

## No. 222.—ALL STATIONS.

ENGLAND—SOUTH COAST.—PLYMOUTH SOUND.

*Regulations during Whitehead Torpedo Practice.*

AS practice with Whitehead fish torpedoes will take place from time to time from the landing place in the centre of the north side of the breakwater in Plymouth Sound, the line of fire being to the eastward, the following regulations are promulgated for safety of vessels and boats:—

1. When practice is taking place, a red flag will be hoisted at the flagstaff at the landing place.

2. While the red flag is hoisted, no craft shall anchor for fishing or other purpose, nor shall any cruising or pleasure sailing take place in the area bounded as follows:—

On the north, by an imaginary line drawn from the Breakwater Fort through the Duke Rock Buoy to the shore.

On the south, by an imaginary line drawn from the east end of the breakwater, to the south extreme of Bovisand Fort.

Firing will be suspended, and the flag hauled down, during the passage of any vessel using the Eastern Channel when crossing the area; but when the wind is light or foul a sailing craft will be prohibited from passing, if considered necessary to prevent too long suspension of the practice.

This Notice affects the following Admiralty Plan:—Plymouth Sound and Hamoaze, No. 30. Also, Channel Pilot, Part I, 1885, page 86.

## No. 223.—NORTH AMERICA AND WEST INDIES STATIONS.

NOVA SCOTIA.

*Additional Life-Boat Stations.*

THE Government of the Dominion of Canada has given notice, dated 13th March, 1890, that during the past year life boats have been placed at the following stations on the coasts of Nova Scotia, and are held ready for service in case of disasters to shipping:—

(1.) A life boat station is established on the eastern end of Pictou Island, Northumberland Strait.

Position, approximate, lat. 45° 49' N., long. 62° 30' W.

(2.) A life-boat station is established on the north-west end of Mouton Island, Port Mouton Entrance, south-east coast of Nova Scotia, with Spectacle Island Lighthouse bearing N.W. by W., distant  $1\frac{1}{2}$  miles.

Position, approximate, lat. 43° 55' N., long. 64° 47' W.

(3.) A life boat station is established at Blanche, western entrance to Negro Harbour, south-east coast of Nova Scotia.

Position, approximate, lat. 43° 30' N., long. 65° 24' W.

[Variation 20° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Northumberland Strait, eastern part, No. 2034 (1); Ram Island to Port Metway, with plan of Port Mouton, No. 341 (2); Bay of Fundy, sheet I, No. 352 (3); Baccaro Point to Ram Island, No. 340 (3). Also, St. Lawrence Pilot, Vol. II, 1891, page 82; and Sailing Directions for S.E. Coast of Nova Scotia and Bay of Fundy, 1885, pages 13<sup>a</sup>, 152.

## No. 224.—MEDITERRANEAN, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN.

IONIAN SEA—GREECE.—CERIGO ISLAND.

*Kapsali Bay Light Re-exhibited.*

WITH reference to Notice to Mariners,

No. 413 (2) of 1889, on the temporary discontinuance of Kapsali Bay Light, south coast of Cerigo Island, pending the establishment of a new illuminating apparatus:—

The Hellenic Government has given further notice, that on 27th April, 1891, the light would be re-exhibited from a new illuminating apparatus:—

Kapsali Bay Light is a fixed red light, elevated 82 feet above the sea, and should be visible in clear weather from a distance of 8 miles.

The illuminating apparatus is dioptric, or by lenses, of the sixth order.

The light is shown from the old circular lighthouse of masonry (19 feet high), with keeper's dwelling, recently constructed, near it.

Position, lat. 36° 8 $\frac{1}{4}$ ' N., long. 23° 0 $\frac{1}{2}$ ' E.

This Notice affects the following Admiralty Charts:—Mediterranean Sea, Nos. 449, 2158*b*; Grecian Archipelago, 2836*a*; Venetico to Cape Malea, with plan of Kapsali Bay, No. 1685. Also, Admiralty List of Lights in the Mediterranean, 1890, No. 771; Mediterranean Pilot, Vol. III, 1890, page 465; and Mediterranean Pilot, Vol. IV, 1882, page 16.

## No. 225.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.—VANCOUVER

ISLAND—WEST COAST.

*Ou Ou Kinsh Inlet—Rock Awash in Fairway of Approach.*

WITH reference to Notice to Mariners, No. 98 of 1890, on the reported existence of a rock lying in the fairway of approach to Ou ou Kinsh Inlet from the south-westward, west coast of Vancouver Island:—

Information has been received from Mr. Clarke, late master of the schooner "Juanita," that the rock is awash at low water instead of at high water, as previously stated.

A rock, awash at low water, in the approach to Ou ou Kinsh Inlet from the south-westward, lies with Clara Islet bearing N.E., distant  $1\frac{1}{2}$  miles, and the outermost (south-western) islet of the Barrier Islands E. by S.

Position, lat. 50° 3' 10" N., long. 127° 35' 25" W.

NOTE.—The leading mark heretofore given (entrance of Ou ou Kinsh Inlet open, bearing N.N.E., N'y, leads  $1\frac{1}{2}$  miles eastward of Sullivan Reefs) is no longer available.

[Variation 24° Easterly in 1890.]

This notice affects the following Admiralty Charts:—Vancouver Island, No. 1917; Quatsino to Esperanza, No. 583; Nasparti and Ou ou Kinsh Inlets, No. 716. Also, British Columbia Pilot, 1888, pages 330, 331.

## No. 226.—CHANNEL AND WESTERN STATION.

IRELAND.—EAST COAST.

BALLYGERRY, OR SOUTH BAY.

*Rosslare—Leading Lights still Exhibited.*

WITH reference to Notice to Mariners, No. 220 of 1889, on intended discontinuance of the leading lights at Rosslare, Ballygerry, or South Bay:—

Notice is given, that certain copies of the under-mentioned Admiralty Charts do not show the leading lights at Rosslare, which were reported to be discontinued, but are still exhibited.

This Notice affects certain copies of the following Admiralty Charts:—Ireland, East Coast, No. 1824*a*; Irish Channel, with plan of Ballygerry or South Bay, No. 1825*b*; Wexford to Wicklow, No. 1787; Brattin Head to Wexford, No. 2049; Approaches to Wexford Harbour,