

No. 542.—CHANNEL AND WESTERN
AND ALL FOREIGN STATIONS.

SPAIN—NORTH-WEST COAST.

Cape Villano—Reported Experimental Trials of new Electric Light, and intended removal of old Light to Cape Toriñana.

INFORMATION has been published in the Shipping and Mercantile Gazette, dated 14th October, 1893, that experimental trials are now being made with the new electric light on Cape Villano, and Mariners are warned that flashes of that light may be seen by passing vessels:—

Cape Villano Light will be a double flashing electric light every fifteen seconds.

Approximate position, lat. $43^{\circ} 10'$ N., long. $9^{\circ} 13'$ W.

Also, that the light (fixed white) hitherto exhibited from Cape Villano will be transferred to the lighthouse erected on Cape Toriñana (Tourinan).

Approximate position, lat. $43^{\circ} 4'$ N., long. $9^{\circ} 18'$ W.

Further notice will be published directly the Official Notice has been received from the Spanish Government.

This Notice affects the following Admiralty Charts:—North Atlantic Ocean, No. 2059; Eastern Portion, No. 2060a; British Islands to Mediterranean Sea, No. 1; Bay of Biscay, No. 1104; Cape Peñas to Pontevedra Bay, No. 1053; San Ciprian Bay to Cape Finisterre, No. 1755. Also, List of Lights, Part III, 1893, Nos. 418, 418a; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, pages 298, 300.

No. 543.—NORTH AMERICA AND WEST
INDIES STATION.

UNITED STATES—CONNECTICUT.—LONG ISLAND
SOUND.

*Temporary Alteration in Cornfield Point
Light-vessel.*

THE United States Government has given notice, that on 20th October, 1893, Light-vessel No. 51, moored southward of Long Sand Shoal, would be temporarily withdrawn for repairs, and replaced by Light-vessel No. 23:—

Light-vessel No. 23 shows one fixed white light from the mainmast, is schooner rigged with two masts, and has a black circular cage at each mast-head as a daymark. The hull is painted red, with "Cornfield Point" in large white letters on each side, and "No. 23" on each quarter.

The fog signal on board this light-vessel is a bell rung by hand.

Approximate position, lat. $41^{\circ} 13'$ N., long. $72^{\circ} 22\frac{1}{2}'$ W.

Light-vessel No. 51 will be replaced in this position as soon as the repairs have been completed, of which due notice will be given.

This Notice temporarily affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Block Island to Great Egg Harbour, No. 2480; Long Island Sound, Sheet I, No. 2754. Also, List of Lights, Part VII, 1893, No. 670; and Sailing Directions for the East Coast of the United States, 1882, page 106.

No. 544.—MEDITERRANEAN STATION.
ITALY—WEST COAST.

*Argentario Promontory—Intended Alterations in
Lights.*

THE Italian Government has given notice, that on 1st November, 1893, the following alterations will be made in the lights shown from the north coast of Argentario Promontory:—

1. The light (fixed white) hitherto shown from

Point Della Madionetta, eastward of Lividonia Point, will be discontinued.

Approximate position, lat. $42^{\circ} 26' 50''$ N., long. $11^{\circ} 6' 50''$ E.

2. A dioptric fixed white light, visible between the bearings of N.E. by E. ($N. 56^{\circ} E.$), through East, and W. $\frac{1}{2}$ N. ($N. 89^{\circ} W.$), elevated 108 feet above the sea, 23 feet above the ground, and visible from a distance of eight miles in clear weather, will be exhibited from a lighthouse erected on Lividonia Point. The lighthouse is a cylindrical tower, painted red, at the western angle, of a small two-storied building.

Approximate position, lat. $42^{\circ} 26' 50''$ N., long. $11^{\circ} 6' 20''$ E.

3. A dioptric fixed red light, elevated 29 feet above the sea, 26 feet above the mole, and visible in clear weather from a distance of two miles, will be shown from the extremity of the mole extending seaward from the Health Office at Port Sto. Stefano.

[Variation 11° Westerly in 1893.]

This Notice affects the following Admiralty Chart:—Cape Cavallo to Civita Vecchia, &c., No. 158. Also, List of Lights, Part IV, 1893, No. 318, page 56; Mediterranean Pilot, Vol. II, 1885, page 175; and Supplement, 1891, relating to Mediterranean Pilot, Vol. II, page 11.

No. 545.—CHINA AND PACIFIC
STATIONS.

AMERICA—NORTH-WEST COAST.—ALASKA.

*Kadiak—Reported Breakers Southward of
Trinity Islands.*

THE United States Government has given notice, dated 7th October, 1893, that the Master of the ship "Levi G. Burgess" reports that he has seen heavy breakers, extending 12 to 15 miles offshore, from the middle of the eastern side of Tugidak Island round to the southern end of that island.

Approximate position, south end of Tugidak, lat. $56^{\circ} 24'$ N., long. $154^{\circ} 37'$ W.

This Notice affects the following Admiralty Charts:—Bering Strait, No. 2172; Kadiak Island to Signum Island, No. 1500; Cross Sound to Kadiak Island, No. 1499.

No. 546.—AUSTRALIA STATION.

SOUTH-WEST PACIFIC OCEAN.—NEW IRELAND.

*Steffen Strait—Reef Eastward of Mausoleum
Island.*

THE German Government has given notice, dated 14th October, 1893, that the Master of the German brig "Marie" reports the existence of a reef, on which that vessel struck, near the southern end of Steffen Strait, westward of New Ireland:—

This reef, about half-a-mile long W.S.W. and E.N.E., and one cable broad, has depths of about 1 to $1\frac{1}{2}$ fathoms on it with 15 fathoms near; its east end is situated with the south point of Mausoleum Island bearing S.W. ($S. 45^{\circ} W.$), distant $2\frac{1}{4}$ miles; and summit of Mausoleum Island, N.W. by W. $\frac{7}{8}$ W. ($N. 66^{\circ} W.$); or approximately in lat. $2^{\circ} 44'$ S., long. $150^{\circ} 35'$ E.

The channel westward of the reef is 2 cables wide.

[Variation 6° Easterly in 1893.]

This Notice affects the following Admiralty Charts:—New Hanover, New Ireland, &c., No. 764; Anchorages in New Britain, New Ireland, &c., No. 55. Also, Pacific Islands, Vol. I, 1890, page 440.