

and red from N. 14° E., through east, to S. 75° E. It will be elevated 45 feet above the sea, and visible in clear weather from a distance of 11 miles.

The lighthouse, 23 feet high, is a cylindrical, gray, iron tower, situated close to the old lighthouse.

Approximate position, lat. 55° 17' N., long. 10° 51' E.

4. Slipshavn Light, on the date of the alteration in Knuds Head Light, will be changed from a red to a fixed white light.

Approximate position, lat. 55° 17' N., long. 10° 50' E.

5. Langelands Belt.—Else Head Light will be a fourth order dioptric fixed light, showing green from S. 22° W. to S. 45° W.; white from S. 45° W., through west and north, to N. 25° E.; and red from N. 25° E. to N. 38° E. It will be elevated 31 feet above the sea, and visible in clear weather from a distance of ten miles.

The lighthouse, 26 feet high, is a cylindrical, gray, iron tower.

Approximate position, lat. 55° 6' 5" N., long. 10° 46' 45" E.

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

[Variation (1, 2) 12°; (3, 5) 11° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—The Kattegat, No. 2114 (1, 2); Great and Little Belts, No. 2116 (3, 4, 5). Also, List of Lights, Part II, 1894, page 86, Nos. 322, 435, 436, page 118; Danish Pilot, 1885, pages 51, 59, 185, 186, 192; and Revised Supplement, 1892, relating to Danish Pilot, pages 70, 84.

No. 352.—CHANNEL AND WESTERN, NORTH SEA, AND BALTIC STATIONS.  
ENGLAND—SOUTH COAST.

*Dover Bay—Alterations in Harbour Lights.*

WITH reference to Notice to Mariners, No. 491 of 1893:—

The Dover Harbour Authorities has given further notice, that, on 9th July, 1894, the following alterations would be made in the lights shown from the harbour works in progress at Dover:—

Two fixed green lights, placed vertically, are shown from the inner end of the staging erected in connection with the construction of the breakwater, and two fixed white lights, placed horizontally, are shown from the outer end of that staging.

The fixed white light, hitherto shown at the outer end of the staging, has been discontinued.

NOTE.—Mariners are warned not to attempt to pass between the staging and the shore, as the passage is dangerous.

This Notice affects the following Admiralty Chart:—Dover Bay, No. 1698. Also, List of Lights, Part I, 1894, No. 116*b*; and Channel Pilot, Part I, 1893, page 339.

No. 353.—ALL STATIONS.  
ENGLAND—EAST COAST.—RIVER THAMES  
ENTRANCE.

*Alteration, and Intended Alterations, in Buoyage.*  
WITH reference to Notice to Mariners, No. 304 of 1894:—

1. The Trinity House, London, has given further notice, dated 2nd July, 1894, that the N.E. Maplin Buoy has been replaced by a black conical gas buoy, showing an occulting white light.

Approximate position, lat. 51° 36' 50" N., long. 1° 5' 25" E.

No. 26535.

Also that, about the 1st September, 1894, the undermentioned alterations will be made in the buoyage of Duke of Edinburgh and Queen's Channels:—

2. No. 2 Shingles Patch Buoy (can, black and white chequered) will be moved 2 cables N.W.  $\frac{1}{2}$  W. (N. 46° W.), into a depth of 30 feet at low water springs.

Approximate position, lat. 51° 32' 10" N., long. 1° 17' 30" E.

No. 3 Shingles Patch Buoy (can, black and white vertical stripes) will be discontinued.

3. South Knoll Buoy (can, chequered red and white) will be discontinued.

Approximate position, lat. 51° 27' 10" N., long. 1° 11' 10" E.

[Variation 16° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607; Kentish Knock and the Naze to West Swin, No. 1975 (1). Also, North Sea Pilot, Part III, 1889, pages 311, 318, 340, 356, 335, 351; and Supplement, 1894, relating to North Sea Pilot, Part III, page 42.

No. 354.—ALL STATIONS.

FRANCE—NORTH COAST.

*Cape d'Antifer—Intended Flashing Light and Fog Signal.*

THE French Government has given notice, that on 15th July, 1894, a light will be exhibited from a lighthouse recently erected on Cape d'Antifer, northward of the entrance to the River Seine:—

Cape d'Antifer Light will be a dioptric white flashing light every twenty seconds, thus:—flash, about two seconds; eclipse, about eighteen seconds. It will be elevated 394 feet above the sea, and visible in clear weather from a distance of 27 miles.

The illuminating power will be from 156,000 to 215,000 candles (16,000 to 22,000 becs Carcel).

The lighthouse 85 feet high, is a cylindrical tower, with a dwelling near.

Approximate position, lat. 49° 41' 15" N., long. 0° 9' 55" E.

Also, that on the same date a fog signal will be established on the upper gallery of this lighthouse:—

Cape d'Antifer fog signal will consist of a siren, worked by compressed air, which, during thick or foggy weather, will give two blasts every two minutes, thus:—blast, three seconds; silence, three seconds; blast, three seconds; silence, one hundred and eleven seconds.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675*c*; Trouville to Dieppe, No. 2612; Barfleur to Cape d'Antifer, No. 2613. Also, List of Lights, Part III, 1894, No. 40*a*; and Channel Pilot, Part II, 1888, page 457.

No. 355.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES, NORTH CAROLINA.

*Cape Fear River, Southern Entrance—Alterations in Lights.*

THE United States Government has given notice, that on or about 10th July, 1894, the following alterations would be made in the positions of the Smith Island leading lights, eastern side of southern entrance to Cape Fear River:—

Smith Island front leading light (fixed red) has been moved about W.  $\frac{1}{2}$  N. (N. 83° W.), 1,600 feet, and is now shown at a height of 13 feet