

of 1886, it is intended to re-arrange the buoyage from Beachy Head to Portland, including Looe Stream, Needles Channel, Solent, &c., 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.

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

#### ENGLAND—WEST COAST.

##### LIVERPOOL BAY—MERSEY RIVER ENTRANCE.

(2.) *Bar Light-Vessel—Delay in Intended Alterations in Light and Fog Signal.*

With reference to Notice to Mariners, No. 87, of 16th April, 1886, on intended alterations in the light and fog signal on board Bar Light-vessel, Mersey River Entrance:—

The Mersey Docks and Harbour Board has given further notice, dated 1st July, 1886, that the following alterations, which were to have been made on 13th July, 1886, have been unavoidably postponed:—

The light will be an experimental electric light, showing two successive flashes in a period of five seconds, followed by an eclipse of twenty-five seconds' duration, every half-minute. It should be visible in clear weather from a distance of about 10 miles.

During thick or foggy weather, a siren will sound successively a high note and a low note. These notes will together be of about five seconds' duration, followed by twenty-five seconds of silence, every half-minute.

Further notice will be given when the proposed alterations are to be carried out.

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,  
13th July, 1886.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675*c*, *b* (1); Owers to Dungeness No. 2451 (1); Portland to Owers, No. 2450 (1); Owers to Christchurch, No. 2045 (1); Spithead, No. 2060 (1); The Solent, No. 2040 (1); Needles Channel with Christchurch Bay, No. 2219 (1); Ireland, No. 1824*a* (2); Irish Channel, No. 1825*b* (2); Holyhead to Liverpool, No. 1170*b* (2); Liverpool Bay, No. 1951 (2). Also, Admiralty List of Lights in the British Islands, 1886, No. 422; Channel Pilot, Part I, 1882, pages 146-228; and Sailing Directions for the West Coast of England, 1884, page 136.

#### NOTICE TO MARINERS.

(No. 165.)—SOUTH AMERICA—BRAZIL.

##### CANANEA BAY.

(1.) *Flashing Light on Bom Abrigo Islet.*

THE Brazilian Government has given notice, that during the month of June, or in the beginning of July, 1886, a light would be exhibited from a lighthouse erected on the southern part of Bom Abrigo Islet, south side of Cananea Bay:—

The light is a flashing light, showing alternately two white flashes and one red flash, with intervals of fifteen seconds between each flash. It is elevated 504 feet above high water, and should be visible in clear weather from a distance of 14 miles.

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

The lighthouse, 40 feet high, consists of a

square tower and keeper's dwelling, white in colour.

Position, lat. 25° 6' 40" S., long. 47° 51' 50" W.

##### SANTA CATHARINA STRAIT.

(2.) *Alterations in Anhatomirim Islet Light.*

Also, that on 1st June, 1886, the following alterations would be made in the light on Anhatomirim Islet, west side of northern entrance to Santa Catharina Strait.

The light is a fixed white light, elevated 125 feet above high water, and should be visible in clear weather from a distance of 12 miles.

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

The lighthouse, 27 feet high, is of iron framework, and coloured white.

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,  
15th July, 1886.

This Notice affects the following Admiralty Charts:—South Atlantic Ocean, western part, No. 2202*b* (1); Victoria to Santa Catharina, No. 530; Santa Catharina to Rio de la Plata, No. 2522 (2); Santa Catharina Island and Strait, No. 544 (2). Also, Admiralty List of Lights in South America, 1886, page 10, No. 39*e*; and South America Pilot, Part I, 1885, pages 146, 158.

#### NOTICE TO MARINERS.

(No. 166.)—IRELAND—SOUTH COAST.

##### Cork Harbour Entrance—Position of Harbour Rock Eastern Buoy.

WITH reference to the Note contained in Notice to Mariners, No. 73, of 30th March, 1886, that vessels should pass well eastward of Harbour Rock Eastern Buoy, Cork Harbour Entrance, as dangerous wreckage was lying near it:—

Notice is given, that consequent on the said wreck of the "Cartvale" on Harbour Rock, this buoy has been moved 20 fathoms south-eastward of its former position, to a depth of 6 fathoms, and can now be passed at the usual distance.

As the channel between the buoy and Chicago Knoll is thus narrowed, mariners are cautioned accordingly.

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,  
15th July, 1886.

This Notice affects the following Admiralty Plan:—Queenstown and Cork Outer Harbour, No. 1777. Also, Sailing Directions for the Coast of Ireland, Part I, 1885, pages 31, 35, 36.

#### NOTICE TO MARINERS.

(No. 167.)—NORTH SEA.

##### Heligoland Lighthouse—Danger Signals.

THE Trinity House, London, has given notice, dated 7th July, 1886, that the light keepers at Heligoland have been instructed to fire a single sound rocket, whenever a vessel off the island is observed by them to be standing into danger, and to repeat the signal at short intervals until the warning is noticed from the vessel.

Mariners are, however, cautioned not to rely implicitly upon this aid to navigation, as the ordinary duties of the light keepers may in some instances prevent them from seeing a vessel in the position described.

By command of their Lordships,

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

Hydrographic Office, Admiralty, London,  
15th July, 1886.

This Notice affects the following Admiralty