

1h. 0m. 0s. p.m. Karachi mean time, equivalent to 20h. 32m. 8s. Greenwich mean time.

Should the signal fail at 1 p.m., the ball will again be dropped at 2h. 0m. 0s. Karachi mean time, equivalent to 21h. 32m. 8s. Greenwich mean time.

Position of time signal, lat.  $24^{\circ} 49' 11''$  N., long.  $66^{\circ} 58' 00''$  E.

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
25th August, 1887.

This Notice affects the following Admiralty Plan:—Karachi Harbour, No. 40. Also, West Coast of Hindustan Pilot, 1880, page 270; and List of Time Signals, 1881, page 6.

### NOTICE TO MARINERS.

(No. 216 of the year 1887.)

BALTIC ENTRANCE—THE KATTEGAT.

(1.) *Læso Channel Light-Vessel—Intended Alteration in Character of Light.*

THE Danish Government has given notice, that at the close of the summer of the year 1887, the following alteration will be made in the character of the light exhibited from Læso Channel Light-vessel:—

The light will be a flashing white light, showing a flash of two seconds' duration every twelve seconds.

Further particulars concerning this light will be published in due course.

BALTIC.—GOTLAND.—WEST COAST.

(2.) *Intended Flashing Light on Great Carlsö.*

With reference to Notice to Mariners, No. 254 (1), of 28th October, 1886, on the exhibition of provisional lights on Great Carlsö (Carlsön), pending the construction of a lighthouse on that Island:—

The Swedish Government has given further notice, that about 1st October, 1887, the permanent light be exhibited:—

The light will be a group flashing white light, showing three flashes in succession, and visible in clear weather from a distance of about 24 miles.

The lighthouse, situated on the west side of the island, consists of a white stone tower above the keeper's dwelling, which is also white, of stone, and two storied.

Position approximate, lat.  $57^{\circ} 17'$  N., long.  $17^{\circ} 58'$  E.

Further notice concerning this light will be given in due course.

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
25th August, 1887.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a (1); the Kattegat, No. 2114 (1); Baltic Sea, No. 2842b (2); Kalmar Sund and Oland, No. 2251 (2); Gotland, No. 2250 (2). Also, Admiralty List of Lights in the North Sea, &c., 1887, Nos. 257, 548c; Danish Pilot, 1885, page 45; and Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 50.

### NOTICE TO MARINERS.

(No. 217 of the year 1887.)

FRANCE—WEST COAST.—CHENAL DU FOUR.

(1.) *Corsen Point Light—Alteration in Arc of Visibility.*

THE French Government has given notice, that in consequence of a shoal (Fulminant Shoal)

having been found lying north-westward of Kermorvan Point, Chenal du Four, the following alteration has been made in the arc of visibility of Corsen Point Light:—

The arc of light has been reduced about  $4^{\circ}$ , by shifting its eastern limit, and which in the new direction leads about 160 yards westward of Fulminant Shoal.

NOTE.—Fulminant Shoal, with a depth of 2 fathoms, is marked on its western edge by a spiral buoy, lying with Kermorvan Point Lighthouse bearing S.E.  $\frac{1}{2}$  E., distant one third of a mile.

SPAIN—WEST COAST.

(2.) *Vigo Bay—Alteration in Character and Colour of Certain Buoys.*

Information has been received, that the under-mentioned shoals in Vigo Bay are now marked as follows:—

*North Shore.*

Bajo Borneira is marked by a black nun buoy.  
Bajo Zalgueiron is marked by a white buoy.  
Punta Rodeira Shoal is marked by a buoy painted red and white in stripes.  
Piedra de Pego is marked by a beacon surmounted by a black ball.

*South Shore.*

Rondana Shoal is marked by a white buoy.  
Cabo de Mar Shoal (Piedra Brasileiro), is marked by a white buoy.

El Cabezon is marked by a conical buoy, painted red and white in vertical stripes.

[The bearing is magnetic. Variation  $19^{\circ}$  Westerly in 1887.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
25th August, 1887.

This Notice affects the following Admiralty Charts:—Raz de Sein to Ile d'Ouessant, No. 2643 (1); Brest Roadstead, No. 2690 (1); Channels between Ile d'Ouessant and the mainland, No. 2694 (1); Cape Finisterre to Vigo Bay, No. 1756 (2); Vigo Bay, No. 2548 (2). Also, Admiralty List of Lights on the western shores of Europe, 1887, No. 186; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1885, with Appendix, pages 18–20, 251, 374.

### NOTICE TO MARINERS.

(No. 218 of the year 1887.)

ENGLAND.—EAST COAST.

*Outer Dowsing Channel—Five-Fathoms Knoll in Centre.*

INFORMATION has been received from Staff Commander T. H. Tizard, H.M. Surveying-vessel "Triton," of the existence of a knoll lying in the centre of Outer Dowsing Channel:—

This knoll, of small extent, with a depth of 5 fathoms, is marked by a ripple over it at low water; it lies with the following bearings, and distances:—

Outer Dowsing Light-vessel, N.  $34^{\circ}$  E., distant  $5\frac{1}{10}$  miles.

Outer Dowsing Shoal South Buoy, S.  $75^{\circ}$  E., distance  $5\frac{2}{10}$  miles.

Position, lat.  $53^{\circ} 21' 50''$  N., long.  $1^{\circ} 2' 30''$  E.  
[The bearings are magnetic. Variation  $17^{\circ}$  Westerly in 1887.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
26th August, 1887.