

This Notice affects the following Admiralty Charts:—Delaware River, No. 2564; Chesapeake Bay, No. 2843*f*; Hampton Roads, No. 2818. Also, Sailing Directions for the principal ports of the United States, 1882, pages 143, 162, 163; and List of Time Signals, 1881, page 28.

NOTICE TO MARINERS.

(No. 112.)—NORTH AMERICA—WEST COAST.
CALIFORNIA.—SAN FRANCISCO BAY.

Time Signal at San Francisco, and on Mare Island.

The United States Government has given notice, dated 22nd May, 1885, that a time signal has been established on Telegraph Hill, north part of the town of San Francisco; and on Mare Island, San Francisco Bay:—

The signals are balls, which are dropped by electricity from the Observatory on Mare Island. The signals are made once daily, except Sundays, as follows:—

Each ball is hoisted close up as preparatory about five minutes before the signal, and dropped at noon, mean time of the 120th meridian—equivalent to 8h. 0m. 0s. p.m. Greenwich mean time.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
16th June, 1885.

This Notice affects the following Admiralty Plans:—San Francisco Harbour, No. 591; plan of Mare Island Strait on chart, No. 2887. Also, List of Time Signals, 1881, page 30.

NOTICE TO MARINERS.

(No. 113.)—BALTIC—GOTTLAND.

Farö Sound—Mining Operations delayed.

WITH reference to Notice to Mariners, No. 92, of 19th May, 1885, that the northern and southern entrances to Farö Sound would be barred by submarine mines, and that certain regulations were to be complied with:—

The Swedish Government has given further notice, dated 3rd June, 1885, that delay having been ordered in carrying out the mining operations in the northern entrance to the Sound, vessels may pass through this entrance, until further notice.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
16th June, 1885.

This Notice temporarily affects the following Admiralty Chart:—Gottland, with plan of Farö Sound, No. 2250. Also, Sailing Directions for Baltic Sea and Gulf of Finland, 1854, pages 47, 54.

NOTICE TO MARINERS.

(No. 114.)—NORTH SEA.—GERMAN COAST.

ELBE RIVER.

(1.) *Altenbruch Light—Alteration in Character.*

THE German Government has given notice, that on 26th May, 1885, the following alteration would be made in the character of the light at Altenbruch, south bank of Elbe River:—

The light is an occulting white light every thirty seconds, visible twenty seconds, and eclipsed ten seconds.

BALTIC.—RUSSIAN COAST.—GULF OF RIGA ENTRANCE.

(2.) *Dome Ness Reef—Temporary Alteration in Fog Signal.*

The Russian Government has given notice, that on 10th May, 1885, a new station would be commenced for the steam fog siren on Dome Ness Reef, south side of entrance to the Gulf of Riga;

and that pending its completion, the fog signal will be a bell, sounded fifteen times every minute.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
16th June, 1885.

This Notice affects the following Admiralty Charts (2 temporarily):—North Sea, No. 2182*a* (1); Elbe, Weser, and Jade Rivers, No. 1875 (1); Gulf of Riga, No. 2373 (2); Gulf of Riga Entrance, No. 2263 (2). Also, Admiralty List of Lights in the North Sea, &c., 1885, Nos. 210, 499; North Sea Pilot, Part IV, 1878, page 211; and Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 125.

NOTICE TO MARINERS.

(No. 117.)—SCOTLAND—EAST COAST.

(1.) *River Tay Entrance—Temporary withdrawal of Light-Vessel, and Alteration in Fog Signal.*

THE Trustees of the Harbour of Dundee have given notice, that on 25th June, 1885, the light-vessel "Abertay" will be withdrawn from her station at River Tay Entrance, for the purpose of being repaired; also to have a fog signal of the siren type placed on board:—

A buoy, painted red and white in rings, will be placed to mark the position of the moorings of the light-vessel.

The siren, which will in future be used on board the light-vessel during fogs instead of the present bell, will have the following characteristic sounds, and should be heard in ordinary weather from a distance of about 8 miles.—Five seconds sound, five seconds silence, five seconds sound, five seconds silence, five seconds sound, followed by an interval of one hundred and fifty-five seconds silence.

Further notice will be given, of the date when the light-vessel will be replaced in position.

IRELAND—EAST COAST.

(2.) *Skulmartin Rock—Intended Light-Vessel and Fog Signal.*

The Commissioners of Irish Lights have given notice, that towards the end of the year 1885, it is intended to place a light-vessel E.S.E., about 1½ miles from Skulmartin Rock:—

The light, shown from the mainmast, will be a fixed white light, elevated 38 feet above the sea, and should be visible in clear weather from a distance of about 10 miles.

The light-vessel will have a mainmast and jigger mast, and will carry as day marks two half globes (circular parts uppermost) at the mainmast head, and will be painted black with white streak, and the word "Skulmartin" in white letters on her sides. The vessel will be moored in 20 fathoms at low water spring tides with the following bearings and distances:—

Mew Island Light, N. ¼ E., distant 10 miles.

South Rock Light Vessel, S. ¾ W., distant 8½ miles.

Position, lat. 54° 32' N., long. 5° 25¼' W.

Also, that a double explosive fog signal will be established on board the light-vessel, which, during thick or foggy weather, will be fired in quick succession every ten minutes.

The signal will consist of a gun cotton charge, exploded from a davit on the after part of the vessel.

Further notice will be given as soon as an exact date has been decided on for placing the light-vessel in position.

NOTE.—The bell buoy at present moored eastward of Skulmartin Rock, will be removed when the light-vessel is placed in her station.