

plans deposited at this office, a copy of which notice is subjoined.

*Geo. Henry Richards*, Admiral and Acting Conservator.

"New-street Station, Birmingham,  
"28th November, 1890.

"Sir,

"On behalf of the Shropshire Union Railways and Canal Company, and in accordance with the requirements of the Mersey Conservancy Act, 1812, I hereby give you notice that it is the intention of the said Company to construct certain works at Ellesmere Port, in the parish of Whitby, in the county of Chester, adjoining the Manchester Ship Canal and the River Mersey, and which said works will extend beyond the line of the high water of a tide uninfluenced by the wind, of the height of 21 feet as measured from the sill of the gates of the Old Dock in Liverpool.

"These works will consist of—(1) A line of timber piling immediately in front of the existing quay walls, the foot of the piling just clearing the furthest projection of the toe of the old walls. The piling is to be driven down to the rock and secured by tie rods to anchor blocks, placed behind in the solid ground. (2) A line of new quay wall extending for a distance of 300 yards from the North Quay in a north-westerly direction, and set back from the north corner of the proposed piling about 27 yards. At the north-westerly end the new wall will join the existing rubble wall. The new quay wall to be composed of concrete and masonry, and to be carried down to the solid rock, the line, situation, and extent of which are shown on the accompanying plans and sections.

"It is intended to commence the foregoing works at the expiration of one month from the time of giving this notice.

"The object of such works is to strengthen the existing quay wall, and to supply the demand for additional accommodation in connection with the Company's traffic between Ellesmere Port and Liverpool.

"I am, Sir, your obedient Servant,

"(Signed) G. R. JEBB,

"Engineer of the Shropshire Union  
"Railways and Canal Company.

"To Admiral Sir George Henry Richards,  
"K.C.B., the Acting Conservator of  
"the River Mersey, 5, King-street,  
"Westminster."

## NOTICES TO MARINERS.

(Nos. 663 to 673 of the year 1890.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

### No. 663.—ALL STATIONS.

#### COASTS OF GREAT BRITAIN AND IRELAND.

##### *Storm Signals at Lloyd's Stations.*

NOTICE is given, that Storm Signal Stations have recently been established at the undermentioned Lloyd's Signal Stations on the coasts of Great Britain and Ireland:—

- (1.) *England—South and South-west Coasts.*  
St. Catherine Point, Isle of Wight. Prawl Point. Lizard Head.
- (2.) *Scotland—North-east and East Coasts.*  
Dunnet Head. St. Abbs Head.
- (3.) *Ireland—South-west and North Coasts.*  
Old Head of Kinsale. Brow Head. Malin Head.

**STORM SIGNALS.**—The South Cone (a cone point downwards) means that gales or strong winds are probable, at first from the southward (from south-east, round by south, to north-west). Should it appear likely that a gale beginning from between west and north-west is likely to veer northward or north-eastward, the North Cone is hoisted in preference to the South Cone.

The North Cone (a cone point upwards) means that gales or strong winds are probable, at first from the northward (from north-west, round by north, to south-east). Should it appear likely that a gale beginning from between east and south-east is likely to veer southward or south-westward, the South Cone is hoisted in preference to the North Cone.

The storm signals are hoisted on information received by telegraph from the Meteorological Office, and are, if not subsequently directed to be lowered, kept up for 48 hours.

As weather information is only received at the Meteorological Office, at 8h. A.M., 2h. P.M., and 6h. P.M., a gale may have reached a station and passed on during the night, before the Meteorological Office is in a position to order the signal to be lowered.

These storm signals only refer to the greater and more general disturbances which may appear to be approaching. Local winds of gale force may occur for which no warning can be given, and observers must watch their own barometers and local signs of weather.

This Notice affects the following Admiralty Charts:—

(1.) English Channel, 2675*a, b, c*; Portland to Owers, No. 2450; Owers to Christchurch, No. 2045; Dodman Point to Portland, No. 2620; Trevoze Head to Dodman Point, No. 2565; Approaches to Falmouth, No. 154; the Lizard and adjacent rocks, No. 2447. Also, Channel Pilot, Part I, 1886, pages 195, 113, 63.

(2.) Scotland, North Coast, No. 2397*a, b*; Ord of Caithness to Thurso Bay, No. 2181; Pentland Firth, No. 2162; Orkney Islands, southern portion, No. 2180*b*; Hartlepool to St. Abb's Head, No. 1192; St. Abb's Head to Aberdeen, No. 1407; Firth of Forth, No. 114*a*. Also, North Sea Pilot, Part II, 1885, pages 25, 205.

(3.) Ireland, west coast, No. 1824*b*; Mizen Head to Kinsale, No. 1996; Kinsale to Wexford, No. 2049; Courtmacsherry Bay, No. 2081; Valentia to Cape Clear, No. 2424; Scotland, west coast, No. 2635; Larne to Bloody Foreland, No. 46; Kinnagoe Bay to Dunaff Head, No. 2811. Also, Sailing Directions for the Coast of Ireland, Part I, 1885, pages 6, 23, 190.

### No. 664.—CHANNEL AND WESTERN, MEDITERRANEAN, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

#### MEDITERRANEAN.

##### *Floating Wreck.*

INFORMATION has been received that the Master of the steam-vessel "Craiglee" has reported having passed, on 15th November, 1890, when in lat. 37° N., long. 0° 10' E., a two-masted steam-vessel, square rigged forward, well-decked, funnel standing, yards a-cockbill, decks level with the water, and the sea washing over the fore-castle.

This wreck presents a danger to shipping.

This Notice temporarily affects the following Admiralty Charts:—Mediterranean Sea, Nos. 449, 2158*a*; Cape Ferrat to Bougaroni, No. 1766.