

FRANCE—NORTH COAST.

(3.) *St. Valery-en-Caux—Fog Signal on West Jetty.*

The French Government has given notice, that on 15th August, 1882, a fog signal was established at the extremity of the West Jetty of St. Valery-en-Caux Harbour.

The signal is a bell, which during thick and foggy weather, will give groups of twenty sounds, with an interval of twenty seconds between each group. A double sound will be given in the middle of the intervals, when there is at least $8\frac{1}{2}$ feet water in the harbour channel.

[The bearings are magnetic. Variation $22\frac{1}{2}^{\circ}$ Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
21st August, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Admiralty List of Lights in the British Islands, 1882, No. 499; and Sailing Directions for the Bristol Channel, 1879, page 21.

(2.) Waterford Harbour, No. 2046. Also, Admiralty List of Lights in the British Islands, 1882, No. 523; and Sailing Directions for the coast of Ireland, Part I, 1877, page 50.

(3.) Trouville to Dieppe, No. 2612. Also, Admiralty List of Lights on the north and west coasts of France, 1882, No. 121; and Channel Pilot, Part II, 1882, page 102.

NOTICE TO MARINERS.

(No. 164.)—MEDITERRANEAN—COAST OF EGYPT.
Alexandria—Shoal off Entrance to New Port.

INFORMATION has been received from Commander Brand, H.M.S. "Bittern," dated 28th July, 1882, of the existence of a shoal lying about 7 cables northward of the entrance to the New Port, Alexandria:—

This shoal (Bittern Shoal) with a least depth of 5 fathoms, obtained by the "Bittern" when passing over it on passage from Alexandria to Abukir (Aboukir) Bay, lies with the following approximate bearings and distance:—

Pharos Tower S. by W. $\frac{1}{4}$ W., distant $8\frac{1}{4}$ cables.
Eunostos Lighthouse S.W. $\frac{1}{2}$ S.

These bearings place Bittern Shoal in approximately, lat. $31^{\circ} 13' 40''$ N., long. $29^{\circ} 53' 10''$ E.

NOTE.—This shoal lies about one mile S.E. of the $4\frac{1}{2}$ fathoms patch reported in 1876—as it is possible that less water may exist, vessels should navigate in the vicinity with caution.

[The bearings are magnetic. Variation $5\frac{1}{2}^{\circ}$ Westerly in 1882].

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
21st August, 1882.

This Notice affects the following Admiralty Charts:—Ras Bulaou to Alexandria, No. 347; Alexandria to Damietta, No. 2630; plan of Alexandria, No. 243. Also, Mediterranean Pilot, Vol. II, 1877, page 247.

NOTICE TO MARINERS.

(No. 165.)—NORTH SEA—EAST SCHELDE.
Schouwen Island—Permanent Light re-exhibited, Provisional Light Discontinued.

WITH reference to Notice to Mariners, No. 56, of 3rd April, 1882, on intended alteration in the character of the light exhibited at the north-west extremity of Schouwen Island, northern side of East Schelde; and to No. 110, of 6th June, 1882, on the discontinuance of the revolving light, and exhibition of a provisional light.

The Netherlands Government has given further notice, that on 10th August, 1882, the permanent light would be re-exhibited, and the provisional discontinued.

The light is a white double flashing half-minute light, 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.

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

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
22nd August, 1882.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; Dover and Calais to Orfordness, No. 1406; mouths of the Maas, No. 122; 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. 166.)—ENGLAND—SOUTH COAST.

(1.) *Owers Light-Vessel—Intended Alteration in Position.*

THE Trinity House, London, has given notice, dated 12th August, 1882, that it is intended shortly to make the following alteration in the position of Owers Light-vessel:—

The vessel will be moved 6 cables W. $\frac{1}{2}$ S. from her present position, and will be moored in 15 fathoms at low water spring tides.

Mariners are cautioned that the light-vessel should not be brought to bear southward of S.W. by W. as the line from East Bank (Eastborough Head) buoy to the proposed position of the light-vessel does not clear the shoal of the lead.

Due notice will be given when this alteration has been effected.

(2.) *Newhaven Harbour Entrance—Alteration in Position of Bell Buoy.*

Information has been received from the Harbour Authorities at Newhaven, that in consequence of the extension of the breakwater at that place, the following alteration was about to be made in the position of the Bell Buoy placed off the extremity of the works in progress:—

The buoy (red) will be moored with Newhaven outer western lighthouse bearing N. by E. $\frac{1}{4}$ E. distant about 4 cables.

NOTE.—Vessels should pass eastward of this buoy.

[The bearings are magnetic. Variation 18° Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
22nd August, 1882.

This Notice affects the following Admiralty Charts:—Portland to Owers, No. 2450 (1 only); Owers to Dungeness, No. 2451; Newhaven, No. 2154 (2 only.) Also, Admiralty List of Lights in the British Islands, 1882, No. 72; and Channel Pilot, Part I, 1878, pages 210, 225, 226.

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction, consisting of a certain freehold house and premises, which have been permanently secured to the vicarage of the Holy Trinity, Dinting Vale, in the county of Derby, and in the diocese of Lichfield, do hereby, in pursuance of the Act of the