

When the light-vessel is not at her station, the usual lights will not be exhibited, but a fixed red light will be shown at each end of the vessel. By day, a red standard will be hoisted above the black ball at the masthead.

Should a vessel be seen standing into danger, a gun will be fired, and repeated if necessary; also, the two signal flags J. D. of the International Code "You are standing into danger" will be hoisted and kept flying until answered.

A bright rocket immediately after a gun will denote the need of assistance from the shore.

[The bearing is magnetic. Variation $15\frac{3}{4}^{\circ}$ Westerly in 1881.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer,
Hydrographic Office, Admiralty, London,
2nd July, 1881.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Zuider Zee, No. 2322. Also, Admiralty List of Lights in the North Sea, 1881, page 16; and North Sea Pilot, Part IV, 1878, page 178.

NOTICE TO MARINERS.

(No. 108.)—NEW ZEALAND. NORTH ISLAND—EAST COAST.

(1.) *Reported Sunken Danger off Cape Kidnappers.*

THE Government of New Zealand has given notice, dated 14th April, 1881, of the reported existence of a sunken danger lying south-eastward of Cape Kidnappers, southern side of Hawke Bay.

This danger (Mercia Shoal), on which the barque "Mercia" is stated to have touched lightly, lies with Cape Kidnappers bearing N. 70° W. distant about one mile—the lead just before the vessel touched gave 7 fathoms water.

The position of this danger must be regarded as approximate, mariners are recommended therefore not to approach Cape Kidnappers nearer than 2 miles.

NORTH ISLAND—WEST COAST.

(2.) *Rangitiki River Entrance—Pilot Service Discontinued.*

Also, that on 1st May, 1881, the pilot service at Rangitiki River Entrance would be discontinued, and that the bar and danger signals would no longer be shown from the signal station.

(3.) *Intended Fixed Light on Cape Egmont.*

Also, that a lighthouse is in course of erection on Cape Egmont, and that it is anticipated the light will be ready for exhibition during the month of August, 1881.

The light will be a fixed white light, visible all round seaward as far as the land will allow; it will be elevated 97 feet above high water, and should be seen in clear weather from a distance of about 15 miles.

The illuminating apparatus will be dioptric, or by lenses of the second order.

The lighthouse is situated on a knoll about 240 yards from high water mark on Cape Egmont.

Position approximate, lat. $39^{\circ} 17' 0''$ S., long. $173^{\circ} 46' 0''$ E.

Further notice will be given of the date of exhibition of this light.

[The bearing is magnetic. Variation $14\frac{3}{4}^{\circ}$ Easterly in 1881.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer,
Hydrographic Office, Admiralty, London,
2nd July, 1881.

This Notice affects the following Admiralty Charts:—

(1.) New Zealand Islands, No. 1212; Poverty

Bay to Cape Palliser, No. 2528. Also, New Zealand Pilot, 1875, page 114.

(2.) New Zealand Pilot, 1875, page 132.

(3.) New Zealand Islands, No. 1212; Cook Strait to Cape Egmont, No. 2054. Also, Admiralty List of Lights in South Africa, &c., 1881, page 48; and New Zealand Pilot, 1875, page 136.

NOTICE TO MARINERS.

(No. 109.)—CANADA—GULF OF ST. LAWRENCE. MIRAMICHI BAY.

(1.) *Alterations in Fox Island Leading Light.*

THE Government of Canada has given notice, that the leading lights at the north-west end of Fox Island, Miramichi Bay, have been moved, and a third light established; and that the lights, as now arranged, would be exhibited on the opening of navigation in 1881:—

The lights are all fixed white lights, shown from lanterns on masts, and should be visible in clear weather from a distance of eight miles; at the foot of each mast is a shed painted white.

The northern light is situated within 100 feet of the northernmost extreme of Fox Island. It is elevated 50 feet above high water (mast 40 feet high).

Position, lat. $47^{\circ} 8' 5''$ N., long. $65^{\circ} 2' 20''$ W.

The second light is elevated 46 feet above high water (mast 38 feet high), and bears S.E. $\frac{1}{2}$ S. from the northern light, distant 350 yards.

The third light is elevated 36 feet above high water (mast 28 feet high), and bears S.W. from the northern light, distant 318 yards.

The first and second lights in line bearing S.E. $\frac{1}{4}$ S., lead into the Old Horse-shoe Channel.

The first and third lights in line bearing S.W. lead through Portage Island Channel.

The second and third lights in line bearing E. by S., lead to the upper buoy of Horse-shoe Shoal.

PRINCE EDWARD ISLAND.

BEDEQUE (SUMMERSIDE) HARBOUR.

(2.) *Fixed Light on Indian Spit.*

Also, that on the opening of navigation in 1881, a light would be exhibited from a lighthouse erected on Indian Spit, south side of entrance to Bedeque (Summerside) Harbour, as a guide to vessels entering.

The light is a fixed light, showing red between the bearings of N.N.E. $\frac{1}{4}$ E. and N.E. $\frac{1}{2}$ E., and white in all other directions seaward. It is elevated 48 feet above high water, and should be visible in clear weather from a distance of 13 miles.

The illuminating apparatus is catoptric, or by reflectors.

The lighthouse consists of an octagonal tower, rising from the middle of an octagonal dwelling on a circular pier, whose foundation is below low water. The superstructure, 42 feet high, is painted white.

Position, lat. $46^{\circ} 22' 40''$ N., long. $63^{\circ} 48' 50''$ W.

[The bearings are magnetic. Variation, Miramichi Bay, $23\frac{1}{2}^{\circ}$; Bedeque Harbour, 23° ; Westerly in 1881.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer,
Hydrographic Office, Admiralty, London,
2nd July, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Gulf of St. Lawrence, No. 2516; Northumberland Strait, western part, No. 1747; Miramichi Bay, sheet 1, No. 2187. Also, Admiralty List of Lights in British North America, 1881, No. 187; and St. Lawrence Pilot, Vol. II, 1860, pages 26—32.