

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

Fog Signal.

At the same date, a syren fog signal, worked by a caloric engine, will be established at Anholt Knobben Light-vessel, which during thick and foggy weather will give three powerful blasts in quick succession every two minutes.

NOTE.—From the day the above alterations are effected to 31st May, 1880, Skaw Reef and Drogden Light-vessels will fly the Danish flag above the globe at the masthead.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
3rd May, 1180.

This Notice affects the following Admiralty Charts:—Baltic, general, No. 2842a; Kattegat, No. 2114. Also, Admiralty List of Lights in the North Sea, Baltic, &c., 1880, Nos. 254, 260, and 262; and Danish Pilot, 1853, pages 112, 115, and 126.

NOTICE TO MARINERS.

(No. 76.)—NORWAY—SOUTH COAST.

THE SKAGERRAK—CHRISTIANIA FIORD.

Particulars of Homlängen Light.

THE following information has been received from the Norwegian Government relative to the light exhibited from Homlängen Islet, eastern side of entrance to Christiania Fiord:—

The light is visible from the bearing of S.E. by E. $\frac{3}{8}$ E. (through north) round to W. by N. $\frac{5}{8}$ N., this bearing leads southward of Pillerene. It shows red between the bearings of S.E. by E. $\frac{3}{8}$ E. and E. by S $\frac{1}{8}$ S., and white over the remaining portion of the arc.

The lighthouse is painted yellow.

NOTE.—Homlängen Shoal is situated S.W. $\frac{1}{4}$ S. from Homlängen Lighthouse, distant about $1\frac{1}{2}$ cables.

[The bearing is magnetic. Variation $13\frac{1}{4}^{\circ}$ 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:—Svenøer to Koster Islands, No. 2330. Also, Admiralty List of Lights in the North Sea, 1880, No. 583; and Norway Pilot, 1854, page 88.

NOTICE TO MARINERS.

(No. 77.)—NORTH SEA—ELBE RIVER ENTRANCE.

(1.) *Alteration in Pilot Vessel's Position.*

THE German Government has given notice, that on 30th March, 1880, the following alteration would be made in the outer station of the pilot-vessel below Cuxhaven.

The vessel is now stationed in mid-channel between white buoy No. 1 and black buoy A, and lies in 10 fathoms water, E.S.E. from light-vessel Elbe No. 1 ("Gustav Heinrich"), distant $2\frac{1}{10}$ this miles.

Position, latitude $53^{\circ} 59' 55''$ N., longitude $8^{\circ} 22' 45''$ E.

(2.) *Additional Pilot Station.*

Also, that on 30th March, 1880, a pilot-station would be established on board the light-vessel Elbe, No. 3 ("Jacob Heinrich"); in addition to the ordinary pilot-station at light-vessel Elbe, No. 2 ("Caspar").

NOTE.—From the above date, Elbe Light-vessel No. 3 will carry a black globe on the main-mast instead of the usual red flag with white square; also, a flag at the fore-mast head when pilots cannot be taken on board Elbe Light-vessel

No. 2. If, however, this flag is not shown, pilots may be discharged (the customary signal being made) at either of the stations.

[The bearing is magnetic. Variation $14\frac{1}{4}^{\circ}$ 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:—Elbe River and Entrances, Jade, &c., No. 1875. Also, Admiralty List of Lights in the North Sea, 1880, Nos. 201, 202, and 203, and North Sea Pilot, Part IV, 1878, pages 210 and 213.

NOTICE TO MARINERS.

(No. 78.)—UNITED STATES—VIRGINIA.

(1.) *Automatic Signal Buoy off Cape Charles.*

THE United States Government has given notice, that on or about 17th April, 1880, an automatic signal buoy would be placed off Cape Charles, approach to Chesapeake Bay:—

The buoy, painted red with the letters C.C. in white, and giving blasts of a whistle at short intervals, is moored $6\frac{1}{2}$ miles south-east of Cape Charles Lighthouse in about $6\frac{1}{2}$ fathoms water.

WEST INDIES—CUBA—NORTH COAST.

(2.) *Reported Sunken Danger north-eastward of Bahia Honda.*

Also, of a reported sunken danger lying about 10 miles north-eastward of Bahia Honda, north coast of Cuba:—

This danger on which the American schooner "Hattie Weston" is reported to have struck, is stated on the authority of the Master of the vessel, to be situated from 5 to 7 miles from the shore, in lat. $23^{\circ} 6' N.$, long. $83^{\circ} 4' W.$ approximate.

[The bearing is magnetic. Variation 3° Westerly, in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
6th May, 1880.

This notice affects the following Admiralty Charts:—

(1.) Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake River, Nos. 355a and 2843a. Also, Sailing Directions for the Principal Ports of the United States, 1874, page 76.

(2.) West India Islands and Caribbean Sea, No. 761; Tortugas to New Providence, No. 1217; Cuba, Western Portion, No. 2579. Also, West India Pilot, Vol. II, 1876, page 368.

NOTICE TO MARINERS.

(No. 79.)—IRELAND—EAST COAST.

LOUGH LARNE.

(1.) *Farres Point Light—Limit of Visibility.*

THE following information has been received from the Commissioners of Irish Lights relative to the south-eastern limit of visibility of the light exhibited on Farres Point, entrance to Lough Larne:—

The sector of red light is shown between the bearings of S.W. by W. and S.W. by $\frac{1}{2}$ W., to guard Hunter Rock—on the last named bearing the light is intercepted by Barr Point, and is not visible when to the eastward of that bearing.

(2.) *Hunter Rock—Alteration in Buoyage.*

Notice also is given, dated 16th April, 1880, that the following alterations have been made in the buoys marking Hunter Rock, at the entrance to Lough Larne:—

The wreck buoy, formerly situated 80 yards N. by E. of Hunter Rock, has been replaced by a