

Bulls to Placentia, No. 2915. Also, Admiralty List of Lights on the Eastern Shores of North America, 1886, No. 30; and Newfoundland Pilot, 1878, page 13.

NOTICE TO MARINERS.

(No. 155.)—ENGLAND.—EAST COAST.
Orfordness to Flamborough Head—Intended adoption of the Uniform System of Buoyage.

THE Trinity House, London, has given notice, dated 22nd June, 1886, that during the autumn of 1886 it is intended to re-arrange the buoyage from Orfordness to Flamborough Head, in conformity with the uniform system of buoyage, viz. :—

Conical buoys on starboard hand entering port, or with the main stream of flood tide.

Can buoys on port hand entering port, or with the main stream of flood tide.

Spherical buoys at the ends of middle grounds.

When these alterations have been effected, the whole of the buoyage on the east coast of England will be in conformity with the uniform system.

Further notice will be given when the above alterations have been effected.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
6th July, 1886.

This Notice affects the following Admiralty Charts :—North Sea, No. 2182a; Orfordness to Cromer, No. 1630; Dover and Calais to Orfordness, No. 1406; North Foreland to Orfordness, No. 1610; Pakefield Gateway to Orfordness, No. 102; Yarmouth and Lowestoft Roads, No. 1543; Cromer to Trusthorpe, No. 1455; the Wash, No. 108; Trusthorpe to Flamborough Head, No. 1190; Flamborough Head to the Tees, No. 1191. Also, North Sea Pilot, Part III, 1882, pages 89–198.

NOTICE TO MARINERS.

(No. 156.)—ENGLAND.—EAST COAST.
(1.) Port Sunderland—Alterations in Tidal and Fog Signals.

THE River Wear Commissioners have given notice, that on 1st July, 1886, the following alterations would be made in the tidal and fog signals on the South Pier, Port Sunderland Entrance.

Without regard to the direction of the wind, the tidal light at the South Pier is exhibited from half-flood until two hours after high water; and from high water until the expiration of the two hours an additional white light is shown under the tidal light.

During the day, the flag at the South Pier is hoisted from half-flood until two hours after high water; and from high water until the expiration of the two hours an additional flag is hoisted under the above tidal flag.

During thick or foggy weather the bell at the South Pier will be sounded for one minute in every three minutes, from half-flood until two hours after high water.

ENGLAND.—WEST COAST.—HOLYHEAD BAY.
(2.) North Stack—Intended Alteration in Fog Signal.

The Trinity House, London, has given notice, that on 1st August, 1886, the following alteration will be made in the fog-signal on the North Stack, south side of Holyhead Bay.

The gun, which has hitherto been fired once every ten minutes, will be discharged throughout the continuance of fog once every five minutes.

No. 25609.

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Mariners are cautioned that every alternate report of the signal will be produced by means of an explosive charge (not a rocket), which may at times give a somewhat sharper report than that produced by the gun.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
6th July, 1886.

This Notice affects the following Admiralty Charts :—Port Sunderland, No. 1627 (1); Irish Channel, No. 1825b (2); New Quay to Holyhead, No. 1411 (2); Holyhead to Liverpool, No. 1170a (2); Holyhead Bay, No. 1413 (2). Also, Admiralty List of Lights in the British Islands, 1886, Nos. 198, 449; North Sea Pilot, Part III, 1882, page 55; and Sailing Directions for the West Coast of England, 1884, page 83.

NOTICE TO MARINERS.

(No. 157.)—AUSTRALIA.—SOUTH COAST.—PORT PHILLIP ENTRANCE.

(1.) Swan Spit Light-Vessel—Two Red Lights Exhibited.

INFORMATION has been received from Commander Hoskyn, H.M. Surveying-vessel "Myrmidon," dated 7th May, 1886, that two fixed red lights are exhibited from Swan Spit Light-vessel, Port Phillip Entrance :—

The light on the mainmast is elevated 27½ feet above the sea, that on the foremast 16½ feet.

TASMANIA.—NORTH COAST.—RIVER TAMAR ENTRANCE.

(2.) She-Oak Point—Alteration in Colour of Low Leading Light.

The Government of Tasmania has given notice, that on 26th May, 1886, the following alteration would be made in the colour of the low leading light at She-Oak Point, River Tamar Entrance :—

The light is fixed red, instead of white as previously.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
7th July, 1886.

This Notice affects the following Admiralty Charts :—Bass Strait, Sheet 2, No. 1695b (1); Port Phillip, No. 1171a (1); Port Phillip Entrance, No. 2747a (1); Tasmania, No. 1079 (2); Bass Strait, Sheet 1, No. 1695a (2); River Tamar, No. 1080 (2). Also, Admiralty List of Lights in South Africa, &c., 1886, Nos. 411, 503a; and Australia Directory, Vol. I, 1884, pages 314, 439.

NOTICE TO MARINERS.

(No. 158.)—CANADA.—RIVER ST. LAWRENCE.
(1.) Harbour Light at Matane.

THE Government of the Dominion of Canada has given notice, dated 25th May, 1886, that on 15th November, 1885, a harbour light was exhibited from a mast erected near the end of the Government Pier at Matane, western side of River Matane Entrance, south shore of River St. Lawrence :—

The light is a fixed white light, elevated 30 feet above high water, and should be visible from the northward in clear weather a distance of 7 miles.

The mast, and shed at its base, are painted white.

Position, lat. 48° 51' 50" N., long. 67° 31' 35" W.
The light is intended to guide vessels into Matane River.

BAY OF FUNDY.

(2.) Bell Buoy S.W. of Quaco Ledge.

Also, that on 24th May, 1886, a bell buoy was