

ledge off Marginetto Point (the north extreme of Maddalena Island), was ascertained to extend further northward than shown, and a pinnacle rock having 13 feet water was found in that direction at the distance of $1\frac{1}{4}$ cables from Marginetto Point, the ledge trending thence to the south-east and joining the coast of Maddalena Island.

Other shoals exist in the neighbourhood of Maddalena Island; an examination is in progress by the surveying-vessel "Washington," further notice as to the result of which will be published by the Italian Government.

ERRATUM.—At page 395, Mediterranean Pilot, Vol. I, 1873:—For, between the islets and Maddalena is 6 cables; read between the islets south of Barrettini Island and Maddalena is $4\frac{3}{4}$ cables.

(2.) *Sunken Danger northward of Spargi Island.*

The Italian Government has also published the following information relative to a sunken danger, lying nearly midway between Spargi and Budello Islands, Bonifacio Strait:—

This danger (Washington Rock), the position of which has been determined by the surveying-vessel "Washington," is almost circular in shape, half a cable in diameter; the least water found was 23 feet; it lies with the following bearings, viz:—

West extreme of Budello Island, N. by E.
N.E. point of Spargi Island in line with Guadia Vecchia Fort (Maddalena Island), S.E. $\frac{3}{4}$ S.
Rocks westward of Spargi Island in line with Cavalli Islet (Sardinia), S.S.W. $\frac{1}{4}$ W.
Centre of Sparagiotelli Rocks, S.W. by W. $\frac{1}{2}$ W.

[The bearings are magnetic. Variation $13\frac{1}{4}^{\circ}$ Westerly in 1878.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
19th September, 1878.

This Notice affects the following Admiralty Charts:—Mediterranean, No. 2718 *b*; Sardinia Island, No. 161 *b*; Corsica Island, No. 1131; Bonifacio Strait, No. 1189; and Mediterranean Pilot, Vol. I, 1873, pages 395 and 396.

NOTICE TO MARINERS.

(No. 130.)—NORTH SEA—MAAS RIVER
ENTRANCE.
HOOK OF HOLLAND CANAL.

(1.) *Position of Leading Lights.*

WITH reference to Notice to Mariners No. 110 (2), of 14th August, 1878, on the intended alteration in the positions of the leading lights at the Entrance of Hook of Holland Canal:—

The Netherlands Government has given further notice, that the intended changes not having been carried into effect, the leading lights on the south shore of the canal entrance remain unaltered in position.

BALTIC—COAST OF SWEDEN.
OLAND ISLAND.

(2.) *Alteration in Södra Udde Light.*

The Swedish Government has given notice, that in October, 1878, it is intended to make the following alteration in the character of Södra Udde Light, Oland Point, south extreme of Oland Island:—

The light will be a fixed and flashing light, showing two flashes in succession between the bearings S. 14° E. and S. 6° E. (this sector will

show over the position of Ut Grund Shoal); fixed between S. 6° E. and S. 6° W.; and a single flash between S. 6° W. and S. 14° W.

On all other bearings the fixed light will be visible.

KALMAR SUND.

(3.) *Alteration in Grimskär Light.*

Also, that in October, 1878, it is intended to make the following alteration in the character of the light exhibited on Grimskär, Kalmar Sund:—

The light will be a fixed and flashing light, showing two flashes in succession followed by an eclipse of four seconds' duration between the bearings N. 1° E. and N. 17° E.; fixed between N. 17° E. and N. 33° E.; and a single flash of one second duration followed by an eclipse of four seconds between N. 33° E. and N. 49° E.

In the approach to Kalmar Harbour, there will also be shown two flashes in succession between the bearings S. 31° W. and S. $35\frac{1}{4}^{\circ}$ W.; a fixed light between S. $35\frac{1}{4}^{\circ}$ W. and S. $36\frac{1}{4}^{\circ}$ W.; and a single flash between S. $36\frac{1}{4}^{\circ}$ W. and S. 41° W.

On all other bearings the fixed light will be visible.

Also, that further notice will be given when the alterations have been completed.

[The bearings are magnetic. Variation $9\frac{1}{4}^{\circ}$ Westerly in 1878.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
19th September, 1878.

This Notice affects the following Admiralty Charts:—

(1.) North Sea, Nos. 2339 and 2182 *a*; Mouths of the Maas, No. 122; Also, Admiralty List of Lights in the North Sea, 1871, Nos. 85 *a* and 85 *b*; and North Sea Pilot, Part IV, 1878, page 153.

(2) and (3.) Baltic, No. 2842 *b*; Kalmar Sund and Oland Island, No. 2251; Ports on the east coast of Sweden, No. 2377; Also, Admiralty List of Lights in the North Sea, Baltic, &c., 1878, Nos. 425 and 428; and Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, pages 28 to 31.

NOTICE TO MARINERS.

(No. 131.)—ADRIATIC—EAST COAST.
SPALATO CHANNEL.

(1.) *Alterations in Lights at Port Spalato.*

THE Austrian Government has given notice, that on 15th June, 1878, the following alterations were made in the lights exhibited at Port Spalato (Spalatro):—

1. The fixed green light previously shown from the extremity of the jetty at St. Stephano Point, western side of entrance to Port Spalato, is discontinued.

2. A light is now exhibited from the outer extremity of the new mole, which extends on the east side of the entrance, in a W. by N. direction, from Boticella Point about 500 yards.

The light is a fixed green light, elevated 24 feet above the sea, and should be visible in clear weather from a distance of 5 miles.

3. The fixed green light previously shown from the eastern part of the town is discontinued.

4. A light is now exhibited from the eastern shore of the port, at the new bridge near the railway station.

The light is a fixed white light with red sector, and should be visible in clear weather from a distance of 2 miles.