

This Notice affects the following Admiralty Charts :—

(1.) Admiralty List of Lights in North Sea, Baltic, and White Sea, 1879, No. 204 *a*; and Danish Pilot, 1853, page 22.

(2 and 3.) Baltic Sea, No. 2842 *a*; Entrance to the Baltic.—The Kattegat, No. 2114; Baltic Entrance, Sheet 2, No 2115; Approaches to Copenhagen, No. 790. Also, Admiralty List of Lights in North Sea, Baltic, and White Sea, 1879, Nos. 264 and 267, and Danish Pilot, 1853, pages 144, 166.

(4.) Baltic Sea, No. 2842 *a*; Baltic Entrance, Kiel Bay, No. 2117; Femern to Bornholm, No. 2150; Lübeck Bay and Femern Belt, No. 2364. Also, Admiralty List of Lights in North Sea, Baltic, and White Sea, 1879, No. 242, and Danish Pilot, 1853, page 349.

NOTICE TO MARINERS.

(No. 122.)—NORTH AMERICA—WEST COAST.

JUAN DE FUCA STRAIT.

(1.) *Fog Signal at Wilson Point, Admiralty Inlet.*

THE United States Government has given notice, that on 1st September, 1879, a fog signal would be established at Wilson Point, west point of entrance to Admiralty Inlet, Washington Territory :—

The signal is a steam whistle, which during thick and foggy weather, will give blasts of eight seconds' duration at intervals of fifty-two seconds.

Position on chart, lat. 48° 8' 20" N., long. 122° 44' 30" W.

BRITISH COLUMBIA—CHATHAM SOUND.

(2.) *Sunken Danger in Brown Passage.*

Also, that the existence of a sunken rock in the fairway of the western entrance to Brown Passage, has been reported by the United States ship of war "Alaska."

This danger (Stenhouse Shoal) is said to be about 50 yards in extent, and was observed by the "Alaska" when passing it at the distance of half a mile (during a heavy south-westerly swell), to break heavily; there is considered to be a depth of about eight feet upon it at low water.

From Stenhouse Shoal, Hammer Rock bears E. by N. $\frac{1}{4}$ N., distant five miles; and Connel Islands (south extreme), N. $\frac{1}{4}$ W., distant nearly four miles.

These bearings would place the shoal (approximately) in lat. 54° 20' 36" N., long. 130° 58' W.

[The bearings are magnetic. Variation 27 $\frac{1}{4}$ ° Easterly in 1879.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

30th August, 1879.

This Notice affects the following Admiralty Charts :—

(1.) Cape Mendocino to Vancouver Island, No. 2531; Vancouver Island and adjacent shores of British Columbia, No. 1917; Haro and Rosario Straits, No. 2689, and Juan de Fuca Strait, No. 1911. Also, Vancouver Island Pilot, 1864, page 14.

(2.) Cape Caution to Port Simpson, northern portion, No. 1923 *a*, and Brown and Edye Passages, No. 2453.

NOTICE TO MARINERS.

(No. 123.)—NORWAY—WEST COAST.

Alteration in Lepsörev Light.

THE Norwegian Government has given notice, that on 1st August, 1879, a light was exhibited from a lighthouse, painted white, erected on the head of the mole which extends from Gamlem-

shaug, south side of the channel lying south of Lepsö.

The light is a fixed light, showing white between the bearings of N. 68° E., through east and south to S. 39° W., red between the bearings of S. 39° W. and S. 59° W., and white between S. 59° W. and S. 68° W.; it is elevated 28 feet above the sea, and should be visible in clear weather from a distance of 9 miles.

The illuminating apparatus is dioptric, or by lenses, of the fourth order.

This light will be exhibited from 1st August to 15th May.

Position as given, lat. 62° 35' 15" N., long. 6° 15' 30" E.

NOTE.—The light-vessel heretofore placed on the south-east part of the reef extending south from Lepsö has been withdrawn.

[The bearings are magnetic. Variation, 18° Westerly in 1879.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

1st September, 1879.

This Notice affects the following Admiralty Charts :—North Sea, General, No. 2339; Norway, West Coast, Sheet 3, Stav Fiord to Romdals Islands, No. 2305; Sheet 4, Romdals Islands to Hitteren Island, No. 2306. Also, Admiralty List of Lights in North Sea, Baltic and White Seas, 1879, No. 496.

NOTICE TO MARINERS.

(No. 124.)—ENGLAND—EAST COAST.—THAMES RIVER ENTRANCE.

Experimental Buoys Lighted by Gas.

THE Trinity House, London, has given notice that it was intended, during the month of August, to place, experimentally, two buoys lighted by gas at the entrance to the River Thames; one near the Mouse Light-vessel, and the other near Sheerness Middle buoy.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

1st September, 1879.

This Notice temporarily affects the following Admiralty Charts :—England, East Coast, Entrance to the Thames, No. 1610; Thames River from Gravesend to the Nore, No. 2458; and Thames River, Sheets 2 and 3, Nos. 1607 and 1185. Also, North Sea Pilot, Part III, 1874, page 223, and North Sea Pilot, Part IV, 1878, page 26.

NOTICE TO MARINERS.

(No. 125.)—ADRIATIC.—SINIGAGLIA.

(1.) *Light on Eastern Mole Head.*

ERRATUM.—With reference to Notice to Mariners, No. 89 (2), of 16th June, 1879, on the exhibition of a fixed green light at the outer end of the works extending from the East Mole, Sinigaglia :—

The Italian Government has given further notice, that the light is a fixed white light.

Also, that when the River Misa is so swollen as to prevent the entry of vessels, a green light will be substituted for this white light.

PORT POLA.

(2.) *Submarine Mines at Entrance.*

The Austrian Government has given notice, that at about the end of June, 1879, a series of submarine mines would be laid down on the northern side of the entrance to Port Pola, near Zonchi Battery and Grosso Point.