

NOTICE TO MARINERS.

(No. 181.)—MEDITERRANEAN—FRANCE—SOUTH COAST—GULF OF FOZ.

(1.) *Bouc Fort Light, Alteration in Sector.*

THE French Government has given notice, that in consequence of the extension of shoal ground south-eastward of the entrance to the River Rhone, the following alteration has been made in the outer limit of the sector of red light shown from Bouc Fort, eastern side of Gulf of Foz:—

The sector has been extended seaward $6\frac{1}{2}^{\circ}$ —so that it is now visible through an arc of $46\frac{1}{2}^{\circ}$, or from St. Louis Canal Entrance on one side, to the bearing N.E. $\frac{3}{4}$ E. on the other.

GRECIAN ARCHIPELAGO—SYRA ISLAND.

(2.) *Syra Harbour, Two Red Lights on Mole Head.*

The Greek Government has given notice, that on 10th October, 1879, two lights would be exhibited from the Mole Head, Syra Island, instead of one light as previously:—

The lights are fixed red lights, placed vertically, elevated respectively 34 and 31 feet above the sea.

[The bearing is magnetic. Variation $15\frac{1}{4}^{\circ}$ Westerly, in 1879.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer

Hydrographic Office, Admiralty, London,

20th November, 1879.

This Notice affects the following Admiralty Charts:—

(1.) Les Saintes Maries to Marseille, No. 2606. Also, Admiralty List of Lights in the Mediterranean, 1879, No. 116; and Mediterranean Pilot, Vol. II, 1877, page 28.

(2.) Mediterranean, Nos. 2158 and 2718 c; Grecian Archipelago, No. 2836 a; Tinos, Mykonos, Rhenea, and Belos Islands, No. 1815; Syra Island, with Plan of Syra Harbour, No. 1542. Also, Admiralty List of Lights in the Mediterranean, 1879, No. 440.

NOTICE TO MARINERS.

(No. 182.)—CANADA—GUT OF CANO.

(1.) *Leading Lights at Havre Bouche.*

THE Government of the Dominion of Canada has given notice, that on 8th October, 1879, two leading lights were exhibited from lighthouses recently erected at Havre Bouche, south side of northern entrance to the Gut of Canso.

The low light is a fixed white light, elevated 37 feet above high water, and should be visible in clear weather from a distance of about 9 miles.

The lighthouse, 32 feet high, square, constructed of wood and painted white, is situated on the south-west shore of the harbour.

Position, latitude $45^{\circ} 41' 0''$ N., longitude $61^{\circ} 31' 15''$ W.

The high light is a fixed red light, elevated 107 feet above high water, and should be visible in clear weather from a distance of about 9 miles. It bears S. 37° W. from the low light, distant 473 yards.

This lighthouse is similar in description to the low lighthouse.

The illuminating apparatus of each of these lights is catoptric, or by reflectors.

NOTE.—These lights, kept in line, indicate the dredged channel entering Havre Bouche.

UNITED STATES—COAST OF MAINE.

(2.) *Automatic Buoy in Outer Casco Bay.*

The United States Government has given notice, that an automatic signal-buoy has been placed

south-eastward of Halfway Rock, in Outer Casco Bay, approach to Portland.

The buoy, painted red, with H. R. in black letters, and giving blasts of a whistle at short intervals, is moored in 19 fathoms, with the following bearings, viz.:—

Little Mark Island Monument, N. $\frac{5}{8}$ E.Half-way Rock Lighthouse, N.W. $\frac{1}{4}$ N.Junk of Pork Island, W. by N. $\frac{1}{8}$ N.

[The bearings are magnetic. Variation, Havre Bouche 24° Westerly in 1879; Casco Bay $13\frac{3}{4}^{\circ}$ Westerly in 1879.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

20th November, 1879.

This Notice affects the following Admiralty Charts:—

(1.) North Atlantic, Nos. 2659 and 2660 b; Gulf of St. Lawrence, No. 2516; St. John's to Halifax, No. 2666; Cape Breton Island, No. 2727; Northumberland Strait, Eastern Part, No. 2034; Gut of Canso, No. 2342. Also, Admiralty List of Lights in British North America, 1879, No. 32; and St. Lawrence Pilot, Vol. II, 1860, page 132.

(2.) Bay of Fundy to Block Island, No. 2492; Penmaquid Point to Fletcher Neck, No. 2490. Also, Sailing Directions for the Principal Ports of the United States, 1874, pages 3 and 4.

NOTICE TO MARINERS.

(No. 183.) UNITED STATES—DELAWARE BAY.

(1.) *Automatic Signal Buoy off Five-Fathom Bank.*

THE United States Government has given notice, that an automatic signal buoy has been placed off the north-east end of Five-fathom Bank, Delaware Bay:—

The buoy, painted red, and giving blasts of a whistle at short intervals, is moored in 9 fathoms, with the following bearings and distances, viz.:—

Hereford Inlet Lighthouse, W. by N. $\frac{1}{2}$ N., distant 12 miles.

Five-fathom Bank Light-vessel, S.S.W., distant $9\frac{1}{2}$ miles.

NOTE.—Vessels of heavy draught should pass seaward of this buoy.

COAST OF FLORIDA.

(2.) *Automatic Signal Buoy off Cape Canaveral.*

Also, that an automatic signal buoy has been placed off Cape Canaveral:—

The buoy, painted black, and giving blasts of a whistle at short intervals, is moored in 9 fathoms, three-quarters of a mile east of Ohio Shoal.

[The bearings are magnetic. Variation Delaware Bay 5° Easterly in 1879; Cape Canaveral $2\frac{1}{2}^{\circ}$ Westerly in 1879.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

22nd November, 1879.

This Notice affects the following Admiralty Charts:—

(1.) Halifax to Delaware River, No. 2670; Great Egg Harbour to Albemarle Sound, No. 266; Delaware River, sheet 1, No. 2563. Also, Sailing Directions of the principal ports of the United States, 1874, page 67.

(2.) West India Islands and Carribean Sea, No. 761; Stapelo Sound to Florida, No. 269. Also, Sailing Directions for the principal ports of United States, 1874, page 107; and West India Pilot, Vol. II, 1876, page 496.