

field will extend to the shore in an east direction. Also between Picklecombe Fort and the west end of the breakwater; the north-eastern limit of this mine field will lie with Picklecombe Fort Pier Head bearing N.W., distant about $2\frac{1}{2}$ cables; the south-western limit with Picklecombe Fort Pier Head N. $\frac{3}{4}$ W., distant about $2\frac{1}{2}$ cables; from these limits the field will extend to the shore in a N.N.W. direction.

Practice with mines will also take place in the centre of the Eastern Channel into the Sound, but this will not obstruct navigation.

1. The areas in which buoyant mines are laid will be indicated by green and white buoys.

2. A guard boat with warning flag will be anchored in the mine field while practice is being carried on.

[Variation 19° Westerly in 1891.]

This Notice temporarily affects the following Admiralty Chart:—Plymouth Sound and Hamoaze, No. 30. Also, Channel Pilot, Part I, 1886, page 86.

No. 235.—ALL STATIONS.

ENGLAND—SOUTH COAST.—SOLENT AND SOUTHAMPTON WATER.

Buoyage.

THE following information has been received from Staff Commander A. G. Douglas, H.M. yacht "Victoria and Albert," concerning certain buoys in the Solent and Southampton Water:—

1. Cowes-road—No. 1 Buoy, red and white chequered, is surmounted by a conical cage work superstructure (similar to most bell buoys).

2. Baldhead Buoy, red, eastern shore of Southampton Water is a conical buoy.

3. Hamble Buoy, red, eastern shore of Southampton Water, is a conical buoy.

4. Greenland Shoal Buoy, red, eastern shore of Southampton Water, is a conical buoy.

This Notice affects the following Admiralty Charts:—Portland to Owers, No. 2450; Owers to Christchurch, with plan of continuation of Southampton Water, No. 2045; the Solent, with continuation of Southampton Water, No. 2040; Cowes Harbour, No. 2793 (1). Also, Channel Pilot, Part I, 1886, pages 179, 184, 185; and Hydrographic Notice, No. 4 of 1888, relating to Channel Pilot, Part I, page 8.

No. 236.—ALL STATIONS.

NORTH SEA—NETHERLANDS.—MOUTHS OF THE MAAS.

Hook of Holland Canal Approach—Light-vessel with Group Flashing Red Light, and Fog Signal.

WITH reference to Notice to Mariners, No. 129 of 1891, that it was intended during the spring of 1891, to place a light-vessel, named "Maas," in the approach to Hook of Holland Canal from the north-westward, with the lighthouse on the northern pier head at the entrance to the canal bearing (approximately) S.E. by E., distant $7\frac{1}{2}$ miles:—

The Netherlands Government has given further notice, that on 19th May, 1891, should the weather be favourable, the light-vessel would be placed in position:—

The light, exhibited from Maas Light-vessel, is a group flashing red light (not white as previously stated) every half minute, showing four flashes in quick succession, followed by an eclipse of about fifteen seconds duration. It is shown from the mainmast, elevated 36 feet above the sea (in bad weather 31 feet), and should be visible in clear weather from a distance of 11 miles.

The illuminating apparatus is catoptric, or by reflectors.

No. 26168.

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The light-vessel, with main and jigger masts, is painted red, with a broad white streak, upon which, on either side, the word "Maas" is painted in black letters, and carries a red cylinder at the mainmast head as a day mark. A white riding light is shown from the fore stay.

Approximate position on Admiralty Charts, lat. $52^\circ 1' 35''$ N., long. $3^\circ 53' 50''$ E.

Also, that from Maas light-vessel, during thick or foggy weather, a caloric siren will give four blasts in quick succession every two minutes. Should the siren be out of order, a bell will give (as regularly as possible) four strokes every half minute.

NOTE.—When from any cause the flashing light cannot be exhibited, a fixed white light will be shown from the masthead, and two white flares every ten minutes from above the gunwale.

Should the light-vessel drift from her station, the usual lights will not be exhibited, but a fixed red light will be shown from each end of the vessel. By day a red flag will be hoisted above the red cylinder at the masthead.

Should a vessel be seen standing into danger, a gun will be fired from the light-vessel, and repeated if necessary; and the signal flags, J.D., of the International code "You are in danger," will be hoisted and kept flying until answered.

A rocket immediately after a gun will indicate that assistance from the shore is required.

When the light-vessel is placed in her station, the gas buoy (about $3\frac{1}{2}$ miles farther in shore) will be withdrawn.

[Variation 15° Westerly in 1891.]

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Calais to Scheveningen, No. 1406; Mouths of the Maas, No. 122. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1891, page 32; North Sea Pilot, Part IV, 1887, page 164; and Supplement, 1890, relating to North Sea Pilot, Part IV, page 61.

No. 237.—NORTH SEA, AND BALTIC STATIONS.

ENGLAND—EAST COAST.

Yarmouth District—Special Life Boat Signals.

THE Trinity House, London, has given notice, dated April, 1891, that the following signals are established at the light-vessels in Yarmouth district:—

In order to communicate at night that a vessel is on either of the undermentioned sands, the signal indicated opposite the name of the sand is to be fired from the light-vessel, and repeated until answered from an inner light-vessel or Coast Guard station, or by a signal from the life-boat on arriving at the vessel indicated.

North part of Haisborough Sands:—Signal, two guns and two rockets; interval of firing, five minutes, to be repeated every fifteen minutes.

South part of Haisborough Sands, Hammond Knoll, and Winterton Ridge:—Signal, two guns and two rockets; interval of firing, fifteen seconds, to be repeated every ten minutes.

North, Middle, and South Scroby Sands:—Signal, two guns and two rockets; interval of firing, one minute, to be repeated every ten minutes.

Cross Sand:—Signal, two guns and two rockets; interval of firing, two minutes, to be repeated every fifteen minutes.

Corton and Holm Sands:—Signal, two guns and two rockets; interval of firing, five minutes, to be repeated every ten minutes.

This Notice affects the following Admiralty Charts:—Orfordness to Blakeney, No. 1630;