

Chart:—Anchorages in Alaska, with Plan North-West and Yukon Harbours, No. 1454 (1); Kadiak Island to Siguan Island, No. 1500 (2); Kamchatka to Kadiak Island, &c., No. 2460 (2).

No. 601.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.

Floating Wrecks.

THE following information, relating to floating wrecks in the North Sea, is from the Shipping Gazette and Lloyd's List, published 24th November, 1893:—

1. The barque "Hekter," of Arendal, reports having seen, at some distance off, in lat. $54^{\circ} 32' N.$, long. $2^{\circ} 45' E.$, a vessel of 300 to 400 tons, floating low in the water and bottom up; the bottom apparently being painted with a brown composition.

2. The Master of the "Die Geschwister," from Windau, reports that, on 20th November, 1893, in lat. $56^{\circ} 12' N.$, long. $0^{\circ} 18' E.$, he passed a vessel, apparently a schooner of about 150 tons, floating keel uppermost; and on the same day at about 6 miles W.N.W. from the above position he passed another vessel, apparently a schooner of about 200 tons, also floating keel uppermost.

These wrecks present danger to navigation.

This Notice affects the following Admiralty Charts:—North Sea, No. 2339; sheet I, No. 2182 A (1); No. 2182 B (2).

No. 602.—ALL STATIONS.

FRANCE—NORTH COAST.

Ruytingen Light-vessel adrift and taken into Havre.

INFORMATION has been published in the Shipping Gazette and Lloyd's List, 25th November, 1893, that Ruytingen Light-vessel (flashing red light with fog siren) parted from her moorings in the recent gales, and has been taken into Havre for examination and repairs.

Approximate position, lat. $51^{\circ} 13' N.$, long. $2^{\circ} 12' E.$

This light-vessel will, in all probability, be replaced without delay.

Further notice will be given when she is again in position.

This Notice temporarily affects the following Admiralty Charts:—North Sea, No. 2339, 2182a; North Foreland to Orfordness, No. 1610; Calais to the River Schelde, No. 1872; Dover and Calais, &c., No. 1406. Also, Lists of Lights, 1893, Part II, No. 15; Part III, No. 1; North Sea Pilot, Part IV, 1892, page 43; and Channel Pilot, Part II, 1888, page 531.

No. 603.—CHANNEL AND WESTERN STATION.

IRELAND—WEST COAST.—SLIGO HARBOUR.

Black Rock Lighthouse—Sector of Red Light Shown at Greater Elevation.

THE Commissioners of Irish Light have given notice, dated 20th November, 1893, that the sector of red light, previously shown over Seal and Wheat Rocks from a window in Black Rock Lighthouse, southern side of entrance to Sligo Harbour, has been discontinued; and in lieu thereof a sector of red light visible from S.E. (S. $45^{\circ} E.$) to S. by E. $\frac{1}{4} E.$ (S. $14^{\circ} E.$), over Seal and Wheat Rocks, is shown from the main light. There is thus now only a red ray over Seal and Wheat Rocks instead of a red ray under a white light.

Approximate position, lat. $54^{\circ} 18' N.$, long. $8^{\circ} 37' W.$

[Variation 23° Westerly in 1893.]

This Notice affects:—List of Lights, Part I, 1893, No. 831. Also, Sailing Directions for the Coast of Ireland, Part II, 1887, page 189.

No. 604.—ALL STATIONS.

GIBRALTAR.

Europa Point—Intended Alteration in Light and Establishment of Fog Signal.

THE Trinity House, London, has given notice, that about 1st May, 1894, the following alteration will be made in the light shown from Great Europa Point, south extreme of Gibraltar:—

Europa Point Light will be an occulting light, showing two occultations every thirty seconds, thus:—light, twenty-two and a half seconds; eclipse, two and a half seconds; light, two and a half seconds; eclipse, two and a half seconds.

Approximate position, latitude $36^{\circ} 6' 20'' N.$, longitude $5^{\circ} 20' 50'' W.$

Also, that on the same date a fog signal will be established at this lighthouse:—

Europa Point fog signal will consist of an explosive signal, which in thick or foggy weather will give two reports in quick succession every five minutes.

Further notice will be given when these alterations have been carried out.

This Notice affects the following Admiralty Charts:—British Islands to Mediterranean Sea, No. 1; Gibraltar to Alicante, &c., No. 2717; Strait of Gibraltar, No. 142; Gibraltar Bay, No. 1448; Gibraltar, No. 144. Also, Lists of Lights, Part III, 1893, No. 498; Part IV, No. 13; Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, page 413; and Mediterranean Pilot, Vol. I, 1885, page 39.

No. 605.—ALL STATIONS.

ENGLAND—EAST COAST.

(1.) *Outer Gabbard Light-vessel—Intended Alteration in Light.*

THE Trinity House, London, has given notice, that about the 1st March, 1894, the following alteration will be made in the light shown from Outer Gabbard Light-vessel, in order to distinguish it from Haisborough Light-vessel Light:—

Outer Gabbard Light will be altered to a group-flashing light with a period of one minute, and the group of four flashes will occupy about twenty seconds.

Approximate position, lat. $51^{\circ} 59' 50'' N.$, long. $2^{\circ} 4' 15'' E.$

(2.) *Goodwin (North Sand Head) Light-vessel—Intended Alteration in Fog Signal.*

Also, that about the 15th February, 1894, the following alteration will be made in the fog signal on board the Goodwin Light-vessel:—

Goodwin (North Sand Head) Light-vessel fog signal will consist of a siren, which during thick or foggy weather will give two blasts (low, high) every minute, each blast will be of two and one half seconds duration, separated by a silent interval of two and one half seconds.

Approximate position, lat. $51^{\circ} 19' 30'' N.$, long. $1^{\circ} 35' 20'' E.$

Further notice will be given when the alterations have been carried out.

This Notice affects the following Admiralty Charts:—North Foreland to Orfordness, &c., No. 1610 (1, 2); English Channel, No. 2675c (2); Dungeness to the Thames, No. 1895 (2); the Downs, No. 1828 (2). Also, List of Lights, Part I, 1893, Nos. 161, 122; North Sea Pilot, Part III, 1889, page 259; and Channel Pilot, Part I, 1893, page 350.