

The initial letter of the name of the station to which the vessel is attached, and the number of the vessel are painted on each sail; this letter and number are carried forward and aft on the hull. An anchor is also painted on each sail.

During the day—A pilot vessel, when taking a pilot to a ship, carries at the masthead a white flag with blue border; this flag is dipped several times, until answered by the ship.

At night—Pilot vessels show a white light several times at intervals of fifteen seconds during one minute; this signal is to be repeated every quarter of an hour.

During the day—A ship requiring a pilot should hoist a white flag with blue border (or her national flag) at the foremast head.

At night—A ship requiring a pilot should show a white light above the gunwale, and screen it several times at intervals of fifteen seconds during one minute; this signal should be accompanied, if necessary, by blue lights burnt at intervals of at least fifteen minutes.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

28th April, 1886.

This Notice affects Mediterranean Pilot Vol. I, 1885, page 210.

## NOTICE TO MARINERS.

(No. 98.)—CHINA SEA—PHILIPPINE ISLANDS.  
MINDANAO ISLAND—SOUTH COAST.(1.) *Fixed Red Light at River Davao Entrance.*

THE Spanish Government has given notice, that on 28th November, 1885, a light was exhibited from a lighthouse erected on the north entrance point of River Davao, north-western side of Gulf of Davao:—

The light is a fixed red light, visible through an arc of  $240^{\circ}$ , or between the bearings of N.  $9\frac{1}{2}^{\circ}$  W. and S.  $69\frac{1}{2}^{\circ}$  E. It is elevated 27 feet above the sea, and should be seen in clear weather from a distance of 10 miles.

The lighthouse, 20 feet high, constructed of iron on a stone foundation, is painted a leaden grey colour; the keeper's dwelling, adjoining, is 18 feet high.

Approximate position on Admiralty Charts, lat.  $7^{\circ} 1\frac{1}{2}'$  N., long.  $125^{\circ} 36'$  E.

NOTE.—Vessels approaching from the southward will open this light when bearing N.  $9\frac{1}{2}^{\circ}$  W., it may then be steered for until within 3 miles of