

ings in the Board of Public Works (Ireland), held in Dublin, on the 11th November, 1884, and following days, notice of which examination was given in the London Gazette of the 3rd October, 1884, the undermentioned Candidate obtained the first place:—

John Howard Pentland.

#### NOTICE TO MARINERS.

(No. 226.)—NEWFOUNDLAND.—EAST COAST.  
CATALINA HARBOUR.

(1.) *Green Island Fog Signal, Reported Irregular Action.*

WITH reference to Notice to Mariners, No. 35 (2), of 3rd February, 1883, on the establishment of a fog horn on Green Island, south side of entrance to Catalina Harbour, which, during thick or foggy weather and snowstorms, would be sounded for periods of five seconds, with intervals of silence of thirty-five seconds.

Information has been received from Lieutenant and Commander Browne, H.M.S. "Mallard," that in August, 1884, this fog signal was observed to sound for fifteen seconds, with intervals of silence of fifty seconds.

#### UNITED STATES.

MAINE.—EAST PENOBSCOT BAY.

(2) *Deer Island Thoroughfare—Fog Bell on Mark Island.*

The United States Government has given notice, that on 15th October, 1884, a fog bell, struck by machinery, would be established on the west side of the lighthouse buildings on Mark Island, Deer Island Thoroughfare, East Penobscot Bay.

During thick and foggy weather this bell will be sounded, giving a double blow at intervals of fifteen seconds.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,  
19th November, 1884.

This Notice affects the following Admiralty Charts:—Catalina Harbour, No. 489 (1); Penobscot Bays, No. 620 (2). Also, Admiralty List of Lights in British North America, 1884, No. 8; List of Lights in the United States, 1884, No. 19; Newfoundland Pilot, 1878, page 233; and Sailing Directions for the principal ports of the United States, 1882, page 21.

#### NOTICE TO MARINERS.

(No. 227.)—BALTIC—KALMAR SUND.

(1.) *Utgrunden Light-Vessel—Alteration in Character of Lights and Fog Signal.*

WITH reference to Notice to Mariners, No. 146 (2), of 8th August, 1884, on intended alteration in the character of the lights exhibited from Utgrunden Light-vessel, southern entrance to Kalmar Sund.

The Swedish Government has given notice, that on 22nd October, 1884, the light-vessel would be replaced by a new light-vessel, from which is exhibited a fixed red light, visible in clear weather from a distance of about 8 miles.

Also, that a steam siren would be established on board Utgrunden Light-vessel, which, during thick or foggy weather, will give two blasts every minute in the following order:—A blast of seven seconds' duration, an interval of three seconds, a blast of three seconds' duration, followed by an interval of forty seven seconds.

NOTE.—Should the siren be out of order, a steam whistle will give a long deep note, followed by a short high note.

#### GULF OF BOTENIA—SWEDISH COAST.

(2.) *Destruction of Malmö Island Light.*

The Swedish Government has given notice, that the light on Malmö Island, approach to Ornsköldsvik, was destroyed during a heavy gale on 27th October, 1884.

NOTE.—The light cannot be exhibited again this year.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,  
19th November, 1884.

This Notice affects the following Admiralty Charts 2 (temporarily):—Baltic Sea, No. 2842b (1); Kalmar Sund and Oland Island, No. 2251 (1); Gulf of Bothnia, No. 2252 (2); Hornsland to Stiernö Point, No. 2299 (2). Also, Admiralty List of Lights in the North Sea, &c., 1884, No. 560, page 58; Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 31; and Bothnia Pilot, 1855, page 33.

#### NOTICE TO MARINERS.

(No. 228.)—BALTIC ENTRANCES.

#### THE KATTEGAT.

(1.) *Læso Island Harbour Light—Alteration in Time of Exhibition.*

THE Danish Government has given notice, dated 31st October, 1884, that the harbour light on the north-west side of Læso Island will in future be exhibited as follows:—During the winter (October to March inclusive), at sunset; during the summer, half an hour after sunset. Throughout the year the light will be extinguished at sunrise.

(2.) *Schultz Ground Light-Vessel—Alteration in Fog Signal.*

Also, that on 15th November, 1884, the following alteration was to be made in the fog signal on board Schultz Ground Light-vessel:—

During thick or foggy weather, a fog horn worked by hand will give three blasts in quick succession every two minutes.

#### GREAT BELT LAALAND.

(3.) *Fixed Red Lights on Albu Point.*

Information has been received, that two fixed red lights, visible in clear weather from a distance of 10 miles, are now exhibited on the northern extreme of Albu Point, west side of Laaland.

Position, lat. 54° 50' N., long. 10° 57' E.

NOTE.—These lights kept in line lead northward of Albu Triller.

#### LITTLE BELT—ÆRÖ ISLAND.

(4.) *Fog Signal at Skiold Ness Lighthouse.*

With reference to Notice to Mariners, No. 254 (2), of 21st December, 1881, on the intended establishment of a fog signal at Skiold Ness Lighthouse, north-west end of Ærö Island.

The Danish Government has given further notice, that on 10th November, 1884, the signal would be established.

The signal is a second class siren worked by steam, which, during thick and foggy weather, will give one powerful blast of two and a half seconds' duration every minute.

#### SCHLESWIG HOLSTEIN.

(5.) *Kiel Fiord—Bell Buoy and Light Buoy at Entrance.*

The German Government has given notice, dated 1st November, 1884, that the eastern white buoy, Kiel 1, at Kiel Fiord Entrance, has been replaced by a bell-buoy, coloured black, and surmounted with white topmark, with the name Kiel 1 inscribed on it.

Also, that a light buoy, coloured black, has been moored in Kiel Fiord Entrance two cables N.E. from white buoy Kiel 3.