

ships should pass through the columns, the ships-of-war at the eastern and western ends will hoist a blue ensign at one of the mast heads, which will indicate that no ship over 400 feet in length is to pass through the columns, and any such ship must then pass south of Ryde Middle.

Should the ship be dressed, the blue ensign will take the place of one of the white ensigns ordinarily displayed.

4. While the Fleet is at Spithead, all vessels within the limits of the Port when altering course or stopping, are to make use of the sound signals mentioned in clause 19 of the Regulations for the Prevention of Collisions, viz. :—

When altering course to starboard, one short blast.

When altering course to port, two short blasts.

When engines are going astern, three short blasts.

5. After 1 P.M. on 26th June (on a signal gun being fired from Her Majesty's ship "Renown") no private steam-vessel is to enter the Review ground, and all vessels and boats are to be clear of the lines by 2 P.M.

6. The Review ground is to be considered to be the space included by a line drawn at one cable distant outside the outermost ships-of-war at anchor.

7. The approaches to the Review ground from Cowes, north and south of the Ryde Middle, and from the south-eastward, and also Portsmouth Harbour Channel, are also to be kept clear of vessels and boats, and no vessel under any circumstances is to anchor in these approaches.

8. The anchorage reserved for large Merchant steamers (except those to which numbered berths are assigned) will be to the southward of the Sturbridge Shoal, extending east and west within the limits shown by lines on the published plan.

9. Small vessels must anchor upon or close to the Mother Bank, Ryde Middle, Horse and Dean Sands, or in Stokes Bay. See published plan.

10. During the time the Prince of Wales is reviewing the Fleet, no steam-vessel, sailing-vessel or boat, will be permitted to cross the line of the ships-of-war, nor pass between the columns, nor follow the procession of Royal Yachts.

11. On His Royal Highness leaving the Fleet for Portsmouth, steam-vessels will be permitted to pass through the columns in the same direction as before, but must return to the prescribed anchorage by 8.30 P.M., in time to witness the illuminations, and in order to avoid the danger from the salutes of the Fleet.

12. While the Fleet is at Spithead, torpedo boats and destroyers occupying berths immediately east and west of the night leading line through the Swashway will, from sunset to sunrise exhibit two fixed white lights vertically, to indicate the passage.

13. Great caution must be observed by the smaller steam vessels and sailing craft entering the main channel to Portsmouth Harbour from the Swashway.

14. All vessels over 150 feet in length, anchored at Spithead, are to exhibit a white light from the stern at a height of not less than 15 feet lower than the ordinary anchor light forward.

15. Masters of vessels under weigh after sunset, are reminded of the necessity of having in readiness a lantern to wave at the stern to an overtaking ship.

16. No vessel of over 250 feet in length is to attempt to pass through the columns after dusk.

17. The number of vessels anchored at Spithead south of the line of the ships-of-war on the night of 26th June, will make it very dangerous for mail

steamers to attempt to pass to and from Southampton by the Eastern route, and the Needles Channel should be used in consequence.

NOTE.—Nothing in this notice is to be construed as absolving vessels from closely observing the provisions of the Regulations for Preventing Collisions at Sea.

No. 296.—COAST OF ENGLAND.

Floating Wreckage.

THE following Notice, published by the Trinity House, London, dated 21st May, 1897, is promulgated for general information :—

Considerable expense and loss of time having recently been caused in sending out Trinity House Steamers to search for wreckage reported to be dangerous to navigation, which has proved to consist only of sheep and cattle pens, and other temporary deck fittings for live stock; Masters of vessels are hereby cautioned against throwing overboard bulky wooden structures, and other useless lumber, which may at a distance appear to be dangerous to navigation.

Masters and others reporting obstructions are requested to make careful observations of supposed dangers, and to report as definitely as possible concerning the nature of the floating objects which they have observed, their precise position, and the exact time at which they were seen.

No. 297.—UNITED STATES—MAINE.

PORTLAND HARBOUR.

Light Established on Spring Point Ledge.

THE United States Government has given Notice that, on or about 24th May, 1897, a light would be exhibited from a structure recently erected in about 14 feet water on the outer end of Spring Point Ledge, western side of entrance to Portland Harbour :—

Spring Point Ledge Light, elevated 54 feet above high water, is flashing every five seconds. It shows white between the bearings N. 17° W., and N. 11° W.; the easterly edge of the white sector leads west of Catfish Rock, off Cushing Island, and the westerly edge leads east of Portland Head. In all other directions the light shows red.

The structure consists of a black cylindrical foundation, surmounted by a conical, red, brick tower, with watch room (brown) and black lantern. The base of the tower is surrounded by a covered gallery coloured brown.

Fog signal.—During thick or foggy weather a bell will be struck by machinery a double blow every twelve seconds.

Approximate position, on Chart No. 2488, lat. 43° 39' 5" N., long. 70° 13' 30" W.

[Variation 14½° Westerly in 1897.]

This Notice affects the following Admiralty Charts :—Pemaquid Point to Fletcher's Neck, No. 2490; Portland Harbour, No. 2488. Also, List of Lights, Part VIII, 1897, No. 545a; Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 30.

No. 298.—FRANCE—NORTH COAST.

Alteration in Fog and Tidal Signals at Dieppe.

THE French Government has given notice, dated 15th May, 1897, of the undermentioned alteration in the fog and tidal signals at Dieppe :—

Fog signal.—The fog signal consists of a continuous ringing of a bell for a period of two minutes, separated by an interval of one minute.

Tidal signals.—The signals of the height of