

not yet deepened, have only a depth of  $10\frac{1}{2}$  feet at low water.

The light-vessel has been moved to the outer edge of the bar, and is moored in 3 fathoms, half a cable eastward of the line of the new cutting; the tidal signals being made from her as usual.

Position, lat.  $27^{\circ} 19' S.$ , long.  $153^{\circ} 11\frac{1}{2}' E.$

The direction of the line of the new cutting is indicated by two lighthouses on Fisherman Islands; and at night by two leading lights shown therefrom, and which, when in line, bearing S. by E.  $\frac{1}{4} E.$ , lead through the cutting at a distance of 50 feet from its eastern edge.

The northern leading light is a red light, elevated 27 feet above high water, and shows through a sector of  $10^{\circ}$  in the line of cutting.

The illuminating apparatus is holophotal, of the sixth order.

The southern leading light is a white light, elevated 47 feet above high water, and shows between the bearings S.E. by S. and S.S.W.  $\frac{1}{2} W.$ , and between the bearings W.  $\frac{3}{4} N.$  and N.W.  $\frac{1}{2} N.$ , where not obscured by trees.

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

Position, lat.  $27^{\circ} 23' S.$ , long.  $153^{\circ} 11' 45'' E.$

The lighthouses are circular towers, painted white, and are placed 1,433 yards apart, bearing N. by W.  $\frac{1}{4} W.$  and S. by E.  $\frac{1}{4} E.$  of each other.

NOTE.—The West Beacon Light, and all the lights in Frances Channel are discontinued, as also the red buoys.

DIRECTIONS.—Vessels entering from the northward, should observe that with the white or southern leading light bearing southward of S.S.W.  $\frac{1}{4} W.$ , they will be clear of the shoal water off Mud Island, and should steer to pass well to the northward and westward of the light-vessel outside the bar, entering the cutting with the high lighthouse just open to the westward of the low lighthouse.

And at night, with the white light just open to the westward of the red light, and keeping it in that position until nearing the line of beacons or leading lights on East Banks, which lead through the cutting across the inner bar, as formerly.

Vessels leaving the river must pass through the cutting with the lighthouses in line.

Approaching from the southern part of the bay by night, after passing between King and Green Islands, the leading lights at Lytton should be kept in line until the white light on Fisherman Island is obscured. Vessels will then be about half a cable from the outer black and white beacon, at the entrance to Boat Channel: and by again opening the light may steer for the entrance of Boat Channel.

[The bearings are magnetic. Variation  $8\frac{3}{4}^{\circ}$  Easterly in 1883.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

9th August, 1883.

This Notice affects the following Admiralty Charts:—Danger Point to Cape Moreton, No. 1029; Moreton Bay, No. 1670*b*; Brisbane River, No. 1674. Also, Admiralty List of Lights in South Africa, &c., 1883, page 43; and Australia Directory, Vol. II, pages 84–96.

#### NOTICE TO MARINERS.

(No. 226.)—BALTIC.—BOTHNIA GULF.

ALAND SEA.

(1.) *Lägsjär Light Discontinued—Provisional Light Exhibited.*

THE Russian Government has given notice, that in July, 1883, the light hitherto shown from

Lägsjär Island, Sea of Aland, would be temporarily discontinued during the building of the iron lighthouse, to replace the present wooden structure, and to introduce a dioptric lighting apparatus of the third order.

Also, gives further notice, dated 2nd July, 1883, that, while the above-mentioned works are in progress:—

A provisional light will be exhibited from the upper windows of the tower facing north, south, and west, at an elevation of 80 feet above the sea.

GULF OF FINLAND.—APPROACH TO VIBORG.

(2.) *Shoal found and marked by a Beacon.*

Also, has given notice, dated 13th July, 1883, that a shoal has recently been found in the approach to Viborg.

This shoal (Pitkänen Shoal) is about 14 yards in extent, has a depth of 23 feet, and lies N.W., distant  $6\frac{1}{2}$  miles from Nerva Lighthouse.

A beacon, surmounted by a cross, and painted in red and white horizontal stripes, has been placed upon this shoal in 23 feet water.

[The bearings are magnetic. Variation (1)  $8^{\circ}$  Westerly, (2)  $2\frac{1}{2}^{\circ}$  Westerly, in 1883.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

9th August, 1883.

This Notice affects the following Admiralty Charts:—

(1.) Baltic Sea, No. 2842*b*; Bothnia Gulf, No. 2252; Landsört to Bothnia Gulf, No. 2362; Hango Head to South Quarken, No. 2297. Also, Admiralty List of Lights in the North Sea, &c., No. 490; Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 88; Bothnia Pilot, 1855, pages 1, 85, 86.

(2.) Finland Gulf, No. 2191; Hogland to Seskär, No. 2247. Also, Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 106.

#### NOTICE TO MARINERS.

(No. 227.)—NORTH SEA.—COAST OF BELGIUM. *Fixed Red Light at Niruport—Red Light West Side of Harbour Discontinued.*

THE Belgian Government has given notice, that on 1st August, 1883, a light would be exhibited from a lighthouse recently erected on the sand hills, eastward of the Harbour of Nieuport:—

The light is a fixed red light, visible through an arc of  $216^{\circ}$ , or between the bearings N.  $53^{\circ} E.$  and S.  $89^{\circ} W.$ ; it is elevated 98 feet above high water, and in clear weather should be seen from a distance of 14 miles.

The lighthouse, octagonal in shape, is constructed of masonry.

Position approximate on Admiralty Charts, lat.  $51^{\circ} 9' 25'' N.$ , long.  $2^{\circ} 44' 35'' E.$

Also, that upon the same date, the red light exhibited from the western side of the harbour, one mile inland, would be discontinued.

[The bearings are magnetic. Variation  $16\frac{1}{2}^{\circ}$  Westerly in 1883.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

9th August, 1883.

This Notice affects the following Admiralty Charts:—North Sea, general, No. 2339; North Sea, No. 2182*a*; Dover and Calais to Orfordness, No. 1406; Calais to River Schelde, No. 1872. Also, Admiralty List of Lights in the North Sea, &c., page 6, No. 18; and North Sea Pilot, page 87.