

No. 206.—ENGLAND—EAST COAST.
*Tees Bay—Alteration in Colour and Position of
Ballast Buoy.*

INFORMATION has been received through the Trinity House, London, dated 5th April, 1898, that Tees Bay Ballast Buoy (conical) has been altered in colour from red to green and yellow in vertical stripes; also that it has been moved E.N.E., $1\frac{2}{10}$ miles, from its previous position, and is now moored with South Gare Lighthouse bearing W.S.W., distant $4\frac{4}{10}$ miles.

Approximate position, lat. $54^{\circ} 41' 40''$ N., long. $1^{\circ} 2' 20''$ W.

[Variation 17° Westerly in 1898.]

This Notice affects the following Admiralty Charts:—Flamborough Head to Hartlepool, No. 1191; Tees Bay, No. 2567. Also, North Sea Pilot, Part III, 1897, page 107.

No. 207.—UNITED STATES—NEW YORK.
Intended Alteration in Navesink Southern Light.

THE United States Government has given notice that, on or about 1st June, 1898, the light (fixed white) shown from Navesink Southern Lighthouse will be discontinued.

Also, that, on or about 30th June, 1898, an electric flashing white light every five seconds, thus:—light, a tenth of a second; eclipse, four and nine-tenths seconds; elevated 246 feet above the sea (as at present), and visible from a distance of 22 miles in clear weather, will be shown from Navesink Southern Lighthouse.

Approximate position, lat. $40^{\circ} 23' 40''$ N., long. $73^{\circ} 59' 10''$ W.

This Notice affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Nantucket Island to Great Egg Harbour, No. 2480; approaches to New York, No. 2491. Also, List of Lights, Part VIII, 1898, No. 866; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 130.

No. 208.—UNITED STATES—RHODE ISLAND.

Narragansett Bay—Fog Signal Discontinued and Buoy placed at Plum Beach.

WITH reference to Notice to Mariners No. 289 of 1897:—

The United States Government has given further notice that, on 23rd March, 1898, the fog signal (bell) at Plum Beach Lighthouse would be discontinued.

Approximate position, lat. $41^{\circ} 31' 50''$ N., long. $71^{\circ} 24' 20''$ W.

Also, that a bell buoy, painted black, has been moored on the eastern edge of Plum Beach Shoal, in a position bearing S.S.E., distant one cable, from Plum Beach Lighthouse (in course of construction).

[Variation 11° Westerly in 1898.]

This Notice affects the following Admiralty Plan:—Narragansett Bay, No. 2892. Also, List of Lights, Part VIII, 1898, No. 774; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, pages 92, 94.

No. 209.—AUSTRALIA—EAST COAST.

Pioneer River—Alterations in Entrance.

THE Government of Queensland has given notice, dated 14th February, 1898, that a cyclone and floods in the river had made a breach in East Point Spit, thus forming a new entrance channel and partially closing the old main channel.

The new channel would be marked for navigation as soon as possible, of which further notice will be given. In the meantime, Mariners are

cautioned not to enter Pioneer River without a Pilot.

Approximate position, Flat Top Island, lat. $21^{\circ} 9\frac{1}{2}'$ S., long. $149^{\circ} 16'$ E.

This Notice affects the following Admiralty Chart:—Percy Isles to Whitsunday Island, with Plan of Approaches to Pioneer River, No. 347. Also, Australia Directory, Vol. II, 1889, pages 246–249.

No. 210.—UNITED STATES—CONNECTICUT.

Bridgeport Harbour—Inner Breakwater Fog Signal Discontinued.

THE United States Government has given notice, dated 30th March, 1898, that the fog signal (gong), at the extremity of the breakwater off Tongue Point, has been discontinued.

Approximate position, lat. $41^{\circ} 10' 0''$ N., long. $73^{\circ} 10' 30''$ W.

This Notice affects the following Admiralty Plan:—Black Rock and Bridgeport Harbours on Sheet No. 2479. Also, List of Lights, Part VIII, 1898, No. 830; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 119.

No. 211.—UNITED STATES—SOUTH CAROLINA.

Port Royal Entrance—Temporary Alteration in Martin's Industry Shoal Light-Vessel.

THE United States Government has given notice that, on or about 25th April 1898, Martin's Industry shoal light-vessel (fixed white light, &c.), will be temporarily withdrawn for repairs and replaced by Relief light-vessel No. 29:—

Relief light-vessel No. 29 will show two catoptric fixed white lights.

This light-vessel, schooner-rigged, with two masts, is painted white, with the word "Relief" in black letters on each side, and "No. 29" in black on each quarter.

Also, that, during thick or foggy weather, a bell on board this light-vessel will be struck by hand.

Approximate position, lat. $32^{\circ} 5\frac{1}{2}'$ N., long. $80^{\circ} 33\frac{1}{2}'$ W.

This Notice temporarily affects the following Admiralty Chart:—Savannah River to St. Helena Sound, No. 2860. Also, List of Lights, Part VIII, 1898, No. 1122; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 195.

No. 212.—UNITED STATES—MASSACHUSETTS.

New Bedford Harbour—Intended Alterations in Lights and Buoyage.

THE United States Government has given notice that, on or about 30th April, 1898, a fifth order, flashing white light every five seconds, elevated 53 feet above high water and visible from a distance of 12 miles in clear weather, will be shown from a black, cylindrical pier, surmounted by a conical, red, brick tower, with a brown watch-room and black lantern, recently erected, in a depth of 14 feet at low water, on Butler Flat, western side of the dredged channel into New Bedford Harbour.

From the structure Clark Point Lighthouse bears S.W. $\frac{3}{4}$ S., distant about $7\frac{1}{2}$ cables; and Palmer Island Lighthouse N. by W. $\frac{1}{2}$ W.

Approximate position, lat. $41^{\circ} 36' 20''$ N., long. $70^{\circ} 53' 40''$ W.

During thick or foggy weather, a bell at this lighthouse will be struck by machinery twice in succession, every fifteen seconds.

Also, that, on the same date, Clark Point Light