

Lights, Part III, 1896, page 40; and Baltic Pilot, Part I, 1895, page 162.

No. 255.—ENGLAND—WEST COAST.
MORECAMBE BAY.

Fleetwood Approach—Buoyage and Intended Alterations in Lights.

WITH reference to Notice to Mariners, No. 588 of 1895:—

The Harbour Master of Fleetwood has given further notice, dated 6th May, 1896, that gas buoys (4), each showing a fixed light, have been substituted for the undermentioned buoys in the River Wyre, approach to Fleetwood, the alterations commencing with the Fairway Buoy:—

1. Fairway Buoy, moored with Fleetwood High Lighthouse bearing S. $\frac{1}{2}$ E., distant $2\frac{3}{10}$ miles; or approximately in lat. $53^{\circ} 57' 50''$ N., long. $3^{\circ} 2' 10''$ W.

2. No. 2 buoy, black can, moored on the eastern side of the channel, with Fleetwood High Lighthouse bearing South, distant nearly $1\frac{1}{10}$ miles.

3. No. 3 buoy, red conical, moored on the western side of the channel, with Fleetwood High Lighthouse bearing S. $\frac{1}{2}$ E., distant $1\frac{2}{10}$ miles.

4. No. 8 buoy, black can, moored on the eastern side of the channel, with Fleetwood High Lighthouse bearing S. $\frac{1}{2}$ W., distant $3\frac{1}{4}$ cables.

Also, that on and after 30th May, 1896, the leading lights at Fleetwood (two, fixed white), hitherto shown occasionally as tidal lights, will be exhibited continuously.

[Variation 19° Westerly in 1896.]

This Notice affects the following Admiralty Plan:—Morecambe Bay, No. 2010. Also, List of Lights, Part I, 1896, No. 588; and Sailing Directions for the West Coast of England, 1891, page 369.

No. 256.—NORTH SEA.

Sunken Wreck north-westward of Heligoland.

INFORMATION has been published in the Shipping Gazette that the Master of the fishing steam-vessel "Bremerhaven" reports having passed three masts, showing about 10 feet above water, apparently attached to a large sunken steamer, in a position 30 miles N.W. from Heligoland, or approximately in lat. $54^{\circ} 26'$ N., long. $7^{\circ} 9'$ E.

[Variation 13° Westerly in 1896.]

This Notice temporarily affects the following Admiralty Charts:—Baltic Sea, No. 2842a; North Sea, No. 2182a. Also, North Sea Pilot, Part IV, 1892, pages 32–35.

No. 257.—AFRICA—EAST COAST.

Delagoa Bay—Beacons and Sailing Directions.

THE following information, dated 13th April, 1896, relating to the navigation of Delagoa Bay, has been received from Captain Thomas MacGill, Her Majesty's ship "Phebe":—

1. Beacons.—Gibbon Point Beacon, in approximately lat. $25^{\circ} 58' 0''$ S., long. $32^{\circ} 54' 15''$ E., has been altered so as to be plainly visible in clear weather.

Timpson Point Beacon, south end of Shefina Island, in approximately lat. $25^{\circ} 55' 40''$ S., long. $32^{\circ} 41' 25''$ E., has been re-erected, and is apparently constructed of masonry, painted white and surmounted by a pole.

2. The red streak, on Inyack Island, given as a mark (in line with Gibbon Point) to lead eastward of Fawn Shoal and other dangers, cannot be seen at the distance required except under unusually favourable circumstances.

3. Hope Channel.—It is stated that an angle of 42° to 43° preserved between Cape Inyack

and Gibbon Point Beacon, until Cape Inyack bears S. 21° E., will take a vessel through Hope Channel, in a least depth of $5\frac{1}{2}$ fathoms at high water springs. This channel is now most frequently used by vessels entering Delagoa Bay.

4. English River Approach.—The following directions are given for entering English River:—Bring Reuben Point Lighthouse to bear N. 77° W., when it is about ten miles distant, and keep it on that bearing until Catembe Beacon bears N. 86° W., and is open northward of Catembe Lighthouse, and keep the beacon on that bearing (this line giving more water than the beacon and lighthouse in line) until Lechmere Point bears N. 40° W., which leads to the anchorage.

CAUTION.—The depths in the channels at the entrance to Delagoa Bay are not accurately known, and the channels should be navigated with caution until a thorough examination of the locality has been made.

[Variation 23° Westerly in 1896.]

This Notice affects the following Admiralty Plan:—Delagoa Bay, No. 644. Also, Africa Pilot, Part III, 1889, pages 184–189; and Revised Supplement, 1895, relating to above work, page 16.

No. 258.—AUSTRALIA—EAST COAST.
PORT JACKSON.

Alterations in Positions of Mooring Buoys for Her Majesty's Ships.

INFORMATION has been received from Captain W. McC. F. Castle, Her Majesty's ship "Mildura," that the positions of the undermentioned mooring buoys for Her Majesty's ships in Port Jackson have been altered:—

1. No. 4 buoy is moored with Government House flagstaff bearing S. 50° W., distant $1\frac{2}{10}$ cables, and pier southward of Baths S. 39° E.

Approximate position; lat. $33^{\circ} 51' 35''$ S., long. $151^{\circ} 13' 10''$ E.

2. No. 5 buoy is moored with Fort Denison Lighthouse bearing N. 15° E., distant $2\frac{1}{10}$ cables, and tall chimney, Garden Island, S. 58° E.

NOTE.—The flagstaff on Fort Macquarie has been moved, and is now situated with Government House flagstaff bearing S. 5° E., distant 266 yards, and northern extreme of Camber S. 75° E.

[Variation 10° Easterly in 1896.]

This Notice affects the following Admiralty Charts:—Port Jackson, No. 1069; Woolloomooloo and Farm Cove Anchorages, No. 1890. Also, Australia Directories, Vol. I, 1884, page 612; Vol. II, 1889, page 59.

No. 259.—INDIA—WEST COAST.

Gulf of Cambay—Alteration in Broach Light.

THE Government of India has given notice that, on 5th April, 1896, the light shown from Broach Point, northern side of entrance to Narbada (Nerbudda) River was altered from fixed white to a sixth order, dioptric, fixed red light, elevated 80 feet above high water, and visible from S.E., through east and north, to W.N.W., a distance of eight miles in clear weather.

It is shown from an iron structure, situated about four-tenths of a mile, W.N.W., from the staff from which the fixed white light was previously shown.

Approximate position, lat. $21^{\circ} 39' 0''$ N., long. $72^{\circ} 31' 0''$ E.

[Variation 1° Easterly in 1896.]

This Notice affects the following Admiralty Charts:—Karachi to Vengurla, No. 826; Gulf