

off Cowes, in the Channel south of the Ryde Middle and through Spithead, the latter part of the line in an east-south-easterly direction between the South-East Ryde Middle Buoy and the Horse Sand Buoy.

Gunboats and Foreign Vessels of War will be berthed in an east-south-east line, 3 cables south-south-west of this latter part.

2. No vessel will be permitted to anchor in the Channel south of the Ryde Middle, and northward of a line drawn from Old Castle Point Buoy, through the red conical buoys marking the edges of the Peel and Mother Banks, to the West Buoy of the Sturbridge Shoal, or between the lines of the British and Foreign war ships.

3. No vessel will be allowed to be under way within the above limits, or within the seaward boundary of the harbour of Portsmouth (as defined by the Order in Council of 26th February, 1897), after the Procession has left Trinity Pier, Cowes, and during the passage to Portsmouth.

4. On the Royal Yacht passing the Spit Buoy, all traffic in the harbour of Portsmouth will be suspended until the yacht is berthed.

5. In order to reduce as far as possible the chances of collision, directors of steamship companies, owners of steam vessels, yachts, &c., are earnestly requested to give directions to the masters of their ships to follow closely the instructions herein laid down, and to pay implicit attention to the requests of the Officers of the patrol tugs and boats who will be specially charged with the duty of keeping clear the ground.

In the crowded condition of Spithead navigation must be conducted with the greatest caution, and sailing-vessels and small craft must remember that large steamers will not always be able to give way to them.

-6. 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 28 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.

7. 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.

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

9. During the time the fleet is moored in the above-named positions, large steamers passing through Spithead should pass north of the Ryde Middle and of the ships of war in line and proceed at a moderate speed.

No. 79.—GULF OF BOTHNIA—NORTH QUARKEN.

Holmögadd—Rock South-Eastward of, Marked by Buoy.

THE Swedish Government has given notice, dated 16th January, 1901, that the rock, with a depth of 17 feet over it, situated $1\frac{1}{2}$ miles S. 56° E. from Holmögadd Lighthouse, will in future be marked on its south-eastern edge by a red spar buoy with one ball between two upturned brooms as a topmark.

Approximate position, lat. $63^{\circ} 35'$ N., long. $20^{\circ} 49\frac{3}{4}'$ E.

[Variation 4° Westerly in 1901.]

This Notice affects the following Admiralty Chart:—Stiernö Point to Fiaderag, No. 2300. Also, Baltic Pilot, Part II, &c., 1896, page 384, and Supplement, 1900, page 46.

No. 80.—GULF OF BOTHNIA—WEST QUARKEN.

Holmön—Rock North-Westward of, Marked by Buoy.

THE Swedish Government has given notice, dated 16th January, 1901, that the rock, with a depth of 23 feet over it, situated $1\frac{1}{2}$ miles N. 22° E. from Holmön (Bergudden) Lighthouse, will in future be marked on its western edge by a red spar buoy with one ball under a down turned broom as a topmark.

Approximate position, lat. $63^{\circ} 49\frac{1}{4}'$ N., long. $20^{\circ} 52\frac{3}{4}'$ E.

[Variation 4° Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Fiaderag to Tome Point, No. 2301; Stiernö Point to Fiaderag, No. 2300. Also, Baltic Pilot, Part II, 1896, pages 384, 385.

No. 81.—ENGLAND, WEST COAST—HOLYHEAD.

Skerries Fog Signal—Interval Altered.

WITH reference to Notices to Mariners Nos. 358 and 680 of 1900 :—

The Trinity House, London, has given further notice, dated 22nd January, 1901, that the fog siren at the Skerries Lighthouse will in future give two blasts every ninety seconds instead of every two minutes as before, thus—blast, three and a half seconds; silent interval, three and a half seconds; blast, three and a half seconds; silent interval, seventy-nine and a half seconds.

Approximate position, lat. $53^{\circ} 25'$ N.; long. $4^{\circ} 36'$ W.

This Notice affects the following Admiralty Charts:—Holyhead to Great Ormes Head, No. 1170a; Holyhead Bay, No. 1413. Also, List of Lights, Part I, 1900, No. 851; Sailing Directions for the West Coast of England, 1891, page 294; and Hydrographic Notice No. 3 of 1895, relating to that work, page 19.

No. 82.—IRELAND—EAST COAST.

Wexford Approach—Light and Whistle Buoy Withdrawn.

WITH reference to Notice to Mariners No. 271 of 1900 :—

The Commissioners of Irish Lights have given further notice, that, on 1st March, 1901, the whistle buoy, exhibiting a fixed white light, and painted in red and white horizontal bands, moored on the leading line to the entrance of the South Shear, Rosslare, with Carrick Perch bearing N. 67° W., distant $1\frac{1}{2}$ miles, will be withdrawn.

Approximate position, lat. $52^{\circ} 15'$ N., long. $6^{\circ} 16'$ W.

[Variation 20° Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Irish Channel, No. 1825b; Kinsale to Wexford, No. 2049; Wexford to Wicklow, No. 1787; Approaches to Wexford, No. 1772. Also, Coast of Ireland Pilot, 1893, page 121.

No. 83.—BLACK SEA—RIVER DANUBE.

Polunotchnoje or Midnight Branch—Dredged Channel Opened.

THE Russian Government has given notice, dated 28th November, 1900, that the dredged channel, with a depth of 9 feet in it, into Midnight Branch, River Danube, is now open.

The dredged channel extends for a distance of