

NOTICE TO MARINERS.

(No. 174.)—ENGLAND—WEST COAST.

BRISTOL CHANNEL.

(1.) *Nash and Culver Sands—Alteration in Buoyage.*

WITH reference to Notice to Mariners, No. 128 (2), of 3rd July, 1882, on intended alteration in position of West Nash Buoy and buoyage of Culver Sand:—

The Trinity House, London, has given further notice, dated 23rd August, 1882, that the following alterations have been made:—

West Nash Buoy has been moved $6\frac{1}{2}$ cables S.E. by E. of its former position, and now lies in $5\frac{1}{2}$ fathoms, with—

Newtown Down Mill Stump in line with the Coastguard Flagstaff at Porthcawl, N.E. by E., Northerly.

Nash High Lighthouse, its height open northward of the Low Lighthouse, S.E. $\frac{3}{4}$ E., Easterly.

East Scarweather Buoy, N. $\frac{1}{2}$ W., distant $2\frac{4}{5}$ ths miles.

An 8-foot red can buoy marked North Culver Buoy, has been placed on the north side of Culver Sand in 5 fathoms, with—

A conspicuous clump of trees on high back land, twice its width open eastward of Barry Church, N. $\frac{1}{2}$ E.

Swallow Point in line with south side of Steepholm Island, E. by N.

West Culver Buoy, W. $\frac{1}{2}$ N., distant $2\frac{1}{10}$ ths miles.

East Culver Buoy has been moved $3\frac{1}{2}$ cables S.E. by E. of its former position, and now lies in 23 feet, with—

The chancel end of Penarth Church in line with Lavernock Point, N.N.E.

Burnham Low Lighthouse, midway between the high lighthouse and a conspicuous tower on a hill (Glastonbury) to the right, S.E. $\frac{1}{4}$ S.

Gore Buoy, S. $\frac{1}{4}$ E., distant $4\frac{2}{10}$ ths miles.

USK RIVER ENTRANCE.

(2.) *Alteration in West Usk Buoy.*

Also, has given notice, dated 23rd August, 1882, that a bell buoy, painted red and white in vertical stripes, has been substituted for the Old West Usk Buoy.

IRELAND—NORTH COAST.

LOUGH FOYLE—NORTH CHANNEL.

(3.) *Tuns Bank Buoy—Alteration in Character and Colour.*

The Commissioners of Irish Lights have given notice, that on or about 15th September, 1882, the black buoy now marking the north end of Tuns Bank, Lough Foyle Entrance, will be replaced by a bell buoy with staff and cage—the colour of the buoy will be altered to red.

All depth are given at low water spring tides.

[The bearings are magnetic. Variation Nash Sand, 20° ; Culver Sand, 21° Westerly in 1882.]

NOTE.—In Notice to Mariners, No. 197, of 8th October, 1881, at line third from bottom, insert—Dublin Bay, No. 1415.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th September, 1882.

This Notice affects the following Admiralty Charts:—

(1.) and (2.) Ireland, general, No. 1824a; English Channel, No. 2675b; Bristol Channel, No. 1179; Nash Point to New Passage, with plan of Usk River, No. 2682; Kenfig River to Nash Point, No. 1183 (1 only). Also, Sailing Directions for the Bristol Channel, 1879, pages 48, 112, 128.

(3.) Scotland, West Coast, No. 2635; Ireland, general, No. 1824a; Irish Channel, No. 1825a; Larne Lough to Bloody Foreland, No. 46; Lough Foyle, No. 2499. Also, Sailing Directions for the Coast of Ireland, Part I, 1877, page 174.

NOTICE TO MARINERS.

(No. 175.)—MEDITERRANEAN.—FRANCE.—SOUTH COAST.—TOULON.

(1.) *Ane Bank Light—Alteration in Arc of Visibility.*

THE French Government has given notice, dated 27th July, 1882, that the green light shown from the light-vessel ("L'Indicateur") moored near the extremity of Ane Bank, Toulon Road, is obscured towards the offing, and is only visible westward of the lines joining the light-vessel to the southern extremity of the Great Pier, and to Grosse Tour.

BLACK SEA.

(2.) *Bug River—Harbour Light off Fort Konstantine.*

The Russian Government has given notice, that a harbour light is now exhibited from a perch, painted red, and placed in 3 feet water at the extremity of the bar extending off Fort Konstantine (Constantin), west bank of Bug (Bourg) River.

The light is a fixed red light, elevated 16 feet above the water, and should be visible in clear weather from a distance of 4 miles.

The channel between this light and the light on the east bank of the river is 370 yards wide, with a depth in mid-channel of about $5\frac{1}{2}$ fathoms.

SOUJAK BAY.

(3.) *Penai Point Light—Alteration in Colour of Central Sector.*

Also, that on 15th August, 1882, the colour of the central sector of light (comprised between the bearings of N. $41\frac{1}{2}^\circ$ E. and N. 59° E.) shown from Penai Point Lighthouse would be altered from red to green, in consequence of the discovery of a shoal with 23 feet water over it, lying with the lighthouse bearing N. 49° E., distant $1\frac{3}{4}$ miles.

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

By command of their Lordships,

Fredk. J. Evans, Hydrographer,

Hydrographic Office, Admiralty, London,
6th September, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Marseille to Hyeres, No. 2607; Toulon Harbour, No. 151. Also, Admiralty List of Lights in the Mediterranean, 1882, No. 148; and Mediterranean Pilot, Vol. II, 1877, page 47.

(2.) and (3.) Black Sea, No. 2214 (2 only); Odessa to Sevastopol, No. 2232 (2 only); Bug River, No. 2378 (2 only); Anakria Fort to Kertch Strait, No. 2235 (3 only); Black Sea Ports, No. 2221 (3 only). Also, Admiralty List of Lights in the Mediterranean, &c., 1882, page 62, No. 718a; and Black Sea Pilot, 1871, pages 36, 79, 80.

NOTICE TO MARINERS.

(No. 176.)—ENGLAND—WEST COAST.

Wreck off River Ribble Entrance.

INFORMATION has been received from Staff Commander Archdeacon, Admiralty Surveyor, that the steam vessel "Celtic" (laden with iron ore), lies sunk in a position dangerous to shipping, between Morsey River Entrance and Morecambe Bay, about $3\frac{1}{2}$ miles northward of Formby Spit:—

The wreck, with about 18 feet over the hull, and both masts standing visible only at low water