

## SOUTH COAST—PLYMOUTH SOUND.

(4) *Plymouth Breakwater Light—Intended Alteration in Colours and Character.*

With reference to Notice to Mariners, No. 183 (2), of 8th December, 1879, on the intended alteration in the colours and in the character of the light on Plymouth Breakwater:—

The Trinity House, London, has given further notice, that in June, 1880, the following alterations will be made:—

The colour seaward will be changed from red to white, thus showing white between the bearings of W. by N.  $\frac{1}{4}$  N. (through north) and S.W.  $\frac{1}{4}$  W. on a line with the Melampus Buoy; and from white to red over the anchorage.

The light will also be made (in both its colours) occulting, whereby it will, once every half-minute, suddenly disappear for three seconds, and as suddenly re-appear at full power.

Further notice will be given when these alterations have been effected.

[The bearings are magnetic. Variation 20° Westerly in 1880.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
14th April, 1880.

This Notice affects the following Admiralty Charts:—

(1.) North Atlantic, Nos. 2059 and 2060a; British Islands to the Mediterranean, No. 1; North Sea, No. 2339; English Channel, Nos. 1598 and 2675a; Thames River to St. Abbs Head, No. 2902a; Dover and Calais to Orfordness, No. 1406; North Foreland to the Nore, No. 1607; Thames Entrance, Sheet 2, No. 1610; Dungeness to the Thames, No. 1895; the Downs, No. 1828. Also, Admiralty List of Lights in the British Islands, 1880, No. 107; Channel Pilot, Part I, 1878, page 247; and North Sea Pilot, Part III, 1874, page 225.

(2.) North Atlantic, Nos. 2059 and 2060a; British Islands, No. 2; English Channel, No. 2675a; North Sea, No. 2339; Thames River to St. Abbs Head, No. 2902a; Orfordness to Cromer, No. 1630. Also, Admiralty List of Lights in the British Islands, 1880, page 20; and North Sea Pilot, Part III, 1874, page 147.

(3.) Thames River to St. Abbs Head, No. 2902a. Also, Admiralty List of Lights in the British Islands, 1880, page 22; and North Sea Pilot, Part III, 1874, page 91.

(4.) North Atlantic, Nos. 2059 and 2060a; British Islands, No. 2; British Islands to the Mediterranean, No. 1; English Channel, Nos. 1598 and 2675b; Dodman Point to Start Point, No. 25; Plymouth Sound, No. 30. Also, Admiralty List of Lights in the British Islands, 1880, No. 12; and Channel Pilot, Part I, 1878, pages 84 and 93.

## NOTICE TO MARINERS.

(No. 60.)—NORTH SEA—EMS RIVER.

*Borkum Flat Light-Vessel—Intended Alteration in Position.*

THE German Government has given notice, that at the end of June, 1880, it is intended to make the following alteration in the position of Borkum Flat Light-vessel:—

The light-vessel will be moved W. by N.  $\frac{1}{2}$  N. 7 miles from her present position, and will then lie with the following bearings and distances, viz:—

Borkum Lighthouse, S.S.E.  $\frac{1}{4}$  E., distant 19 miles. Schiermonnikoog Western Lighthouse,

S.S.W.  $\frac{1}{2}$  W., distant 20 miles. Position approximate, lat. 53° 49' N., long. 6° 16 $\frac{1}{2}$ ' E. [The bearings are magnetic. Variation 15 $\frac{1}{4}$ ° Westerly in 1880.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
17th April, 1880.

This Notice affects the following Admiralty Chart:—North Sea, Nos. 2339 and 2132a; Ameland to Jade River, No. 2593. Also Admiralty List of Lights in the North Sea, 1880, No. 173; and North Sea Pilot, Part IV, 1878, page 185.

## NOTICE TO MARINERS.

(No. 61.)—JAPAN.—KIUSIU—SOUTH COAST.  
GULF OF KAGOSIMA.

(1.) *Kagosima—Fixed Red Light on Breakwater.*

INFORMATION has been received from the Japanese Government that on 15th April, 1879, a light was exhibited from a staff (40 feet high and painted white) on the northern extremity of the breakwater fronting Benten Fort, at Kagosima:—

The light is a fixed red light, elevated 45 feet above the sea, and should be visible in clear weather from a distance of 6 miles.

Position, lat. 31° 32' 5" N., long. 130° 30' 20" E.

KIUSIU—WEST COAST.—SIMABARA GULF.

(2.) *Intended Fixed Light at Futsinotsu.*

Also, that it is intended to exhibit a light from a lighthouse in course of construction on the western entrance point of Futsinotsu (Kutchinotsu) Harbour, south side of Simabara:—

The light will be a fixed white light of the sixth order.

The lighthouse will be constructed of brick.

Position, lat. 32° 36' 5" N., long. 130° 13' 40" E.

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
17th April, 1880.

This Notice affects the following Admiralty Charts:—Kiusiu and Nipon, western part, No. 358; Gulf of Kagosima, No. 372 (1 only). Also, Admiralty List of Lights in South Africa, Japan, &c., page 30; and China Sea Directory, Vol. IV, 1873, pages 272 and 275.

## NOTICE TO MARINERS.

(No. 62.)—NORWAY—SOUTH COAST.

THE SKAGERRAK.

(1.) *Fixed Light in Kragerö Harbour.*

INFORMATION has been received, from the Norwegian Government, that in 1879, a light was exhibited at Galeiodden, near Kragerö Harbour:—

The light is a fixed light, showing red in the channel between Hammerboen and Butteboen, also over Galeiodboerne; and white in other directions.

The illuminating apparatus is catoptric, or by reflectors.

Position, lat. 58° 52' 0" N., long. 9° 25' 10" E.

NOTE.—The light is only shown in the winter, as long as the channel in the vicinity is clear of ice.

BALTIC ENTRANCE—THE SOUND.

(2.) *Flint Channel—Pilot-Vessel off Malmö Outer Road.*

The Swedish Government has given notice, that on 26th February, 1880, a pilot-vessel was stationed in Flint Channel, off Malmö Outer Road:—

The vessel, painted black, with the words *Lots* on her sides, has a signal mast and gaff with look-out house forward, and is moored with Kalkgrund and Oscargrund Light-vessels in line, distant 2 $\frac{1}{2}$  miles from Kalkgrund Light-vessel—and bearing N. 32° W. from Malmö Outer Lighthouse.