

DIRECTIONS.—Vessels approaching the outer bar and entering Port Adelaide at night, should bring the outer beacon (No. 12) to bear N.E. by E. This course will lead over the outer bar in not less than 18 feet at low water, and clear of Gloucester Bank Buoy. After passing Gloucester Bank Buoy, a course should be shaped to pass No. 12 beacon at the distance of a quarter of a cable; the other beacons can then be passed at a reasonable distance.

CAUTION.—Masters of ships should not attempt to enter at night without a pilot, unless they are well acquainted with the navigation, and then great care must be exercised, as some of the lights may be extinguished.

[The bearing is magnetic. Variation $5\frac{1}{4}^{\circ}$ Easterly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
27th April, 1880.

This Notice affects the following Admiralty Charts:—St. Vicent and Spencer Gulfs, No. 2389b; approaches to Port Adelaide, No. 1752; Port Adelaide, 1750. Also, Admiralty List of Lights in South Africa, Australia, &c., 1880, page 36; and Australia Directory, Vol. I, 1876, page 198.

NOTICE TO MARINERS.

(No. 73.)—NORWAY—WEST COAST.

Particulars of Certain Lights.

INFORMATION has been received from the Norwegian Government of the following particulars of certain lights on the West Coast of Norway:—

Hjertnæsstrand Light is visible between the bearings of S. $\frac{1}{4}$ W. and W.S.W.; also between S. by E. and E. by S. $\frac{1}{2}$ S., indicating the anchorage in Skare Bay.

The lighthouse, 33 feet high, is constructed of wood and painted yellow.

NOTE.—In order to pass westward of Halsørfue, vessels should keep within or near the limits of this light.

Börö Light is visible from the bearing of S. $\frac{1}{2}$ W. (through west) round to E.N.E.—A sector of red light is shown between the bearings of S.S.W. and S.W.; the light is elevated 48 feet above high water, and 40 above the ground.

Glopen Light (Lofoten Islands) of the third order, is visible seaward from the bearing of E.N.E. (through north) round to S.W. $\frac{3}{4}$ S., except where obscured by the land between the bearings of E.N.E. and N.E. $\frac{1}{2}$ E.; it should be seen in clear weather from a distance of 18 miles.

The lighthouse is 23 feet high.

Hekkingen Light is visible from the bearing S. by E. $\frac{3}{4}$ E. (through west) round to N.N.W.; it should be seen in clear weather from a distance of 11 miles.

The lighthouse, 24 feet high, is constructed of wood and painted yellow.

[The bearings are magnetic. Variation, Ulve Sund, $17\frac{1}{4}^{\circ}$; Börö Sund, $16\frac{1}{4}^{\circ}$; Sörvaagen, $13\frac{1}{2}^{\circ}$; Malang Fiord, $10\frac{1}{4}^{\circ}$ Westerly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
3rd May, 1880.

This Notice affects the following Admiralty Charts:—Stav Fiord to Romdals Islands, No. 2305; Smölen to Sve Fiord, No. 2307; Fleina to Vest Fiord and the Lofoten Islands, No. 2311; Andö to Helgö, No. 2313. Also, Admiralty List of Lights in the North Sea, &c., 1880, Nos. 643 665, 680, and 691.

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NOTICE TO MARINERS.

(No. 74.)—ENGLAND—EAST COAST.—THAMES RIVER ENTRANCE.

Light-vessel Marking Wreck in Princes Channel.

THE Trinity House, London, has given notice, that a vessel exhibiting two lights, one on each end of a yard, has been placed to the eastward of the ship "Calypso," sunk in Princes Channel.

The wreck lies in 7 fathoms at low water spring tides, with the following bearings and distances, viz.:—

Princes Channel Light-vessel, N.E. by E. $\frac{3}{4}$ E., distant $2\frac{1}{4}$ cables.

North Tongue Buoy, S.E. $\frac{1}{4}$ S., distant 9 cables.

The masts are all visible, and a light will be exhibited from the port main yard arm of the wreck.

[The bearing is magnetic. Variation $17\frac{3}{4}^{\circ}$ Westerly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
3rd May, 1880.

This Notice temporarily affects the following Admiralty Charts:—North Foreland to Orfordness, 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 241.

NOTICE TO MARINERS.

(No. 75.)—BALTIC ENTRANCE—THE KATTEGAT. LÆSO ISLAND.

(1.) *Alteration in Trindelen Light.*

WITH reference to Notice to Mariners, No. 190 (2), of 13th December, 1879, on the intended alteration in the character of the light exhibited from Trindelen Light-vessel, north-eastward of Læso Island:—

The Danish Government has given further notice, that about the end of May, 1880, the following alteration will be made:—

The fixed light now shown will be discontinued, and instead thereof, a white light will be exhibited, showing a flash every thirty seconds.

The light-vessel will have two masts (fore and jigger), and will carry a red globe at the fore mast head.

(2.) *Alteration in Kobber Ground Light.*

Also, with reference to Notice to Mariners, No. 190 (3), of 13th December, 1879, on the intended alteration in the character of the light exhibited from Kobber Ground Light-vessel, south-eastward of Læso Island:—

Further notice is given, that about the end of May, 1880, the following alteration will be made:—

The three fixed lights now shown will be discontinued, and instead thereof, one fixed white light will be exhibited.

The light-vessel will be schooner rigged, and will carry a red globe at the fore mast head.

(3.) *Alteration in Anholt Knobben Light.*

Also, with reference to Notice to Mariners, No. 190 (4), of 13th December, 1879, on the intended alteration in the character of the light shown from Anholt Knobben Light-vessel, eastward of Anholt Island:—

Further notice is given, that about the end of May, 1880, the following alteration will be made:—

The fixed light now shown will be discontinued, and instead thereof, a white light will be exhibited, showing two flashes in quick succession every minute.