

NOTICE TO MARINERS.

(No. 254 of the year 1888.)

NOVA SCOTIA.—SOUTH-EAST COAST.—RUGGED ISLAND HARBOUR APPROACH.

(1.) *Automatic Signal Buoy South-eastward of Gull Rock Lighthouse.*

THE Canadian Government has given notice, dated 27th June, 1888, that an automatic signal buoy has been placed south-eastward of Gull Rock Lighthouse, approach to Rugged Island Harbour, south-east coast of Nova Scotia:—

This buoy is an automatic whistle buoy, painted red, with the letter **L** in white on it; it is situated with Gull Rock Lighthouse bearing N.W. $\frac{1}{4}$ N., distant $3\frac{1}{2}$ miles, and eastern extreme of Ram Island N. by E. $\frac{1}{4}$ E.

Position, lat. $43^{\circ} 37' 30''$ N., long. $65^{\circ} 1' 45''$ W.

NOTE.—From this buoy a N.N.W. course leads nearly midway between Blow Breaker and the $4\frac{1}{2}$ fathom patch south-westward of it, thence to the southern end of Cranberry Island, which can be approached with comparative safety, with the careful use of the lead, in foggy weather.

BAY OF FUNDY.—WESTERN SHORE.

(2.) *Fixed Beacon Light—Northern Side of Dipper Harbour Entrance.*

Also, dated 13th July, 1888, that on 1st July, 1888, a beacon light was exhibited from a lighthouse recently erected on an islet on the northern side of the entrance to Dipper Harbour, western shore of Bay of Fundy,

The light is a fixed white light, visible between the bearings of N.W. and N. by E.; it is elevated 30 feet above high water, and should be seen in clear weather from a distance of 6 miles.

The lighthouse is square in shape, with a red roof.

Position, lat. $45^{\circ} 5' 30''$ N., long. $66^{\circ} 25'$ W.

[The bearings are magnetic, and are given from seaward.

Variation (1), $18\frac{1}{2}^{\circ}$, (2) $20\frac{1}{4}^{\circ}$ Westerly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

23rd August, 1888.

This Notice affects the following Admiralty Charts:—Halifax to Delaware, No. 2670 (1, 2); Cape Sable to Sambro Island, No. 730 (1); Baccaro Point to Ram Island, No. 340 (1); Bay of Fundy, sheet I, No. 352 (2). Also, Admiralty List of Lights on the Eastern Coasts of North America, 1888, page 58; and Sailing Directions for the S.E. Coast of Nova Scotia and Bay of Fundy, 1885, pages 143, 146, 224.

NOTICE TO MARINERS.

(No. 255 of the year 1888.)

MEDITERRANEAN.—CORSIKA.—EAST COAST.

Bastia.—Extension of Mole in Course of Construction at Port St. Nicolas.

INFORMATION has been received through the Board of Trade, dated 10th August, 1888, that the mole of Port St. Nicolas, Bastia, eastern coast of Corsica, is now partially lengthened for a distance of about 300 feet beyond the lighthouse (exhibiting a red light), which previously marked the extremity of this mole.

Vessels entering Port St. Nicolas should therefore give the lighthouse on this mole a good berth.

By command of their Lordships,

W. J. L. Wharton, Hydrographer,

Hydrographic Office, Admiralty, London,

22nd August, 1888.

This Notice affects the following Admiralty Charts:—Ports and anchorages in Corsica, with plan of Bastia, No. 1126. Also Mediterranean

Pilot, Vol. II, 1885, pages 123, 124; and Hydrographic Notice, No. 13 of 1886, Mediterranean Pilot, Vol. II, page 3.

NOTICE TO MARINERS.

(No. 256 of the year 1888.)

UNITED STATES.—EAST COAST.

MOUNT DESERT ISLAND.—EAST COAST.

(1.) *Temporary Automatic Signal Buoy Southward of Egg Rock Lighthouse.*

THE United States Government has given notice, dated 6th August, 1888, that an automatic signal buoy has been placed, for the summer, southward of Egg Rock, entrance to Frenchman Bay, eastern side of Mount Desert Island:—

This buoy is an automatic whistle buoy, painted black, with E. R. on it in large white letters. It is moored in 16 fathoms with Egg Rock Lighthouse bearing N.N.E. $\frac{1}{2}$ E., distant one mile, and Shoodic Point E.S.E.

Position, lat. $44^{\circ} 20' 15''$ N., long. $68^{\circ} 8' 40''$ W.

LONG ISLAND SOUND.—NEW HAVEN HARBOUR.

(2.) *Alteration in Fog Signal at South-west Ledge Lighthouse.*

Also, that on August 20th, 1888, the following alteration would be made in the fog signal at South-west Ledge Lighthouse, entrance to New Haven Harbour, northern shore of Long Island Sound:—

The signal is a Daboll trumpet, which during thick or foggy weather will give blasts of six seconds' duration during intervals of thirty seconds. Should the trumpet be disabled, a bell will be sounded by machinery once every fifteen seconds.

Position, lat. $41^{\circ} 13' 55''$ N., long. $72^{\circ} 54' 40''$ W.

FLORIDA.—CUMBERLAND SOUND.

(3.) *Automatic Signal Buoy Eastward of the Bar, and withdrawal of Can Buoy.*

Also, that on or about August 15th, 1888, an automatic signal buoy would be placed about one mile eastward of the bar, entrance to Cumberland Sound:—

This buoy is an automatic whistle buoy, painted black, with the letter **F** on it; moored in $6\frac{1}{2}$ fathoms with Amelia Island Lighthouse bearing S.W. $\frac{1}{4}$ W., distant $4\frac{3}{10}$ miles, and southern point of Cumberland Island W. $\frac{1}{8}$ S.

Position, lat. $30^{\circ} 43' 10''$ N., long. $81^{\circ} 22' 30''$ W.

The can buoy, painted black and white in vertical stripes, hitherto moored about half a mile westward of the above position, has been withdrawn.

[The bearings are magnetic. Variation 1, 17° , 2, 9° Westerly; 3, 2° Easterly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

25th August, 1888.

This Notice affects (1) temporarily, the following Admiralty Charts:—Halifax to Delaware, No. 2670 (1, 2); Gouldsborough Bay to Little Spoon Island, &c., No. 903 (1); Block Island to Great Egg Harbour, No. 2480 (2); Long Island Sound, western part, No. 2755 (2); New Haven Harbour, &c., No. 2479 (2); St. Andrew Sound to St. John River, No. 853 (3); Sapelo Sound to Little Bahama Bank, No. 269 (3). Also, Admiralty List of Lights on the eastern coasts of North America, 1888, No. 673; Sailing Directions for the principal ports on the east coast of the United States, 1882, pages 16, 106, 201; and, Hydrographic Notice, No. 7 of 1888, on the east coast of the United States, page 29.