

The harbour is situated 984 yards W.N.W. from Skanör Windmill, and is protected by two moles, of which the northern extends W.N.W. and then N.W., being 164 yards long and fronted by a landing stage.

From the northern mole head Skanör Church bears N. 88° E., and Falsterbö Lighthouse S. 23° W.

The southern mole is of a curved form, the distance between the mole heads being 33 yards.

In the entrance to the harbour the depth is about 10 feet, gradually shoaling to a little more than 6 feet.

From the northern mole head is exhibited a fixed light, elevated 14 feet above the level of the sea, and visible in clear weather from a distance of 5 or 6 miles.

This light shows white between the bearings of N. 30° E. through east to S. 47° E.; red from S. 47° E. to S. 12° E.; white from S. 12° E. to S. 5° W.; red from S. 5° W. to S. 14° W. over Koground and West Haken Shoals, and white from S. 14° W. to the shore.

The lighthouse is hexagonal and painted white.

NOTE.—When bearing northward of N. 30° E. this light is obscured by the land.

BALTIC.—OLAND ISLAND—EAST COAST.

(2.) *Non-existence of Atalanta Shoal.*

Also, with reference to Notice to Mariners, No. 120 (4), of 8th July, 1881, on the reported existence of a shoal of 13 feet, said to lie about $4\frac{1}{2}$ miles eastward of Waholm Point, east coast of Oland Island:—

The Swedish Government has given notice, dated 30th June, 1881, that an examination of the locality has been made, and it is considered that the reported danger has no existence, the steam vessel "Atalanta" having struck on Matkrok ground, which is situated north-eastward of Kareholm Hamn, and upon which a black buoy has now been moored at 2 miles E.N.E. of Kareholm Beacon.

[The bearings are magnetic. Variation 11° Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

9th August, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Baltic, No. 2842a; Femern to Bornholm, No. 2150; Cape Falsterbö to Kalmar Sound, No. 2360; and The Sound, No. 2115. Also, Admiralty List of Lights in the North Sea, &c., 1881, page 40; and Danish Pilot, 1853, page 187.

(2.) Baltic, No. 2842b; Kalmar Sund and Oland Island, No. 2251. Also, Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, pages 31, 32.

NOTICE TO MARINERS.

(No. 144.)—NORTH AMERICA—EAST COAST.
BAY OF FUNDY.

(1.) *Destruction of Quaco Lighthouse.*

THE Government of the Dominion of Canada has given notice, dated 9th July, 1881, that the lighthouse on the rock off Quaco Head has been destroyed by fire.

Also, that a temporary light is exhibited from a lantern, suspended from a pole 20 feet high on the pitch of the cape at West Head.

The light is a fixed white light, and should be visible in clear weather from a distance of about 6 miles.

Position as given, lat. 45° 19' 30" N., long. 65° 32' 00" W.

GULF OF ST. LAWRENCE—MIRAMACHI BAY.

(2.) *Leading Lights at Hay Island.*

Also, that two leading lights have been established on Hay Island, Miramachi Bay, to enable vessels when seeking shelter; to avoid the shoal extending from the east extreme of that island.

The outer light is a fixed white light, exhibited from a lantern hoisted on a mast 15 feet high; it is elevated 23 feet above high water, and should be visible in clear weather from a distance of 10 miles.

At the base of the mast there is a small shed painted red.

The inner light is a fixed white light, elevated 30 feet above high water, and visible in clear weather from a distance of 11 miles; it is exhibited from a square wooden tower, painted white and 21 feet high, situated 210 feet from the outer light.

The illuminating apparatus is catoptric, or by means of reflectors.

Position of outer light as given, lat. 47° 14' 10" N., long. 65° 3' 40" W.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

10th August, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Halifax to the Delaware, No. 2670; Bay of Fundy, Sheet 2, Digby Gut to the head of Navigation, No. 353. Also, Admiralty List of Lights in British North America, 1881, No. 286; and Sailing Directions for S.E. coast of Nova Scotia and Bay of Fundy, 1875, page 219.

(2.) Gulf of St. Lawrence, No. 2516; Western part of Northumberland Strait, No. 1747. Also, Admiralty List of Lights in British North America, 1881, page 26; and St. Lawrence Pilot, Vol. II, 1881, page 41.

NOTICE TO MARINERS.

(No. 145.)—MEDITERRANEAN.—GULF OF GENOA.

(1.) *Alteration in Harbour Lights at Port San Remo.*

THE Italian Government has given notice, dated 13th July, 1881, that the following lights are exhibited from the moles in the Port of San Remo, in place of those hitherto shown:—

From an iron standard on the south mole is exhibited a fixed white light, elevated 32 feet above the sea, and visible in clear weather over an arc of 240° seaward, from a distance of 5 miles.

From an iron standard on the north mole is exhibited a fixed green light, elevated 32 feet above the sea, and visible in clear weather over an arc of 240° seaward, from a distance of 5 miles.

(2.) *Alteration in Harbour Lights at Port Maurizio.*
Also, that the following lights are exhibited from the moles in Port Maurizio, in place of those hitherto shown:—

From an iron standard on the extremity of the North Mole is exhibited a fixed white light, elevated 33 feet above the sea, and visible in clear weather over an arc of 240° seaward, from a distance of 5 miles.

From an iron standard, 26 yards within the outer extremity of the South Mole is exhibited a fixed red light, elevated 34 feet above the sea, and visible in clear weather over an arc of 240° seaward, from a distance of 5 miles.

(3.) *Alteration in Harbour Lights at Oneglia.*

Also, that the following lights are exhibited from the moles in Port Oneglia, in place of those hitherto shown:—

From an iron standard on the extremity of the east mole is exhibited a fixed white light, elevated