

the northern battlement of the citadel, Santa Maura:—

Santa Maura Light is a fourth order, dioptric, fixed light, showing the following sectors:—white from S. 82° W., through south, to S. 53° E.; and red from S. 53° E., through east, to N. 82° E.

It is elevated 57 feet above the sea, 24 feet above the citadel, visible in clear weather from a distance of 13 miles, and shown from a tower of masonry, square in section, with a keeper's dwelling near.

Approximate position on Chart No. 203, lat. 38° 50' 30" N., long. 20° 44' 20" E.

(3.) *Gulf of Corinth—Light on Cape Melangavi.*

Also, that, on the same date, a light would be exhibited from a lighthouse recently erected on Cape Melangavi:—

Cape Melangavi Light is a third order, dioptric, flashing white light every ten seconds, thus:—flash, four seconds; eclipse, six seconds; elevated 192 feet above the sea, 41 feet above the ground, and visible in clear weather from a distance of 20 miles.

The lighthouse is a tower of masonry, square in section, with a keeper's dwelling near, but its exact position is not known.

Approximate position on Chart No. 1600, doubtful, lat. 38° 1' 40" N., long. 22° 51' 30" E.

[Variation (1) 5°, (2) 7°, Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Andros Island and Doro Channel, No. 1820 (1); Santa Maura, Ithaca, &c., No. 203 (2); Santa Maura Mole, No. 1701 (2); Roadstead of Santa Maura, &c., No. 1609 (2); Gulf of Corinth, No. 1600 (3); Corinth Bay and Isthmus, No. 1367 (3). Also, List of Lights, Part V, 1896, pages 150, 136, No. 754*b*; Mediterranean Pilot, Vol. IV, 1892, page 84; and Mediterranean Pilot, Vol. III, 1890, pages 376, 430.

#### No. 48.—UNITED STATES—MARYLAND.

*Chesapeake Bay—Alteration in Period of Cedar Point Fog Signal.*

WITH reference to Notice to Mariners No. 651 (3) of 1896:—

The United States Government has given notice that, on or about 15th January, 1897, the period of the fog signal at Cedar Point Lighthouse would be altered from a stroke on the bell every five seconds, to a stroke every thirty seconds.

Approximate position, on Chart No. 2843*d*, lat. 38° 17' 50" N., long. 76° 21' 50" W.

This Notice affects the following Admiralty Chart:—Chesapeake Bay, sheet 4, No. 2843*d*. Also, List of Lights, Part VIII, 1896, No. 799*a*; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 180.

#### No. 49.—BLACK SEA—KRIMEA.

*Fog Signal near Cape Aitodor Lighthouse.*

THE Russian Government has given notice, dated 29th December, 1896, that a fog signal has been established, at an elevation of 240 feet above the sea, close south-eastward of Cape Aitodor Lighthouse.

Cape Aitodor Fog Signal consists of an iron plate, about three square feet area, suspended at the top of a post, and struck during thick or foggy weather by a five feet hammer, twice in succession at short intervals.

Approximate position, lat. 44° 25½' N., long. 34° 7½' E.

CAUTION.—The height of this fog signal and the nature of its sound renders it improbable

that it will be often heard by vessels approaching the Cape.

This Notice affects the following Admiralty Charts:—The Euxine or Black Sea, No. 2214; Sevastopol to Kertch Strait, No. 2233. Also, List of Lights, Part V, 1896, No. 960; and Sailing Directions for the Dardanelles, Sea of Marmara, &c., 1893, page 250.

#### No. 50.—BLACK SEA.

*Kertch Strait—Shoal South-South-West of Cape St. Paul.*

INFORMATION has been received through the Board of Trade that the Master of the steam-vessel "Heathfield" reports having touched, 9.35 A.M., 7th October, 1896, on a shoal, with a depth of 17 feet on it, and 22 to 23 feet around, situated in a position with Povlovski Lighthouse bearing N.W., distant 1½ miles; and Kamish Lighthouse W. by S. ¼ S.

Approximate position, lat. 45° 17' 35" N., long. 36° 28' 20" E.

A depth of 17 feet has been placed in the above position on the Admiralty Chart.

[Variation nil in 1897.]

This Notice affects the following Admiralty Plan:—Kertch Strait, No. 2205. Also, Sailing Directions for Dardanelles, Sea of Marmara, &c., 1893, page 262.

#### No. 51.—FRANCE—NORTH COAST.

*Calais Approach—Alteration in Position of Ridens de la Rade Buoy.*

WITH reference to Notice to Mariners No. 375 of 1895:—

The French Government has given notice, dated 11th January, 1897, that the buoy (conical, black, &c.) at the north-west end of Ridens de la Rade has been moved about 5¼ cables, E. by S. ¾ S., from its previous position, and is now moored in approximately latitude 50° 59' 20" N., longitude 1° 51' 0" E.

[Variation 15° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Dover and Calais, No. 1406; Dungeness to the Thames, No. 1895; Calais to the River Schelde entrance, No. 1872; Calais Road, No. 2556. Also, North Sea Pilot, Part IV, 1892, page 53; and Channel Pilot, Part II, 1888, page 522.

#### No. 52.—PHILIPPINE ISLANDS.

*Babuyan Islands—Shoal South-Westward of Dalupiri.*

INFORMATION has been received that the Master of the steam-vessel "Herminia" reports the existence of a coral shoal, situated south-westward of Dalupiri in a position with Bijutan Islet (Irao) bearing S. 53° E., distant 4 miles.

Approximate position, latitude 19° 1½' N., longitude 121° 9' E.

The symbol for a rock with less than 6 feet water on it, with the words "Herminia, 1896," against it, has been placed in the above position on the Admiralty chart.

[Variation nil in 1897.]

This Notice affects the following Admiralty Charts:—China Sea, Northern Portion, No. 2661*b*; northern portion of Luzon, &c., No. 2454. Also, China Sea Directory, Vol. III, 1894, page 228.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
25th to 27th January, 1897.