

placed about one cable S.W. (approximately) of Quaco Ledge, in the fairway of the upper part of the Bay of Fundy:—

The buoy, painted red, is moored in 10 fathoms water, with the following bearings and distances:—

Isle Haute Lighthouse, E. by S.  $\frac{1}{2}$  S., distant  $15\frac{1}{2}$  miles.

Quaco Head Lighthouse, N.W. by N., distant  $8\frac{3}{4}$  miles.

Position, lat.  $45^{\circ} 14' 20''$  N., long.  $65^{\circ} 22' 10''$  W. [The bearings are magnetic. Variation  $21\frac{1}{2}^{\circ}$  Westerly in 1886.]

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

This Notice affects the following Admiralty Charts:—Gulf of St. Lawrence, No. 2516 (1); Cape Chatte to Bic Island, No. 309 (1); Point de Monts to Bersimis River, No. 311 (1); Halifax to the Delaware, No. 2670 (2); Bay of Fundy, sheets 1, 2, Nos. 352, 353 (2.) Also, Admiralty List of Lights on the eastern shores of North America, 1886, page 30; St. Lawrence Pilot, Vol. I, 1882, page 84; and Sailing Directions for S.E. Coast of Nova Scotia and Bay of Fundy, 1885, page 232.

#### NOTICE TO MARINERS.

(No. 159.)—AUSTRALIA—SOUTH COAST.  
PORT PHILLIP ENTRANCE.

(1.) *Shortland Bluff Low Leading Light—*  
*Alteration in Western Sector.*

THE Government of Victoria has given notice, that on 1st November, 1886, the following alteration will be made in the western sector of Shortland Bluff Low Leading Light, northern side of Port Phillip Entrance.

The eastern limit of this sector of white light will be altered in direction  $4^{\circ}$  to the eastward, so that the eastern edge of Lonsdale Rock will be brought within its range.

The low light, therefore, on and after the above-mentioned date, will be visible as follows:—Western sector of white light between the bearings of N.E. by E. and N.E.  $\frac{1}{2}$  N. Leading sector of red light from N.E.  $\frac{1}{2}$  N. to N.N.E. Eastern sector of white light from N.N.E. through north, to W. by N.

NOTE.—Vessels entering Port Phillip should keep Shortland Bluff low red light in line with the high white light; the change in colour of the low light from red to white will indicate that the vessel is either approaching Lonsdale Rock on the western side, or Corsair Rock and Nepean Reef on the eastern side of the fairway entrance.

#### FIJI ISLANDS.

VITI LEVU—SOUTH-EAST COAST.

(2.) *Intended Alterations in Nasalai Reef Light.*

Information has been received through the Board of Trade, that on 1st October, 1886, the following alterations will be made in the light exhibited on the south-east extreme of Nasalai Reef, Nasalai, Mouth of Rewa River:—

The light will be a double flashing white light at intervals of thirty seconds, visible seaward between the bearings of N.E.  $\frac{1}{2}$  E. and S.W. by S. It will be elevated 45 feet above high water, and should be seen in clear weather from a distance of 12 miles.

The illuminating apparatus will be dioptric, or by lenses, of the fourth order.

The lighthouse, on piles and constructed of wood, will be painted white and red.

Position, lat.  $18^{\circ} 8' 10''$  S., long.  $178^{\circ} 42' 20''$ . [The bearings are magnetic, and are given from seaward. Variation (1)  $9^{\circ}$ , (2)  $9\frac{1}{2}^{\circ}$ . Easterly in 1886.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
10th July, 1886.

This Notice affects the following Admiralty Charts:—Bass Strait, No. 1695*b* (1); Western approach to Bass Strait, No. 1063 (1); Port Phillip, No. 1171*a* (1); Port Phillip Entrance, No. 2747*a* (1); Pacific, south-west sheet, No. 780 (2); Fiji Islands, Nos. 441, 2691 (2); Kandavu Island and Passage, No. 167 (2); Suva Harbour to Levuka, No. 905 (2). Also, Admiralty List of Lights in South Africa, &c., 1886, Nos. 405, 563*b*; Australia Directory, Vol. I, 1884, pages 312, 349; and Sailing Directions for the Fiji Islands and adjacent waters, 1882, page 29.

#### NOTICE TO MARINERS.

(No. 160.)—MEDITERRANEAN.—FRANCE—SOUTH COAST.

*Port of Marseille—Lights on the Traverse De*  
*L'Abattoir.*

THE French Government has given notice, that on 1st July, 1886, the undermentioned four lights would be exhibited on the Traverse de l'Abattoir, which is furnished with a swing bridge on a central pier, and separates the National and Maritime Basins, Port of Marseille:—

A light is shown six feet from the end of each of the shore piers of the Traverse, and a light seven feet from the edge of each side of the central pier. The lights on the shore piers are elevated about 22 feet above the sea, and 13 feet above the ground; those on the central pier are elevated about 26 feet above the sea, and 19 feet above the pier.

Two lights are seen from vessels proceeding from the National Basin to the Maritime Basin, and passing westward of the central pier—one on the shore pier, the other on the central pier. These two lights show white when the bridge is over the pass. The shore pier light becomes red when the bridge begins to open; and the light on the central pier also becomes red when the bridge is completely over the central pier.

In like manner, two lights are seen from vessels proceeding from the Maritime Basin to the National Basin, and passing eastward of the central pier—one on the shore pier, the other on the central pier. These two lights show white when the bridge is over the pass, the shore pier light becomes red when the bridge begins to open, and the light on the central pier also becomes red when the bridge is completely over the central pier.

Therefore, when two white lights are seen from vessels proceeding from one basin to the other, the pass is closed. When a white light and a red light are seen, the bridge is swinging; and when two red lights are seen, the pass is clear.

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
10th July, 1886.

This Notice affects the following Admiralty Plau:—Port and Road of Marseille, No. 150. Also, Admiralty List of Lights in the Mediterranean, 1886, No. 137*a*; and Mediterranean Pilot, Vol. II, 1885, pages 37, 38.