

NOTICE TO MARINERS.

(No. 161.)—NORTH SEA—BELGIAN COAST.

(1.) *Ostende—Tidal Light on East Pier.*

THE Belgian Government has given notice, that on 15th June, 1886, a tidal light was exhibited from the battery on the East Pier at Ostende:—

The light is a fixed green light, elevated 41 feet above high water. It is shown when the depth on the bar is 14 feet.

THE KATTEGAT—SWEDISH COAST.

WINGA SOUND.

(2.) *Fog Signal near Böttö Islet Lighthouse.*

The Swedish Government has given notice, dated 23rd June, 1886, that a fog signal has been established near Böttö Islet Lighthouse, Winga Sound, approach to Göteborg:—

The signal is a bell of large size, which during thick or foggy weather will be sounded twice in quick succession every two minutes.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

10th July, 1886.

This Notice affects the following Admiralty Charts:—Ostende Roads, No. 125 (1); The Kattegat, No. 2114 (2); Nidingen to Hönö, No. 196 (2); Winga Sound or Göteborg, No. 2346 (2). Also, Admiralty List of Lights in the North Sea, &c., 1886, Nos. 21, 274; North Sea Pilot, Part IV, 1878, page 90; and Danish Pilot, 1885, page 13.

NOTICE TO MARINERS.

(No. 162.)—FRANCE—NORTH COAST.

(1.) *Automatic Whistle Buoy in Havre Road.*

THE French Government has given notice, dated 26th May, 1886, that a buoy, fitted with an automatic whistle, has been moored in Havre Road, with bell buoy No. 1, bearing E. by S. $\frac{1}{2}$ S., and buoy No. 2, bearing S. by W. $\frac{1}{2}$ W.

Position, lat. 49° 30' 40" N., long. 0° 2' 50" E.

NOTE.—A light will shortly be exhibited from this buoy.

PORTUGAL—WEST COAST.—RIVER DOURO ENTRANCE.

(2.) *Harbour Light on Felgueiras Mole, and Intended Fog Signal.*

The Portuguese Government has given notice, that on 27th June, 1886, a harbour light would be exhibited from a lighthouse erected on the outer extreme of Felgueiras Mole, about 300 yards south-west of St. Joao da Foz Castle, northern side of River Douro Entrance.

The light is a fixed green light, visible through an arc of 229°, or between the bearings of S. 26° E., through north, and N. 75° W. It is elevated 42 feet above high water, and should be seen in clear weather from a distance of 6 miles.

The illuminating apparatus is catadioptric, or by reflectors and lenses, of the fifth order.

The lighthouse, 40 feet high, is hexagonal in shape, and constructed of masonry.

Position, lat. 41° 8' 40" N., long. 8° 40' 35" W.

Also, that it is intended to establish a fog signal (bell struck by clockwork) at Felgueiras Mole Lighthouse.

(3.) *San Martinho Bay—Fixed Light on Sto. Antonio Point.*

Also, that on 27th June, 1886, a light would be exhibited from a lighthouse erected on Sto. Antonio Point, situated about $1\frac{1}{2}$ miles from the village of San Martinho do Porto:—

The light is a fixed white light, elevated 100 feet above high water, and should be visible in clear weather from a distance of 11 miles.

The illuminating apparatus is dioptric, or by lenses, of the fifth order.

The lighthouse, 19 feet high, consists of an iron shed, painted red, with two iron supports for the lantern above it.

Approximate position, lat. 39° 30 $\frac{1}{2}$ ' N., long. 9° 8 $\frac{1}{2}$ ' W.

PENINSULA OF PENICHE.

(4.) *Cape Carvoeiro—Establishment of Fog Signal.*

Also, that on 27th June, 1886, a fog signal would be established on Cape Carvoeiro, western extreme of the Peninsula of Peniche:—

The apparatus is a trumpet worked by compressed air, which, during thick or foggy weather, will be sounded for a period of eight to ten seconds, with intervals of thirty seconds of silence.

The signal station is an iron shed, situated close westward of the lighthouse.

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward. Variation (1) 17 $\frac{1}{4}$ °, (2) 20°. Westerly 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:—Trouville to Dieppe, No. 2612 (1); Barfleur to Cape d'Antifer, No. 2613 (1); entrance of the Seine, No. 2680 (1); British Islands to Mediterranean Sea, No. 1 (3); Cape Finisterre to Cape St. Vincent, with plans of entrance of the River Douro and Peninsula of Peniche, No. 87 (2-4). Also, Admiralty List of Lights on the western shores of Europe, 1886, page 56, No. 446; Channel Pilot, Part II, 1882, page 80; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1885, pages 260, 271.

NOTICE TO MARINERS.

(No. 163.)—UNITED STATES.

NEW YORK APPROACH.

(1.) *Fixed Light on Romer (Dry Romer) Shoal.*

THE United States Government has given notice, that on 15th July, 1886, a light will be exhibited from a lighthouse recently erected on the site of the beacon on Romer (Dry Romer) Shoal, north-eastern side of Swash Channel, approach to New York:—

The light will be a fixed white light of the fifth order, elevated 35 feet above high water, and should be visible in clear weather from a distance of about 11 miles.

The lighthouse, 25 feet high, is a frame tower, surmounting an iron pier, 16 feet high.

Position, lat. 40° 30' 50" N., long. 74° 0' 50" W.

DELAWARE BAY.

(2.) *Five-Fathoms Bank—Temporary Change of N.E. Light-Vessel.*

Also, that on or about 15th July, 1886, Five-Fathoms Bank N.E. Light-vessel, No. 44, will be withdrawn for repairs, and Relief Light-vessel No. 24 will be placed in her station, on the northern side of Delaware Bay.

Light-vessel No. 24 is schooner rigged, painted red, with the word Relief in large white letters on her sides and No. 24 on the stern, and carries as day-marks a frame cage at each masthead.

While Light-vessel No. 24 is at this station, the fog signal will be a bell and horn, instead of a steam whistle.