

the light exhibited at the north-west extremity of Schouwen Island, northern side of East Schelde:—

The revolving light will be discontinued, and in place thereof a double flashing half-minute light of the first order will be exhibited, showing two flashes of two and a-quarter seconds' duration each, divided by an eclipse of five and a-quarter seconds' duration; the second flash being followed by an eclipse of twenty and a-quarter seconds.

NOTE.—In order to carry out this alteration, the revolving light will be discontinued at the end of April, 1882, and will be temporarily replaced by a fixed and flashing light of less power, to be exhibited from the same lighthouse, with an old illuminating apparatus of the fourth order.

Further particulars concerning the alteration will be published in due course.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
3rd April, 1882.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; Dover and Calais to Orfordness, No. 1406; Schelde River, No. 120. Also, Admiralty List of Lights in the North Sea, 1882, No. 70; and North Sea Pilot, Part IV, 1878, page 132.

NOTICE TO MARINERS.

(No. 57.)—UNITED STATES—MARYLAND.

(1.) Hooper Strait and Clay Island Lighthouses— Rays of Red Light.

THE United States Government has given notice, that on 1st April, 1882, rays of red light would be exhibited from Hooper Strait and Clay Island Lighthouses:—

The southern limits of the rays of red light intersect each other at Bishop's Head Buoy. Vessels entering Hooper Strait from Chesapeake Bay should keep in Hooper Strait white light until they have crossed the red ray of Clay Island Lighthouse, thence keeping in Clay Island white light till the red ray of Hooper Strait Lighthouse is passed. Shark Fin Shoal can then be crossed in 9 feet water.

FLORIDA.

(2.) St. John River Bar—Automatic Whistle Buoy.

Also, that on or about 15th March, 1882, the bar buoy at St. John River Entrance would be replaced by a buoy fitted with an automatic whistle.

This buoy, painted black and white in vertical stripes, and marked St. J., is surmounted by a whistle giving blasts at short intervals.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
3rd April, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Chesapeake Bay, Nos. 355a, 2813c and d. Also, Admiralty List of Lights in the United States, 1882, Nos. 221, 223; and Sailing Directions for the principal ports of the United States, 1874, page 85.

(2.) St. Andrew Sound to St. John River, No. 853. Also, Sailing Directions for the principal ports of the United States, 1874, page 107.

NOTICE TO MARINERS.

(No. 58.)—HINDOSTAN—WEST COAST.

NORTH CANARA:

(1.) Sunken Danger Westward of Cape Modeshwur.

THE Government of India has given notice, dated 24th February, 1882, of the existence of a

sunken danger lying 3 miles westward of Cape Modeshwur, North Canara Coast.

This danger (Dart Rock) is reported to consist of rock about a quarter of a cable in extent in a N.N.W. and S.S.E. direction, with a depth of about 10 feet over it at low water; it lies with the following bearings and distances.

Cape Modeshwur, E. by N., distant 3 miles.

Jali Kund or Hog Island, S.S.E., distant 5 $\frac{1}{2}$ miles.

Netrun or Pigeon Island, S.W. by W., distant 7 miles.

These bearings place Dart Rock in latitude 14° 4' 55" N., longitude 74° 25' 10" E.

Depths of 7 to 8 fathoms, over mud, were obtained around the rock, with the exception of a shoal east of 3 $\frac{1}{2}$ fathoms rocky bottom, about one cable's length eastward of it.

NOTE.—Dart Rock, unless the sea is breaking on it, is not discernible—caution therefore is necessary when navigating in the vicinity.

BOMBAY HARBOUR.

(2.) Intended Light on Sunken Rock.

Also, dated 16th February, 1882, that a light-house is in course of construction on Sunk Rock, northern side of entrance to Bombay Harbour.

The building, a circular tower, is intended to be 70 feet high above low water ordinary spring tides. It was expected that the masonry would be completed about the middle of March, 1882, but the fixed white light will be shown, as hitherto, from the Inner Light-vessel, until further notice.

Particulars as to the description of the light to be exhibited from Sunk Rock Lighthouse, and the simultaneous changes to be made in South-west Prong, and Khundári (Kenery) Island lights will be published in due course.

(3.) Bombay Harbour Approaches—Fishing Stakes.

Also, dated 25th February, 1882, that the whole area of the sea off the entrance to Bombay Harbour, comprehended between South-west Prong and Khundári (Kenery) Island Lighthouses—bearing east respectively—is now clear of fishing stakes, and will be so maintained; but that northward and southward of these limits there is no restriction as to the position in which fishing stakes may be placed; consequently, the passage between the stakes, with South-west Prong Lighthouse bearing N.N.E. $\frac{1}{2}$ E., which formerly existed, should not now be used.

Vessels approaching Bombay from the northward, should bring South-west Prong Light to bear northward of east before altering course towards the harbour. Approaching from the southward, Khundári (Kenery) Island Light should be brought southward of east before steering for the outer light-vessel.

[The bearings are magnetic. Variation, Cape Modeshwur, 1°, Bombay, 1 $\frac{1}{2}$, Easterly in 1882.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
4th April, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Indian Ocean, No. 748b; Karáchi to Vingorla, No. 826; Vingorla to Cape Comorin, No. 827; Viziadurg to Cochin, No. 2737; Cape Ramas to Alvagudda, No. 744. Also, west coast of Hindostan Pilot, 1880, No. 106.

(2) and (3) Karáchi to Vingorla, No. 826; Gulf of Cutch to Viziadurg, No. 2736; Arnol Island to Khundári, No. 737; Bombay Harbour, No. 2621. Also, Admiralty List of Lights in