

when the bridge is closed, and green when open for the passage of vessels.

Position, swinging portion of bridge, latitude $45^{\circ} 57' 40''$ N., longitude $60^{\circ} 47' 35''$ W.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
28th August, 1889.

This Notice affects the following Admiralty Charts:—St. John's to Halifax, No. 2666; Cape Breton Island, No. 2727; Little Bras d'Or Lake, &c., No. 2687. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1889, page 40; and St. Lawrence Pilot, Vol. II, 1881, pages 243, 244.

NOTICE TO MARINERS.

(No. 308 of the year 1889.)

ENGLAND—EAST COAST.

ALDBOROUGH NAPES AND GALLOPER BANK.

Intended Alterations in Buoyage.

THE Trinity House, London, has given notice, that on or about the 20th October, 1889, it is intended to make the following alterations in the buoyage of Aldborough Napes, and Galloper Bank:—

(1.) North Aldbro' Napes Buoy will be a new spherical buoy, painted black and white in horizontal stripes, and surmounted by a staff and diamond. This buoy will be moored in about 5 fathoms, at the northern end of Aldborough Napes.

Position, approximate, lat. $52^{\circ} 9' 30''$ N., long. $1^{\circ} 42' 45''$ E.

(2.) South Aldbro' Napes Buoy will be a new spherical buoy, painted black and white in horizontal stripes, and surmounted by a staff and triangle. This buoy will be moored in about 5 fathoms, at the southern end of Aldborough Napes.

Position, approximate, lat. $52^{\circ} 7' 45''$ N., long. $1^{\circ} 41' 15''$ E.

On the same date that these buoys are placed, the black conical buoy, now moored at the south-eastern end of Aldborough Napes, will be withdrawn.

(3.) East Galloper Buoy will be a new conical buoy, painted black; it will be moored in 12 fathoms, in a position distant about 2 miles, S.S.W. $\frac{1}{2}$ W., from the present North Galloper Buoy.

Position, approximate, lat. $51^{\circ} 47'$ N., long. $1^{\circ} 58' 30''$ E.

Further particulars of the positions of these buoys will be published in due course.

[The bearing is magnetic. Variation 16° Westerly in 1889.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
28th August, 1889.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; English Channel, Nos. 1598, 2675c; Dover and Calais to Orfordness, &c., No. 1406; North Foreland to Orfordness, &c., No. 1610; Orfordness to Blakeney, &c., No. 1630; Pakefield Gateway to Orfordness, No. 102. Also, North Sea Pilot, Part III., 1882, pages 193, 196.

NOTICE TO MARINERS.

(No. 309 of the year 1889.)

BALTIC—SWEDISH COAST.—KALMAR SOUND.

(1.) *Dämman Lighthouse—Alteration in Character of Fog Signal.*

THE Swedish Government has given notice,

dated 14th August, 1889, that the following alteration has been made in the character of the fog signal at Dämman Lighthouse, Kalmar Sound:—

The signal is a horn, which, during thick and foggy weather, will give a blast of about thirty seconds duration, followed by an interval of silence of two minutes and a half. This signal is not of sufficient power to be heard at any great distance.

Position, lat. $57^{\circ} 4'$ N., long. $16^{\circ} 41' 30''$ E.

GOTLAND, S.W. COAST.

(2.) *Burgs Viken—Fixed Light with White and Red Sectors at Valar.*

Also, that on 20th August, 1889, a light would be exhibited from a lighthouse erected at Valar, southern side of entrance to Burgs Viken, South-West Coast of Gotland:—

The light is a fixed light, with white and red sectors; it shows white between the bearings of N. 39° E. (southward of which it is obscured by the land), through east, and S. 80° E.; red between S. 80° E., through south, and S. 13° W.; and white between S. 13° W. and S. 52° W., over the harbour.

It is elevated 20 feet above the sea, and in clear weather the white light should be visible 10 miles, and the red light 8 miles.

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

The lighthouse is painted white.

Position, lat. $57^{\circ} 1' 50''$ N., long. $18^{\circ} 13' 10''$ 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,
28th August, 1889.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842b; Kalmar Sound and Oland Island, No. 2251 (1); Gotland, No. 2250 (2). Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1889, No. 924, page 214; and Baltic Pilot, 1888, pages 67, 80.

NOTICE TO MARINERS.

(No. 310 of the year 1889.)

PACIFIC OCEAN.—SANDWICH ISLANDS—OAHU.

Honolulu Harbour—Alterations in Leading Lights.

THE Hawaiian Government has given notice, dated 9th July, 1889, that the following alterations have been made in the leading lights (in order to distinguish them from the electric lights of the town) in Honolulu Harbour, southern coast of Oahu, Sandwich Islands:—

The front light is a fixed red light, elevated 26 feet above the sea.

Position, lat. $21^{\circ} 17' 52''$ N., long. $157^{\circ} 52' 18''$ W.

The rear light is, as heretofore, a fixed green light; when the electric lights of the town are lighted, it will be an electric light, elevated 60 feet above the sea; when the electric lights are not lighted, it will be an oil light, elevated 47 feet above the sea.

Position, lat. $21^{\circ} 18' 6''$ N., long. $157^{\circ} 52' 10''$ W.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
28th August, 1889.

This Notice affects the following Admiralty Charts:—Sandwich Islands, No. 1510; Honolulu Harbour, No. 1378. Also, Admiralty List of Lights in South America, &c., 1889, Nos. 235, 236; and Pacific Island, Vol. III, Eastern Groups, 1885, pages 155, 156.