

The second (or upper) group is in Howell Cove, on the south bank of the river, about 2 miles below Gloucester.

The rear light of Fort Mifflin group, with its white front light, forms a range to mark the channel passing League Island. Vessels proceeding up the river pass directly from Fort Mifflin Cut Range to this range, and should hold it to the lower turning point, which is where the lower or red, front light of Howell Cove group is in line with the rear light of that group—at this point the course must be altered three points to port.

The rear light of Howell Cove group, with its white or upper front light, forms a range marking the channel from opposite Greenwich Point to the upper turning point, which is where the upper, or red, front light of Fort Mifflin Group is in line with its rear light—at this intersection, vessels proceeding down the river should alter course three points to starboard.

The distance between these turning-points—about five-eighths of a mile—is without leading marks.

(2.) *Fort Mifflin—Discontinuance of Light, Alteration in Position of Fog Bell.*

Also, that on the exhibition of the above-mentioned lights, the light previously shown on the pier opposite Fort Mifflin, would be discontinued; and that the fog bell at that structure would be moved about 600 yards, and placed directly opposite the dock at Fort Mifflin.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
4th October, 1881.

This Notice affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Delaware River, sheet 2, No. 2564. Also, Admiralty List of Lights in the United States, 1881, page 28, No. 195; and Sailing Directions for the principal ports of the United States, 1874, pages 67, 72.

NOTICE TO MARINERS.

(No. 192).—IRELAND—SOUTH-EAST COAST.
WEXFORD, SOUTH BAY.

Rosslare Pier Light—Intended Alteration in Colour.

INFORMATION has been received from the Commissioners of Irish Lights, that Rosslare Harbour Pier, Wexford South Bay, being so far completed as to receive vessels alongside, the following alteration will be made, on 1st November, 1881, in the colour of the light exhibited from near its outer extremity:—

The fixed white light will be discontinued, and in place thereof a fixed green light will be exhibited, elevated 32 feet above high water, and which should be seen in clear weather from a distance of 6 miles.

This light will be visible in the South Shear through an arc of 8°, between Long Bank South Buoy and Cawmeens (or Calmines), from the bearing of N.W. by W. $\frac{1}{4}$ W. to N.W. $\frac{1}{2}$ W.—In the North Shear (between Long and Dogger Banks) it will be visible through an arc of 17°, or between the bearings of S.S.W. $\frac{1}{2}$ W. and S.W.

NOTE.—The wooden structure of the pier extends 27 yards in a N.N. westerly direction from the light.

[The bearings are magnetic. Variation $21\frac{1}{4}^{\circ}$ Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
4th October, 1881.

This Notice affects the following Admiralty Charts:—English Channel, No. 2675*b*; Ireland, general, No. 1824*a*; Irish Channel with plan of Wexford South Bay, No. 1825*b*; Brattin Head to Wexford, No. 2049; Wexford to Wicklow, No. 1787; Wexford Harbour, No. 1772. Also, Admiralty List of Light in the British Islands, 1881, No. 531; and Sailing Directions for the Coast of Ireland, Part I, 1877, page 76.

NOTICE TO MARINERS.

(No. 193).—NORTH SEA.—ELBE RIVER
APPROACH.

(1.) *Beacon Buoy off Scharhörn Shoal, marking Telegraph Cable.*

THE German Government has given notice, that on 19th September, 1881, or as soon after as the weather would permit, a beacon buoy would be moored in the approach to Elbe River, in about 10 fathoms water, between Outer Elbe Light-vessel No. 1, and Wester Till Beacon Buoy—in order to mark the north-west edge of Scharhörn Shoal and the position of Neuwerk-Heligoland telegraph cable:—

This buoy (iron) in the shape of a truncated cone, carries a cage and triangle (apex upwards), 22 feet above the sea, which should be seen from a distance of 8 miles.

The beacon buoy is painted red, in distinction to Wester Till Beacon Buoy. The cage has the name "Scharhörn—Telegraph Cable" on it in white letters on a black ground.

Position, lat. $53^{\circ} 58' 50''$ N., long. $8^{\circ} 12' 0''$ E.

NOTE.—Vessels should pass northward of the buoy, and should not anchor near it, nor in a N.N.W. $\frac{1}{2}$ W. direction from it.

BALTIC ENTRANCE.—THE KATTEGAT.

(2.) *Anholt Island—Provisional Light Discontinued, Permanent Light Re-exhibited.*

With reference to Notice to Mariners, No. 62 (1.), of 21st April, 1881, on the exhibition of a provisional light, pending the re-building of the lighthouse on Anholt Island, the Kattegat:—

The Danish Government has given further notice, that on 1st October, 1881, the provisional light would be discontinued, and the permanent light re-exhibited.

The light will show a white flash every twenty seconds; it is elevated 133 feet above the sea, and should be visible in clear weather from a distance of 17 miles.

The illuminating apparatus is dioptric, or by lenses, of the first order.

THE SOUND.

(3.) *Light-Vessel Marking Wreck at South Entrance.*

The Swedish Government has given notice, that on 16th September, 1881, a light-vessel was placed to mark the wreck of a steamer sunk in the southern entrance to the Sound:—

The wreck, with mainmast showing about 29 feet above the water, lies with the following bearings, viz.:—

Drogden (Dragor) Light-vessel, N. by E. $\frac{1}{4}$ E.

Falsterbo Point Lighthouse, S. by E. $\frac{3}{4}$ E.

The wreck-marking vessel, painted green, is moored in 7 fathoms water, and exhibits marks by day and lights by night—indicating that she should be passed on that side on which two balls or two lights are shown. The riding light is not hoisted.

[The bearings are magnetic. Variation Elbe River Entrance $14\frac{1}{2}^{\circ}$, Drogden Channel $11\frac{1}{2}^{\circ}$, Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th October, 1881