

position of Elbe Light-vessel, No. 4 (*Ernst*), mark a sunken wreck in the channel below Cuxhaven:—

The German Government has given further notice, that the wreck (S.S. *Gnome*) being no longer a danger to navigation:—Elbe Light-vessel, No. 4, has been replaced in her former position, northward of the Round Beacon, between the black buoy L and the white buoy, No. 9/10, in the channel below Cuxhaven.

#### EMS RIVER.

#### (2.) Temporary withdrawal of Borkum Flat Light-vessel.

Also, that Borkum Flat Light-vessel, having parted her moorings, has been towed into Bremerhaven.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
7th March, 1877.

This Notice affects the following Admiralty Charts:—

(1.) Elbe River, No. 1875: Also, Admiralty List of Lights in the North Sea, &c., 1877, No. 161 a; and North Sea Pilot, Part IV, 2nd Edition, page 180.

(2.) Temporarily affects:—North Sea, Nos. 2339 and 2182 a; and Ameland to Jade River, No. 2593. Also, Admiralty List of Lights in the North Sea, &c., 1877, No. 139 a; and North Sea Pilot, Part IV, 2nd Edition, page 162.

#### NOTICE TO MARINERS.

(No. 32.)—UNITED STATES—LONG ISLAND SOUND.

#### Light and Fog Bell on Stepping Stones.

THE United States Government has given notice, that on and after 1st March, 1877, a light would be exhibited from a lighthouse recently erected on the westernmost of the Stepping Stones Rocks, East River Entrance to Long Island Sound.

The light is a fixed red light, elevated 47 feet above the level of the sea, and should be visible in clear weather, through an arc of 270°, from a distance of 10 miles.

The illuminating apparatus is catadioptric, or by reflectors and lenses, of the fifth order.

The lantern surmounts a one-story brick dwelling, erected on a granite pier. Position, lat. 40° 49' 25" N., long. 73° 46' 10" W.

Also, that in thick or foggy weather, a bell will be sounded twice in quick succession every twenty seconds.

[The bearing is magnetic. Variation 7½° Westerly in 1877.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
7th March, 1877.

This Notice affects the following Admiralty Charts:—Halifax to Delaware River, No. 2670; Block Island to Great Egg Harbour, No. 2480; and Long Island Sound, western part, No. 2755: Also, Admiralty List of Lights in the United States, 1877, No. 145a; and Sailing Directions for the Principal Ports in the United States, 1874, page 53.

#### NOTICE TO MARINERS.

(No. 33.)—ENGLAND.—WEST COAST.—Sr.  
TUDWALL ROADS.

#### (1.) Lights on West Island.

WITH reference to Notice to Mariners, No. 3.

of 8th January, 1877 (1), on the intended exhibition of lights on West Island, St. Tudwall Roads:—

The Trinity House, London, has given further notice, that the lights were exhibited on the 16th February, 1877.

The principal light is elevated 151 feet above high water; it is a light of eight seconds duration, followed by an eclipse of two seconds.

[This special character of light is named "occulting," as differing from a revolving light and from a flashing light.]

This occulting light shows white between the bearings of S. by W., through south and east to N. by E.; red from N. by E. (on this bearing it leads over the position of Sarn Badrig buoy) to N.W.; white from N.W. to S.W. by W. ½ W., and red from S.W. by W. ¼ W. to S. by W.

NOTE.—This light is obscured by East Island, between the bearings of S.W. ¼ W. and W. by S. ½ S.

A fixed red light is also exhibited from a window 16 feet below the flashing light, in the direction of Carreg-y-Trai, visible through an arc of 15°, or between the bearings of W. by N. and W. ½ S.

NOTE.—The position of Carreg-y-Trai is further indicated by day by a white patch on the cliff of West Island, in line with the lighthouse.

#### (2.) Buoy near Carreg-y-Trai.

Also that a bell buoy, painted black and white vertical stripes, has been placed in 8 fathoms water, with Carreg-y-Trai (Half-tide Rock) bearing W.N.W., distant 2 cables.

[All bearings are magnetic. Variation 22 Westerly in 1877.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
13th March, 1877.

This Notice affects the following Admiralty Charts:—Ireland, General, No. 1824 a; Irish Channel, No. 1825 b; English Channel, No. 2675 b; Bardsey to Lynus Point, No. 1412; New Quay to Bardsey, No. 1411; and St. Tudwall and Pwllheli Roads, No. 1505: Also, Admiralty List of Lights in the British Islands, 1877, page 48; and Sailing Directions for the West Coast of England, 1876, pages 52, 61, and 62.

#### NOTICE TO MARINERS.

(No. 34.)—BLACK SEA.

(Supplementary, No. 3.)

#### Regulations for the Approach to Certain Ports.

IN continuation of Notices to Mariners, No. 150, of 29th November, No. 156, of 6th December, 1876, and No. 5, of 8th January, 1877, on regulations for the approach to certain ports in the Black Sea:—

Information has been received from Her Majesty's Acting Consul-General at Constantinople, of the Russian Government having given further notice, relative to the approach to Soukhoun Bay and Poti anchorage, coast of Circassia:—

(1.) As torpedoes have been placed in the roadsteads of Soukhoun and Poti, vessels approaching these places must communicate with the guard ship stationed in the outer road, in order that information may be obtained as to the course to be steered in proceeding to an anchorage.

(2.) Also, that vessels must not enter Balaklava