

NOTICE TO MARINERS.

(No. 81.)—IRELAND—SOUTH COAST.

CORK HARBOUR ENTRANCE.

(1.) *Roche Point Lighthouse—Intended Sector of Red Light.*

THE Commissioners of Irish Lights have given notice, that on or about 1st June, 1886, the light on Roche Point, eastern side of Cork Harbour Entrance, will be cut in order to guard vessels navigating in the vicinity of Pollock Rock :—

The light will show red from the bearing of N. 45° W., inshore to the land.

IRELAND—NORTH COAST.

LOUGH SWILLY ENTRANCE.

(2.) *Fanad Point Light—Intended Alterations and Auxiliary Light.*

Also, that on or about 1st September, 1886, the following alterations will be made in the light exhibited on Fanad Point, western side of Lough Swilly Entrance :—

The light will be an occulting light every thirty seconds, in the following manner :—Light for five seconds ; eclipse two and half seconds ; light twenty seconds ; followed by an eclipse of two and half seconds. It will show white seaward, to the bearing N. 12° W., and red from that bearing to the land, to guard vessels when near Swilly Rocks.

The light will be elevated 127 feet above high water, and should be visible in clear weather from a distance of 17 miles.

Also, that on the same date, an auxiliary light, elevated 72 feet above high water, will be exhibited from Fanad Point Lighthouse :—

The light will be a fixed white light, visible through an arc of 10°, or between the bearings of S. 5½° E. and S. 44° E., to mark Limeburner Rock.

[The bearings are magnetic, and are given from seaward. Variation (1) 22¼°, (2) 23½° westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

8th April, 1886.

This Notice affects the following Admiralty Charts :—Kinsale to Brattin Head, No. 2336 (1) ; Cork Harbour, No. 1765 (1) ; Ireland, No. 1824b (2) ; Scotland, west coast, No. 2635 (2) ; Lough Larne to Bloody Foreland, No. 46 (2) ; Lough Swilly, No. 2697 (2). Also, Admiralty List of Lights in the British Islands, 1886, Nos. 510, 577 ; Sailing Directions for the coast of Ireland, Part I, 1885, pages 30, 31 ; and Sailing Directions for the coast of Ireland, Part II, 1878, pages 197, 203, 208.

NOTICE TO MARINERS.

(No. 82.)—GULF OF BOTHNIA—COAST OF FINLAND.

(1.) *Shoal South-west of Felgrundet.*

INFORMATION has been received of the existence of a shoal lying in the track of vessels navigating in-shore, with Felgrundet bearing N.E. by E. ½ E., distant about two miles.

This shoal (Yttergrund), about 110 yards long in a north-east and south-west direction, with a breadth of 50 yards, is composed of stones, and has a least depth of 18 feet with 5 fathoms around

Position, lat. 62° 24' 50" N., long. 21° 1' 25" E.

A beacon staff (red and white) with red and white flag, has been placed to mark Yttergrund, in 6 fathoms water, and about 55 yards westward of the shoalest part.

(2.) *Shoal North-west of Felgrundet.*

Also, of the existence of a shoal lying in the track of vessels navigating in-shore, with Felgrundet bearing S.E. ¼ E., distant about 4½ miles.

This shoal (Skomakargrund), about 38½ yards long in a north-east and south-west direction, with a breadth of 76 yards, is composed of stones, and has a least depth of 18 feet, with about 4 fathoms around.

Position, lat. 62° 28' 30" N., long. 20° 57' 30" E.

Skomakargrund is marked by two beacons placed in 23 feet water, and about 380 yards apart ; the northern beacon is a white staff with white flag ; the southern is a red staff with red flag.

[The bearings are magnetic. Variation 61¼° Westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

8th April, 1886.

This Notice affects the following Admiralty Charts :—Gulf of Bothnia, No. 2252 ; Nystad Light to Stor fiurd, No. 2298. Also, Bothnia Pilot, 1855, page 77.

NOTICE TO MARINERS.

(No. 83.)—ENGLAND—WEST COAST.

BRISTOL CHANNEL—PENARTH ROADS APPROACH.

Ranie Spit Buoy—Alteration in Character.

WITH reference to Notice to Mariners, No. 16 (2), of 22nd January, 1886, on it having been intended to substitute a bell-buoy for the previous Ranie Spit Buoy, approach to Penarth Roads from the southward :—

The Trinity House, London, has given further notice, dated 27th March, 1886, that the bell buoy recently placed to mark Ranie Spit, having been found practically useless, owing to the strong tide causing it to ride continually on its side, it is intended at once to remove the bell buoy, and to replace the can buoy in the position.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

8th April, 1886.

This Notice affects the following Admiralty Charts :—Ireland, No. 1824a ; English Channel, No. 2675b ; Bristol Channel, with plan of Cardiff Road, No. 1179 ; Nash Point to New Passage, No. 2682 ; Cardiff and Penarth Roads, No. 1182. Also, Sailing Directions for the Bristol Channel, 1884, page 124.

NOTICE TO MARINERS.

(No. 84.)—MEDITERRANEAN.—SPAIN—SOUTH COAST.

(1.) *Cape de Gata Light—Reported Irregular Action.*

THE French Government has given notice, on the authority of the Commander of the French steam-vessel "Les Vosges," that on the morning of 25th February, 1886, the light on Cape de Gata was in sight, within its range of visibility, for one hour, when it appeared as a fixed light, and without any alteration in its intensity being perceived.

ITALY—WEST COAST.

(2.) *Fiumicino Canal Entrance—Alteration in Colour of Harbour Lights.*

The Italian Government has given notice, that on 1st April, 1886, the following alteration would be made in the colour of the harbour lights at Fiumicino Canal Entrance :—

The northern light is a fixed white light ; the southern a fixed red light.