

3. Corran Bank, North-west Buoy, Loch Aber, will be a conical buoy, painted red.

4. Fuinary Rocks Buoy, Sound of Mull, will be a conical buoy, painted red.

5. Bo Rock Buoy, Sound of Mull, will be a conical buoy, painted red.

6. Sgeir-na-Fennag Buoy, Sound of Mull, will be a conical buoy, painted red.

7. New Rocks Buoy, Sound of Mull, will be a conical buoy, painted red.

8. Bogha-choilta Buoy, Sound of Iona, will be a conical buoy, painted red.

9. Bo-na-Sliginach Buoy, Sound of Iona, will be a conical buoy, painted red.

10. Bono Rock (Bogha Nuadh) Buoy, Easdale Sound, will be a can buoy, painted black.

11. Avon Rock Buoy, Sound of Mull, will be a can buoy, painted black.

12. String Rock Buoy, Raasay Sound and Loch Alsh, will be a can buoy, painted black.

13. Bow Rock Buoy, Raasay Sound and Loch Alsh, will be a can buoy, painted black.

14. Bo Askadil Buoy, Sound of Eigg, will be a conical buoy, painted red.

15. Skeir Inoe Buoy, North Minch, will be a conical buoy, painted red.

Also, that the following beacons, which are at present red, will be coloured black :

1. Sgeir Vichalea Beacon, Vatersay Bay.

2. Sgeir-na-Cailleach Beacon, south entrance to Loch Alsh.

3. Ruff Reef Beacon, near Cantick Head, Orkney Islands.

As the date of these alterations taking place is doubtful, mariners must keep a look-out for them, as now intimated.

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,  
24th May, 1886.

This Notice affects the following Admiralty Charts:—Scotland, west coast, No. 2635; Mull of Cantyre to Ardnamurchan, No. 2515; Sound of Islay, No. 2481; Loch Crinan to Cuan Sound, No. 2326; Lochs Linne, Aber, &c., No. 1426; Sound of Mull, No. 2155; Ardnamurchan to Summer Islands, No. 2475; Sound of Iona, No. 2617; Firth of Lorne, No. 2476; Isle of Skye, &c., No. 2551; Lochs Alsh and Duich, No. 2676; Kyle Akin, No. 1846; Ardnamurchan Point to Loch Bhreatal, No. 2507; Barra Head to Scarpa Island, No. 2474; Orkney Islands, No. 2180; Pentland Firth, No. 2162. Also, Sailing Directions for west coast of Scotland, Part I, 1885, and Part II, 1877; North Sea Pilot, Part I, 1876, page 180; and North Sea Pilot, Part II, 1885, page 35.

#### NOTICE TO MARINERS.

(No. 125.)—ENGLAND—SOUTH-EAST COAST.

*Royal Sovereign Shoals to North Foreland—Adoption of the Uniform System of Buoyage.*

WITH reference to Notice to Mariners, No. 39 (1), of 13th February, 1886, on intended rearrangement of the buoyage in the channels from Royal Sovereign Shoals to the North Foreland, in conformity with the Uniform System of Buoyage:—

Further information has been received from the Trinity House, London, dated 14th May, 1886, that with that object, the shape of the under-mentioned bouys have been recently changed, and are now as follows:—

Royal Sovereign Buoy is a can buoy.

Newcome Buoy is a can buoy.

THE DOWNS.

South-west Goodwin Buoy is a conical buoy.

South Goodwin Buoy is a can buoy.

South-east Goodwin Buoy is a can buoy.

East Goodwin Buoy is a can buoy.

N. W. Bunt Buoy is a conical buoy.

North Bar Buoy is a spherical buoy.

Gull Sand Buoy is a can buoy.

Elbow Buoy is a can buoy.

North Fairway Buoy is a can buoy.

Dike Buoy is a conical buoy.

Longnose Ledge Buoy is a can buoy.

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,  
24th May, 1886.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; English Channel Nos. 1598, 2675; Dover and Calais to Orfordness, No. 1406; North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607; Owers to Dungeness, No. 2451; Dungeness to the Thames, No. 1895; The Downs, No. 1828. Also, Channel Pilot, Part I, 1882, pages 239-267; and North Sea Pilot, Part III, 1882, page 246.

#### NOTICE TO MARINERS.

(No. 126.)—CHINA—EAST COAST.

TONG-KING GULF—DELTA OF THE SONG-KA.

*Time Signal at Hai-Phong.*

THE French Government has given notice, dated 27th April, 1886, that a time signal has been established at the Observatory, on the eastern bank of Song-Tam-bac, Hai-phong:—

The signal is a ball on the mast of the Observatory, and is made daily, as follows:—

The ball is hoisted half-mast as preparatory at 10 minutes before signal, close up at 5 minutes before, and dropped at 9h. 0m. 0s. A.M. Hai-phong mean time—equivalent to 13h. 53m. 20.4s. Greenwich mean time. The ball is re-hoisted, and again dropped at 9h. 2m. 0. A.M.

Position of time signal as given, lat. 20° 51' 48" N., long. 106° 39' 54" E.

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,  
25th May, 1886.

This Notice affects the following Admiralty Chart:—Delta of the Song-ka, on sheet, No. 875. Also, China Sea Directory, Vol. II, 1879, page 373; and List of Time Signals, 1880, page 10.

#### NOTICE TO MARINERS.

(No. 127.)—AUSTRALIA—EAST COAST.

KEPPEL BAY—FITZROY RIVER ENTRANCE.

*Light-vessel near Timandra Buoy; Discontinuance of North Light, Little Sea Hill; and Alteration in Lights at Pilot Station and Little Sea Hill.*

THE Government of Queensland has given notice, that on 15th April, 1886, a light-vessel, painted red, would be moored in 7 fathoms at low water, 3 cables N.E.  $\frac{1}{2}$  N. from the position (as now charted) of Timandra Bank Buoy, Fitzroy River Entrance:—

The light is a fixed white light, visible in clear weather from a distance of 11 miles.

During flood tide, a red flag is shown by day and a white light at night, from a staff on the lantern gallery of the light-vessel.

Also, that on the same date, the Northern (low) Light at Little Sea Hill, and the two leading lights at the Pilot Station, would be discontinued; but a fixed white light is shown from the Pilot Station, visible between the bearings of S.W. by S. and