

COAST OF FLORIDA—CUMBERLAND SOUND.

(4.) *Amelia Island—Discontinuance of Low Leading Light.*

Also, that on 1st January, 1880, the low beacon light (which, kept in line with *Amelia Island* main light, indicated the old channel, entrance to *St. Mary River*) would be discontinued.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

6th January, 1880.

This Notice affects the following Admiralty Charts:—

(1.) *Halifax to Delaware River*, No. 2670; *Bay of Fundy to Block Island*, No. 2492. Also, Admiralty List of Lights in the United States, 1880, No. 24; and Sailing Directions for the S.E. Coast of Nova Scotia and Bay of Fundy, 1875, page 234.

(2.) *Great Egg Harbour to Albemarle Sound*, No. 266; *Chesapeake River*, Nos. 355a and 2843c. Also, Admiralty List of Lights in the United States, 1880, No. 217; and Sailing Directions for the Principal Ports of the United States, 1874, page 83.

(3.) *Cape Fear to Sapelo Sound*, No. 268; *Savannah River*, No. 2826. Also, Admiralty List of Lights in the United States, 1880, No. 287; and Sailing Directions for the Principal Ports of the United States, 1871, page 103.

(4.) *Sapelo Sound to Florida*, No. 269; *Saint Andrew Sound to Saint John River*, No. 853. Also, Admiralty List of Lights in the United States, 1880, No. 297; and Sailing Directions for the Principal Ports of the United States, 1874, page 106.

NOTICE TO MARINERS.

(No. 3.)—ENGLAND—EAST COAST.

(1.) *Alteration in the Leman and Ower Light.*

WITH reference to Notice to Mariners, No. 178, of 17th November, 1879, giving the character of the light then exhibited from the *Leman* and *Ower Light-vessel*, to the following effect:—

The two fixed lights are discontinued, and instead thereof one white light is exhibited, showing two flashes in quick succession every half minute.

The light is elevated 38 feet above the sea.

The light-vessel is distinguished in the daytime, by two masts and balls as heretofore.

The *Trinity House*, London, has given the following further information regarding the light, dated 18th December, 1879:—

The attention of mariners is particularly directed to the character of this light being group flashing.—The two flashes occur quickly one after the other, and are followed by a comparatively long interval of darkness; the intervals being approximately—two and a half seconds of light, five seconds of darkness—two and a half seconds of light, twenty seconds of darkness.

THAMES RIVER ENTRANCE.

(2.) *East Oaze Buoy—Intended Alteration.*

Also, that early in January, 1880, it is intended to make the following alteration in the character of *East Oaze Buoy*, *Thames River Entrance*:—

The present buoy will be replaced by a buoy lighted by gas.

CAUTION.—Mariners are warned to be particularly careful to avoid collision with this buoy, as, by sudden contact the light may be extinguished.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

6th January, 1880.

This Notice affects the following Admiralty Charts:—

(1.) *North Sea*, Nos. 2182a and 2239; *St. Abbs' Head to Thames River*, No. 2902a; *Orfordness to Cromer*, No. 1630. Also, Admiralty List of Lights in the British Islands, 1880, No. 151; and *North Sea Pilot*, Part III, 1874, page 143.

(2.) *Thames River to St. Abbs' Head*, No. 2902a; *Thames Entrance*, Sheet 2, No. 1610; *North Foreland to the Nore*, No. 1607. Also, Admiralty List of Lights in the British Islands, 1880, page 16; and *North Sea Pilot*, Part III, 1874, page 247.

NOTICE TO MARINERS.

(No. 4.)—BAL TIC ENTRANCE—THE SOUND.

(1.) *Copenhagen—Leading Lights for Krane Channel.*

THE Danish Government has given notice, that two leading lights are now exhibited at *Copenhagen*, which kept in line indicates the approaches to *Krone Channel*:—

The lights are fixed red lights, shown from round towers painted white.

The low light, elevated 24 feet above the sea, is shown from the central outer redoubt of the citadel (northward of the *Langeline*), fronting *Castle Bay*.

Position approximate, lat. 55° 41' 40" N., long. 52° 35' 55" E.

The high light, elevated 40 feet above the sea, is shown from the rampart of the citadel, and bears S.W. $\frac{1}{4}$ W. from the low light, distant 148 yards.

NOTE.—These lights kept in line bearing S.W. $\frac{1}{4}$ W. lead through the entrance of *Krone Channel* in a depth of 21 feet; passing about half a cable eastward of the broom beacon on the south-east part of *Tubben Bank*, and the same distance westward of the beacon buoys marking the north-western edged of *Revshalen Bank*.

BAL TIC—COAST OF SWEDEN.—KALMAR SUND.

(2.) *Alterations in Grimskär Light.*

With reference to Notice to Mariners, No. 171 (1), of 30th November, 1878, on the alteration in the character of the light exhibited on *Grim-kär*, *Kalmar Sund*:—

The Swedish Government has given further notice, that on 1st December, 1879, the following alterations would be made:—

The flashing white light previously shown between the bearings S. 31° W., and S. 35° W. is altered to a flashing red light. The fixed white light shown westward of the above-mentioned sector, is altered so as to be visible only to the line of the east point of *Svino Islet*, westward of which it is obscured.

[The bearings are magnetic. Variation *Copenhagen* 11 $\frac{1}{2}$ °, *Kalmar Sund* 9 $\frac{3}{4}$ ° Westerly in 1879.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

7th January, 1880.

This Notice affects the following Admiralty Charts:—

(1.) *Baltic*, general, No. 2842a; *Kattegat*, No. 2114; Approaches to *Copenhagen*, No. 790; *Sund*, with plan of *Copenhagen*, No. 2115. Also, Admiralty List of Lights in the North Sea, *Baltic*, &c., 1880, page 38; and *Danish Pilot*, 1853, page 162.

(2.) *Kalmar Sund and Oland*, No. 2251; Ports on the east coast of *Sweden*, No. 2377. Also, Admiralty List of Lights in the North Sea, &c., 1880, No. 428; and Sailing Directions for the *Baltic Sea and Gulf of Finland*, 1854, page 31.