

intended to make the following alteration in the character of the light exhibited from the Shambles Light-vessel.

The light will be a double flashing half-minute white light, showing two successive flashes in the following order:—A flash of five seconds' duration, an eclipse of six seconds, a flash of one and a half seconds, followed by an eclipse of seventeen and a half seconds.

Also, that on the same date, it is intended to make the following alteration in the character of the fog signal on board the Shambles Light-vessel.

During thick or foggy weather, the signal will give two blasts in quick succession every two minutes in the following order:—A high note of two and a half seconds' duration, silence two and a half seconds, a low note of two and a half seconds, followed by an interval of one hundred and twelve and a half seconds.

Further notice will be given when these alterations are effected.

EAST COAST.—APPROACH TO THE WASH.

(3.) Outer Dowsing Light-Vessel—Intended Alteration in Fog Signal.

Also, with reference to Notice to Mariners, No. 159 (4), of 16th June, 1883, on intended alteration in the character of the light exhibited from Outer Dowsing Light-vessel, approach to the Wash.

Further notice has been given, that early in October, 1883, the alteration will be made, and that on the same date, the following alteration will be made in the fog signal on board Outer Dowsing Light-vessel.

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

FARN ISLANDS.

(3.) Farn Island High Light—Intended Alteration in Character.

Also, has given notice, that early in November, 1883, it is intended to make the following alteration in the character of the high light exhibited on Farn (Fern) Island, Farn Islands.

The light will be a twenty seconds white and red flashing light, showing two white flashes followed by a red flash. The duration of each flash and eclipse will be twenty seconds.

Further notice will be given when the alteration is effected.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
21st August, 1883.

This Notice affects the following Admiralty Charts:—

(1.) British Islands to Mediterranean Sea, No. 1; English Channel, Nos. 1598, 2675a; Portland to Owers, No. 2450; Bill of Portland to St. Alban's Head, No. 2615. Also, Admiralty List of Lights in the British Islands, 1883, No. 29; and Channel Pilot, Part I, 1882, pages 135, 136.

(2) and (3) North Sea, No. 2339; North Sea, No. 2182a (2); North Sea, No. 2182b (3); Hartlepool to St. Abbs Head, No. 1192 (3); Farn Islands to Berwick, No. 111 (3). Also, Admiralty List of Lights in the British Islands, 1883, Nos. 160, 209; and North Sea Pilot, Part III, 1882, pages 15, 139.

NOTICE TO MARINERS.

(No. 241.)—CANADA.—GULF OF ST. LAWRENCE.

(1.) Capes Rosier and Gaspé—Alteration in Fog Signals.

WITH reference to Notice to Mariners, No. No. 25265. C

59 (1), of 7th March, 1883, on intended alterations in the character of the fog signals at Capes Gaspé and Rosier, west side of Gulf of St. Lawrence:—

CAPE ROSIER.—The Government of the Dominion of Canada has given further notice, dated 30th July, 1883, that the fog whistle (removed from Cape Gaspé) has been established at Cape Rosier Lighthouse, and would be put in operation on 15th August, 1883:—

During thick weather, fogs, or snowstorms, the whistle will give a blast of ten seconds' duration every minute, leaving intervals of fifty seconds between the blasts; the fog gun previously used is discontinued.

CAPE GASPÉ.—Also, that a gun has been established, in lieu of the whistle at Cape Gaspé which, during thick weather, fogs, or snowstorms, will be fired every half hour.

UNITED STATES—NEW JERSEY.—NEW YORK APPROACH.

(2.) Sandy Hook—Automatic Signal Buoy near Scotland Wreck Light-Vessel.

The United States Government has given notice, dated 23rd July, 1883, that an automatic signal buoy (Mann's), painted black and white in vertical stripes, has been placed experimentally near the wreck of the Scotland Light-vessel, off Sandy Hook, approach to New York.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
21st August, 1883.

This Notice affects the following Admiralty Charts:—

(1.) Gulf of St. Lawrence, No. 2516; Gaspé and Mal Bays, No. 1163. Also, Admiralty List of Lights in British North America, 1883, Nos. 31, 32; and St. Lawrence Pilot, Vol. I, 1882, pages 73, 79.

(2.) Temporarily. Block Island to Great Egg Harbour, No. 2480; Approaches to New York, No. 2491. Also, Sailing Directions for the Principal Ports of the United States, 1882, page 130

NOTICE TO MARINERS.

(No. 242.)—BALTIC.—COAST OF PRUSSIA.

(1.) Kiel Fiord—Torpedo Ground.

THE German Government has given notice, dated 23th July, 1883, that a space opposite Voss Brok, Kiel Fiord, is appropriated for torpedo practice, and closed to shipping until further notice.

This torpedo ground is marked by six tun buoys, coloured white and surmounted with red flags.

(2.) Torpedo Practice in Pillau Road.

Also, that from 12th August to 1st September, 1883 (usually between 6 A.M. and 1 P.M.), torpedo practice will take place in Pillau Road; and that on 27th August, the channel to the harbour will be closed to shipping, on account of practice in exploding loaded torpedoes.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
21st August, 1883.

This Notice temporarily affects the following Admiralty Charts:—Kiel Fiord, No. 33 (1); Rixhöft to Bruster Ort, with plan of Pillau Harbour, No. 2369 (2). Also Danish Pilot, 1853, page 342; and Sailing Directions for Baltic Sea and Gulf of Finland, 1854, pages 130, 131.