

Arthur Moffatt Lang (late Bengal).
Charles Simeon Thomason (late Bengal).
Salisbury Thomas Trevor (late Bengal).
John Hills, C.B. (late Bombay).

Sergeant-Major Alexander McCulloch to be
Quartermaster, on augmentation. Dated 30th
June, 1881.

Sergeant-Major John Bull to be Quartermaster,
vice J. McDonald, retired. Dated 19th Octo-
ber, 1881.

NOTICE TO MARINERS.

(No. 188.)—ENGLAND—EAST COAST.

THE Trinity House, London, has given notice,
dated 20th September, 1881, that it is intended
shortly to make the following alterations in the
buoyage in Thames River Entrance and Harwich
Approaches:—

Thames River Entrance—East Swin.

Swin Spitway Buoy will be moved $1\frac{1}{2}$ cables
E. $\frac{1}{2}$ N.

Harwich Approaches.

A new buoy, to be named South Middle Ship-
wash, will be placed midway between South-west
Shipwash and Middle Shipwash Buoys, to cover
the Knuckle in the sand.

Further notice will be given when these altera-
tions are effected.

Also, that the following alteration has been
made in the position of North-east Bawdsey
Buoy, to cover the shoal ground extending beyond
the previous position of the buoy:—

The buoy has been moved 3 cables E. by N. $\frac{1}{2}$ N.,
and now lies in $4\frac{1}{2}$ fathoms at low water spring
ides, with the following mark, bearings, and
distances, viz.:—

North side of X Tower touching south side of
Bawdsey Church Tower, W. by N.

Orford High Lighthouse, N. by E., distant
 $3\frac{1}{10}$ ths miles.

Shipwash Light-vessel, E. by S., distant $1\frac{7}{10}$ ths
miles.

[The bearings are magnetic. Variation $17\frac{1}{2}^{\circ}$
Westerly in 1881.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
30th September, 1881.

This Notice affects the following Admiralty
Charts:—Thames River to St. Abbs Head with
plan of Harwich Approaches, No. 2902a; North
Foreland to Orfordness, No. 1610; Kentish Knock
to West Swin, No. 1975; Harwich Approaches,
No. 2052. Also, North Sea Pilot, 1874, Part III,
pages 208, 186.

NOTICE TO MARINERS.

(No. 189.)—NORTH SEA.

*Terschelling Bank Light-vessel—Alteration in
Position.*

WITH reference to Notice to Mariners, No. 107,
of 2nd July, 1881, on placing a light-vessel on
Terschelling Bank, from which a flashing white
light was exhibited on 13th June, 1881:—

The Netherlands Government has given further
notice, that on 20th September, 1881, on account
of the heavy sea, Terschelling Bank Light-vessel
was shifted S.S.W. $\frac{1}{2}$ W. a distance of 4 miles,
and is now moored in 13 fathoms at low water.

Position approximate, lat. $53^{\circ} 29' N.$, long.
 $4^{\circ} 53' E.$

Further notice will be given of the exact posi-
tion of the vessel, also of the shifting of the two
watch buoys.

[The bearing is magnetic. Variation $15\frac{1}{4}^{\circ}$
Westerly in 1881.]

By command of their Lordships,
Fredk. J. Evans Hydrographer.
Hydrographic Office, Admiralty, London,
30th September, 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. 190.)—UNITED STATES.—MASSACHUSETTS—
MOUNT HOPE BAY.

(1.) *Fixed Red Light and Fog Signal on
Bordens Flats.*

THE United States Government has given
notice, that on 1st October, 1881, a light will be
exhibited from a lighthouse recently erected on
Bordens Flats, opposite Fall River, Mount Hope
Bay:—

The light will be a fixed red light of the fifth
order, elevated 45 feet above high water, and
should be visible in clear weather from a distance
of about 12 miles.

The lighthouse consists of an iron tower
standing on an iron pier filled with concrete. The
pier and tower are coloured red, the lantern black.

Position approximate, lat. $41^{\circ} 42' 20'' N.$, long.
 $71^{\circ} 10' 15'' W.$

Also, that a fog signal will be established at
Bordens Flats Lighthouse:—

The signal will be a bell which, during thick
and foggy weather, will be sounded by machinery.

RHODE ISLAND.

(2.) *Block Island Fog Signal—Alteration in
Character.*

Also, that on 15th October, 1881, the following
alteration will be made in the character of the fog
signal at the lighthouse on the south-east end of
Block Island:—

The signal will be a blast of four seconds' dura-
tion, followed by intervals of thirty seconds.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
4th October, 1881.

This Notice affects the following Admiralty
Charts:—Halifax to Delaware River, No. 2670
(1 only); Bay of Fundy to Block Island, No. 2492
(1 only); Nantucket Shoals to Block Island,
No. 2890; Narragansett Bay, No. 2892 (1 only);
Block Island to Great Egg Harbour, No. 2480
(2 only); Long Island Sound, No. 2754 (2 only).
Also, Admiralty List of Lights in the United
States, 1881, page 18, No. 113; and Sailing
Directions for the principal ports of the United
States, 1874, page 41.

NOTICE TO MARINERS.

(No. 191.)—UNITED STATES—DELAWARE
RIVER.

(1.) *Horseshoe Shoal—Leading Lights.*

THE United States Government has given
notice, that on 1st October, 1881, two groups of
leading lights would be exhibited to aid vessels in
passing through Horseshoe Bend, Delaware River.

Each group consists of three lights—a rear
light, fixed white, shown from a detached tower of
open frame-work; and two front lights, one fixed
white and the other fixed red, shown from small
frame structures, 10 feet high, corresponding in
colour to the colour of the lights.

The first (or lower) group is on Fort Mifflin
Reservation, about half a mile above the fort.