

Leading Lights in line to the intersection with Smith Island Leading Lights (two fixed red) in line; proceed with Smith Island Leading Lights in line until Cape Fear Light bears E. by N., then alter course to bring the front light of the New Channel Leading Lights in line with Cape Fear Light (front line fixed white, back light flashing red every thirty seconds) astern, which lead to an anchorage between Battery Island Light (No. 3) and Smithville (Southport).

[The bearings are magnetic, and are given from seaward. Variation (1) $18\frac{1}{2}^{\circ}$; (3) 1° West-erly in 1889.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
19th July, 1889.

This Notice affects the following Admiralty Charts:—Bay of Fundy, Sheet 1, No. 352 (1); Bay of Fundy to Block Island, No. 2492 (1); Great Egg Harbour to Albemarle Sound, No. 266 (2); Chesapeake Bay, Nos. 355*b*, 2843*d* (2); Cape Fear River, with Plan of Southern Entrance, No. 2863 (3). This chart is undergoing extensive correction, and will shortly be published. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1889, Nos. 802, 861, 863, page 110; and Sailing Directions for the Principal Ports of the United States, 1882, pages 8, 170, 188, 189.

NOTICE TO MARINERS.

(No. 253 of the year 1889.)

BALTIC ENTRANCE.

THE KATTEGAT—SWEDISH COAST.

(1.) *Nidingen Eastern Light—Intended obscured Sector.*

THE Swedish Government has given notice, that at the end of the month of July, 1889, the Eastern Light on Nidingen will be obscured to the northward through an arc of 26° , the eastern limit of which leads eastward of the spar buoy with globe on Wassaberget, and the western limit westward of the broom beacon on Grundabåde.

Position, lat. $57^{\circ} 18\frac{1}{2}'$ N., long. $11^{\circ} 54\frac{1}{2}'$ E.

BALTIC.—GULF OF BOTENIA—SWEDISH COAST.

(2.) *Intended Alterations in Lill Jungfrun Light.*

Also, that on the re-exhibition, on 1st August, 1889, of Lill Jungfrun (Norrutharet) light, approach to Söderhamn, the following alterations will be made:—

The light will show a flashing white light towards the inner channel, and seaward over the navigable fairway between Lill Fingrund and Hällgrund; and a flashing red light southward of that arc. Northward of the sector of flashing white light, from the bearing of W. $\frac{1}{4}$ S. (leading about $2\frac{1}{2}$ cables southward of Hällgrund Beacon) to S. by E., the light will be obscured.

Position, lat. $61^{\circ} 15\frac{1}{2}'$ N., long. $17^{\circ} 18\frac{1}{2}'$ E.

[The bearings are magnetic, and are given from seaward. Variation 8° Westerly in 1889.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
19th July, 1889.

This Notice affects the following Admiralty Charts:—The Kattegat, No. 2114 (1); Nidingen to Hönö, No. 196 (1); Gulf of Bothnia, No. 2252 (2); South Quarcken to Hornslander, No. 2296 (2). Also, Admiralty List of Lights on the Eastern Shores of the North Sea, &c., 1889, Nos. 335, 766; Danish Pilot, 1885, page 20; and Baltic Pilot, 1888, page 290.

NOTICE TO MARINERS.

(No. 254 of the year 1889.)

ENGLAND—SOUTH COAST.

(1.) *Lizard Head—Alteration in Fog Signal.*

WITH reference to Notice to Mariners, No. 19 (1), of 11th January, 1889, on intended alteration in the fog signal at Lizard Head:—

The Trinity House, London, has given further notice, dated 16th July, 1889, that the following alteration has been made:—

During thick or foggy weather, the siren gives two blasts, a high note followed by a low note, in quick succession, every two minutes.

ENGLAND—WEST COAST.—BRISTOL CHANNEL.

(2.) *Lundy Island High Light—Alteration in Interval of Revolution.*

Also, with reference to Notice to Mariners, No. 6 (1), of 4th January, 1889, on intended alteration in the interval of revolution of Lundy Island High Light:—

Further Notice has been given, dated 16th July, 1889, that the following alteration has been made:—

The light shows one flash every minute.

(3.) *Bideford High Light—Alteration in Character.*

Also, with reference to Notice to Mariners, No. 6 (2), of 4th January, 1889, on intended alteration in the character of Bideford High Light:—

Further notice has been given, dated 16th July, 1889, that the following alteration has been made:—

The light is an occulting white light, with an eclipse of two seconds duration every thirty seconds.

(4.) *Caldy Island Light—Alteration in Interval of Revolution.*

Also, with reference to Notice to Mariners, No. 47 (1), of 4th February, 1889, and previous notice, on intended alteration in the interval of revolution of Caldly Island Light:—

Further notice has been given, dated 16th July, 1889, that the following alteration has been made:—

The light, occulting white, is occulted twice every thirty seconds.

(5.) *Helwick Light-vessel—Alteration in Character of Light.*

Also, with reference to Notice to Mariners, No. 47 (2), of 4th February, 1889, on intended alteration in the character of the light exhibited from Helwick Light-vessel:—

Further notice has been given, dated 16th July, 1889, that the following alteration has been made:—

The light is a flashing white light, showing one flash every thirty seconds.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
22nd July, 1889.

This Notice affects the following Admiralty Charts:—Trevose Head to Dodman Point, No. 2555 (1); Approaches to Falmouth, No. 154 (1); the Lizard and adjacent rocks, No. 2447 (1); North Atlantic Ocean, No. 2060*a* (2); British Islands to Mediterranean Sea, No. 1 (2, 3, 5); English Channel, Nos. 1598, 2675*a* (2-5); Ireland, general, No. 1824*a* (2-5); Bristol Channel with plan of Caldly Road, No. 1179 (2-5); Trevose Head to Bull Point, No. 1178 (2, 3); Lundy Island, No. 36 (2); Barnstaple and Bideford, with plan of Barnstaple Bar, No. 1160 (3); St. Govens Head to the Mumbles,