

notice, dated 21st December, 1883, that the steam siren has been established, and will give, during thick or foggy weather, three blasts every minute—the first blast being of about seven seconds' duration, the other two of about four seconds, with an interval between the blasts of four seconds.

Should the siren be out of order, two guns will be fired every quarter of an hour.

(3.) *Nidingen Rock Lighthouse—Alteration in Fog Signal.*

Also, with reference to Notice to Mariners, No. 158 (2), of 14th June, 1883, on the intended establishment of a steam fog siren at Nidingen Rock Lighthouse, southward of Malö Sound.

Further notice has been given, dated 20th December, 1883, that the siren has been established, and will give, during thick and foggy weather, one blast of about seven seconds' duration every minute.

BALTIC—GULF OF FINLAND.—SVEABORG APPROACH.

(4.) *Light on Gröhara Holm.*

The Russian Government has given notice, that on 20th December, 1883, a light would be exhibited from a lighthouse erected on Gröhara Holm, approach to Sveaborg:—

The light is visible through an arc of 309°, showing a fixed red light through an arc of 200°, or between the bearings of N.E. by E. $\frac{3}{4}$ E. and W. $\frac{1}{2}$ S.; a single red flash of one second duration followed by an eclipse of four seconds, through an arc of 50°, or from N.E. by E. $\frac{3}{4}$ E. to N. by E. $\frac{1}{4}$ E.; a fixed white light (leading clear of all shoals) through an arc of 9°, or from N. by E. $\frac{1}{4}$ E. to N. $\frac{1}{2}$ E.; and two successive white flashes, each of one second duration, followed by an eclipse of four seconds, through an arc of 50°, or from N. $\frac{1}{2}$ E. to N.W. A faint light is seen through the remaining portion of arc (51°), or from N.W. to W. $\frac{1}{2}$ S.

The light is of the third order, elevated 57 feet above the sea, and should be visible in clear weather from a distance of 11 miles.

The lighthouse, of iron, circular in shape and painted red, stands on a granite base; the lantern roof and cupola are of copper unpainted.

Position, lat. 60° 6' 20" N., long. 24° 59' 45" E. [The bearings are magnetic. Variation 4° Westerly in 1884.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
26th January, 1884.

This Notice affects the following Admiralty Charts:—

(1.) North Sea, Nos. 2339, 2182a; Baltic Sea, No. 2842a; Liim Fiord, No. 2325. Also, Admiralty List of Lights in the North Sea, 1884, page 28; and North Sea Pilot, Part IV, 1878, page 282.

(2.) and (3.) Baltic Sea, No. 2842a; the Kattegat, No. 2114; the Skaggerak or Sleeve, No. 2289 (2); Nidingen to Hönö, No. 196; Winga Sound, No. 2346 (2). Also, Admiralty List of Lights in the North Sea, &c., 1884, Nos. 273, 277; and Danish Pilot, 1853, pages 12, 19.

(4.) Gulf of Finland, No. 2191; Gulf of Bothnia, No. 2252; Port Baltic to Hogland, No. 2246; Helsingfors and Sveaborg, No. 2224. Also, Admiralty List of Lights in the North Sea, &c., 1884, page 52; and Sailing Directions for Baltic Sea and Gulf of Finland, 1854, page 98.

NOTICE TO MARINERS.

(No. 23.)—RED SEA—COAST OF NUBIA.

Reef North-Eastward of Omm el Kurúsh.

INFORMATION has been received from Mr. Cotter, Commander of the British steam vessel "Abington," of the existence of a reef lying with Omm el Kurúsh bearing S.S.W. $\frac{1}{2}$ W., distant 2 miles:—

This reef (Abington reef), composed of coral, circular in shape, and about half a cable in diameter, shows above water.

Position, lat. 20° 53' N., long. 37° 26' E.

[The bearing is magnetic. Variation 4 $\frac{1}{2}$ ° Westerly in 1884.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
26th January, 1884.

This Notice affects the following Admiralty Charts:—Red Sea, Nos. 2523, 8c (Sheet 3). Also, Red Sea Pilot, 1873, page 71.

NOTICE TO MARINERS.

(No. 24.)—BLACK SEA—SEA OF AZOV—GULF OF AZOV.

Position of Petchany Light-Vessel.

INFORMATION has been received from the Russian Government that Petchany (Pestchane) Light-vessel is now moored in 26 feet water, on the south side of the fairway near the northern end of Cockerill Shoal, and with the extremity of Krivaia (Krivoi) Spit bearing N. 54° W., distant 5 $\frac{1}{2}$ miles.

Position on Admiralty chart, lat. 46° 59' 15" N., long. 38° 15' 30" E.

NOTE.—Petchany Light-vessel is placed at her station on the opening of the navigation, and is withdrawn about 1st November; when withdrawn, a black perch with flag marks the position.

Should the fog whistle on board this light-vessel be damaged, a bell will be rung for ten minutes with intervals of five minutes.

[The bearing is magnetic. Variation nil in 1884.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
26th January, 1884.

This Notice affects the following Admiralty Charts:—Black Sea, No. 2214; Sea of Azov, No. 2234. Also Admiralty List of Lights in the Mediterranean, 1884, No. 737; and Black Sea Pilot, 1871, page 67.

NOTICE TO MARINERS.

(No. 25.)—ENGLAND—SOUTH-EAST COAST.

South Foreland—Intended Experimental Lights.

WITH reference to Notice to Mariners, No. 364 (1), of 6th December, 1883, on intended exhibition of experimental lights at the South Foreland, in addition to the existing electric lights:—

The Trinity House, London, has given further notice, that the experimental lights will probably be exhibited about the latter end of the month of February, 1884.

These lights will be shown from three temporary wooden towers, 180 feet apart, placed in a line bearing N.W. from South Foreland High Lighthouse, the distance between the high light and the first experimental light being 245 feet; consequently the permanent high and low lights will be to the seaward of the experimental lights.

The electric lights from the High and Low Lighthouses will not in any way be changed or interfered with.