

No. 478.—UNITED STATES—CHESA-  
PEAKE BAY.*Cedar Point—Wreck, South-Eastward of,  
Disappeared, Buoy Withdrawn.*WITH reference to Notice to Mariners No.  
128 of 1899:—

The United States Government has given further notice, dated 14th July, 1900, that the wreck of the schooner which sank south-eastward of Cedar Point, Patuxent River entrance, having disappeared, the nun buoy, painted in red and black horizontal bands, moored about 10 yards northward of the wreck's mainmast, from which Cedar Point Lighthouse bore N.W.  $\frac{1}{4}$  W., distant 2 miles, has been withdrawn.

Approximate position, lat.  $38^{\circ} 16' 40''$  N., long.  $76^{\circ} 19' 50''$  W.

[Variation  $4^{\circ}$  Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake Bay, Nos. 355b, 2843d. Also, Sailing Directions for the East Coast of the United States, 1899, page 610.

No. 479.—CHILE, CONCEPCION BAY—  
PORT TALCAHUANO.*Belen Shoal Light—Character Altered.*

THE Chilean Government has given notice, that on and after 7th June, 1900, Belen Shoal Light would be altered from white fixed to white occulting about every ten seconds.

Approximate position, lat.  $36^{\circ} 42'$  S., long.  $73^{\circ} 5'$  W.

This Notice affects the following Admiralty Charts:—Tucapel Point to Point Lora, No. 1236; Concepcion Bay, No. 1319; Port Talcahuano, No. 1305. Also, List of Lights, Part VII, 1900, No. 177; South America Pilot, Part II, 1895, page 373; and Supplement, 1898, relating to that work, page 15.

No. 480.—UNITED KINGDOM OF GREAT  
BRITAIN AND IRELAND.*Pilot Signals Altered.*

AN Order in Council has been issued directing that, on and after 1st January, 1901, the following signals are to be made by any vessel requiring a pilot on the coasts of the United Kingdom:—

*In the Daytime.*

1. The Pilot Jack (Union Jack with white border) to be hoisted at the fore.
2. The International Code Pilotage Signal, indicated by P.T.
3. The International Code Flag, S. (white with small blue square centre) with or without the Code pennant over it.
4. The distant signal, two balls or shapes resembling balls, hoisted above a cone, point upwards.

*At Night.*

1. A blue light every fifteen minutes.
2. A bright white light, flashed or shown at short or frequent intervals, just above the bulwarks, for about one minute at a time.

These signals when used, or displayed together or separately, shall be deemed signals for a pilot.

This Notice affects each book of Sailing Directions for the United Kingdom.

No. 481.—UNITED STATES—  
NEW YORK.*Fire Island Light-Vessel Temporarily Replaced.*

THE United States Government has given notice, that on or about 1st August, 1900, the Light-vessel No. 68, moored about  $9\frac{1}{2}$  miles southward of Fire Island Lighthouse, would be temporarily replaced by Relief Light-vessel No. 11.

Fire Island temporary Light-vessel shows two white fixed lights, one at each mast-head, elevated 40 and 50 feet above the sea, and visible in clear weather from distances of 11 and 12 miles respectively.

Light-vessel No. 11 has two masts—but no bowsprit—a black cage at each mast-head; the hull is straw colour, with "Relief, No. 11" on sides, in black letters.

During thick or foggy weather a bell or gong will be sounded for three seconds every fifteen seconds, thus:—sound, three seconds; silent interval, twelve seconds.

Light-vessel No. 68 will return to her station when repairs are completed, of which notice will be given.

Approximate position, lat.  $40^{\circ} 28'$  N., long.  $73^{\circ} 11'$  W.

This Notice temporarily affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Nantucket to Great Egg Harbour, No. 2481. Also, List of Lights, Part VIII, 1900, No. 862; and Sailing Directions for the East Coast of the United States, 1899, page 483.

No. 482.—BLACK SEA—KERTCH  
STRAIT.*Cape Yenikale—Wreck North-Eastward of.*

THE Russian Government has given notice, dated 16th July, 1900, that the wreck of a sailing vessel, with spars above water, lies sunk in a depth of 37 feet, with Yenikale Lighthouse bearing S.  $41^{\circ}$  W., distant  $5\frac{2}{3}$  miles, and that a parti-coloured black and white perch surmounted by a ball marks the position.

Approximate position on Chart No. 2205, lat.  $45^{\circ} 27' 15''$  N., long.  $36^{\circ} 43' 0''$  E.

[Variation nil in 1900.]

This Notice affects the following Admiralty Charts:—Sea of Azov, No. 2234; Kertch Strait, No. 2205. Also, Sailing Directions for the Dardanelles, &c., 1893, page 266.

No. 483.—MEDITERRANEAN—TRIPOLI  
COAST—BENGHAZI.*Lipsos Shoal—Position and Particulars of.*

INFORMATION has been received from the Master of the German steamship "Lipsos," that on 10th June, 1900, his vessel struck on a shoal 150 feet long by 30 feet broad, with a depth over it of about 17 feet, 23 miles north-eastward of Benghazi, in approximately lat.  $32^{\circ} 26'$  N., long.  $20^{\circ} 17'$  E. The bottom appeared to consist of very soft stone covered with shells. There are depths of between 8 and 9 fathoms between this shoal and the coast.

This Notice affects the following Admiralty Charts:—Ras Makhabez to Benghazi, No. 246; Benghazi to Derna, No. 241. Also, Mediterranean, Vol. II, 1895, page 334.

## No. 484.—BLACK SEA.

*Yalta—Light Boat Marking Mole Extension.*

THE Russian Government has given notice, dated 7th July, 1900, that during the extension of the mole at Yalta a light boat exhibiting two white fixed lights, vertically placed, elevated 8 feet above the sea, will be moored about 30 yards seaward from the extremity of the works. This boat will be moved outward as the construction proceeds.

The two green fixed lights will continue to be exhibited at the mole head.

Approximate position, lat.  $44^{\circ} 29'$  N., long.  $34^{\circ} 11'$  E.

This Notice affects the following Admiralty