

Also, that on the exhibition of this light, the light-vessel previously marking the extremity of Loando Reef, was withdrawn.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
8th January, 1883.

This Notice affects the following Admiralty Charts:—St. Paul de Loando to Great Fish Bay, No. 627; Cape Lopez Bay to St. Paul de Loando, with plan of St. Paul de Loando Harbour, No. 604. Also, Admiralty List of Lights on the West Coast of Africa, 1883, No. 29; and Africa Pilot, Part II, 1875, pages 117–120.

#### NOTICE TO MARINERS.

(No. 8.)—ENGLAND—SOUTH COAST.

*Start Point—Alteration in Character of Fog Signal.*

WITH reference to Notice to Mariners, No. 228 (2), of 3rd November, 1882, on intended alteration, probably at the end of December, 1882, in the character of the fog signal at Start Point:—

The Trinity House, London, has given further notice, dated 1st January, 1883, that the following alteration has been made:—

During thick or foggy weather, the signal will give three blasts in quick succession every three minutes in the following manner:—The first blast a high note, the second a low note, and the third a high note.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
8th January, 1883.

This Notice affects the following Admiralty Charts:—Dodman Point to Portland, No. 2620. Also, Admiralty List of Lights in the British Islands, 1883, No. 16; and Channel Pilot, Part I, 1878, page 106.

#### NOTICE TO MARINERS.

(No. 9.)—ENGLAND—SOUTH COAST.

NEEDLES CHANNEL.

*Needles Light—Alteration in Character, intended Sector of Green Light.*

WITH reference to Notice to Mariners, No. 115, of 14th June, 1882, on intended alteration, in September, 1882, in the character of the Needles Light.

The Trinity House, London, has given notice, dated 5th January, 1883, that the following alteration has been made.

The light is an occulting light, with an eclipse of three seconds' duration every half-minute.

Also, that the better to define the inner edge of the white light which clears the Warden Ledge, it is proposed that from the bearing of S.W. by W. to the land, the light shall, on or about 1st February, 1883, be coloured green.

[The bearing is magnetic. Variation  $18\frac{1}{2}^{\circ}$  Westerly in 1883.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
9th January, 1883.

This Notice affects the following Admiralty Charts:—North Atlantic Ocean, eastern part, No. 2060a; British Islands to Mediterranean Sea, No. 1; English Channel, Nos. 1598, 2675a; Portland to Owers, No. 2450; Owers to Christchurch, No. 2045; Needles Channel, No. 2219. Also, Admiralty List of Lights in the British Islands, 1883, No. 47; and Channel Pilot, Part I, 1878, pages 148, 156, 157.

#### NOTICE TO MARINERS.

(No. 10.)—TIERRA DEL FUEGO.

*Mission Station at Ooshooia, Beagle Channel.*

REPRESENTATION having recently been made by the South American Mission Society in London, as to the advantages offered by their station at Ooshooia (Ushuwia), in Beagle Channel, as a place of refuge to the crews of vessels wrecked or abandoned in the vicinity of Cape Horn; the following information (originally published in Notice to Mariners, No. 40 of 1871), is now re-published:—

The Mission Station, Ooshooia, is established on the north shore of Beagle Channel, Tierra del Fuego, in the cove of a small peninsula N. by E. from the Murray Narrows or northern entrance to Ponsonby Sound, and which may be used as a place of refuge and relief to mariners shipwreck in the vicinity of Cape Horn.

If a ship is abandoned to the westward of Cape Horn, the most direct course for boats is, to pass eastward of False Cape Horn and through Ponsonby Sound, using Packsaddle Island (where it is considered the natives are to be trusted) for a stopping place, but avoiding communication with natives in Ponsonby Sound until near the north part of it, as they are said to be very hostile.

For crews escaping when to the eastward of Cape Horn, the best course would be to the eastward of Navarin Island and westward through the Beagle Channel; stopping if necessary at Banner Cove, in Picton Island, or at the Narrows of Beagle Channel, where, on the south shore, friendly natives are settled, and from which the Mission is distant about 30 miles.

The position of the Mission settlement is in lat.  $54^{\circ} 53' S.$ , long  $68^{\circ} 12' W.$

NOTE.—The above information is given as a Notice on Admiralty Chart of south-eastern part of Tierra del Fuego, No. 1373. It is also published in the South American Pilot, Part II, 1875, page 24.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
10th January, 1883.

A plan of Ooshooia Harbour is given on Admiralty Chart of south-eastern part of Tierra del Fuego, No. 1373. The position of the Mission is also shown on chart of Magellan Strait, No. 554.

#### NOTICE TO MARINERS.

(No. 11.)—FRANCE—WEST COAST.

GIRONDE RIVER ENTRANCE.

*Wreck in Passe de Sud.*

THE French Government has given notice, dated 30th December, 1882, that the three-masted vessel "Antonio" lies sunk in Passe de Sud (Grave), Gironde River Entrance.

The wreck lies in a position dangerous to shipping, off the south-east buoy of Chevrier Bank, with St. Pierre de Royan and Tour de Chay (Chai) Lighthouses in line.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
11th January, 1883.

This Notice temporarily affects the following Admiralty Charts:—Point d'Arcachon to Point de la Coubre, No. 2664. Also, Sailing Directions for West Coasts of France, Spain, and Portugal, 1881, page 85.