

from the distance of 10 miles, the red light 10 miles, and the green light 9 miles.

The illuminating apparatus will be dioptric of the fourth order.

The lighthouse is a square white tower 34 feet high, with a gray roof.

Further notice will be given when the light is exhibited, at which time the existing two red flashing lights will be discontinued.

Approximate position, lat. $54^{\circ} 50' 10''$ N., long. $10^{\circ} 57' 55''$ E.

[Variation 11° Westerly in 1896.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; The Sound, No. 2115 (1); Approaches to Copenhagen, No. 730 (1); Kiel Bay, No. 2117 (2). Also, List of Lights, Part III, 1896, Nos. 224 and 188; Baltic Pilot, Part I, 1895, pages 238 and 323.

No. 366.—CHINA SEA—GULF OF SIAM.

Rocks in Pulo Dama Group.

THE French Government has given notice, dated 29th June, 1896, of the existence of the undermentioned rocks in the Pulo Dama Group:—

Aspic Rock with 2 feet over it at low water lies 3 cables N. 24° E. from the north-west extreme of Hon Truok, with depths of from 5 to 15 fathoms between. Another rock, awash at low water, lies about $1\frac{3}{4}$ cables N.W. of Aspic Rock.

Approximate position of Aspic Rock, latitude $9^{\circ} 42' 55''$ N., longitude $104^{\circ} 22' 15''$ E.

[Variation 3° Easterly in 1896.]

This Notice affects the following Admiralty Charts:—Bay Island to Pulo Obi, No. 2723. Also, China Sea Directory, Vol. II, 1889, page 392.

No. 367.—UNITED STATES—NEW YORK.

Sandy Hook Light-vessel Replaced in Station.

WITH reference to Notice to Mariners, No. 250 of 1896:—

The United States Government has given notice, that on or about 8th July, 1896, Sandy Hook Light-vessel No. 51, would be replaced in station, and that Relief Light-vessel No. 16 would be withdrawn.

No changes have been made in Light-vessel No. 51, as to character of lights, fog signal, or general appearance, which are as given in the Admiralty List of Lights, Part VIII, 1896, No. 695.

This Notice affects the following Admiralty Charts:—Block Island to Great Egg Harbour, No. 2480; approaches to New York, No. 2491. Also, List of Lights, Part VIII, 1896, No. 695; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 129.

No. 368.—BAL TIC—KIEL BAY.

Intended Lights in Flensburg Fiord.

THE German Government has given notice, dated 4th July, 1896, that the undermentioned lighthouses are in course of construction in Flensburg Fiord:—

1. A lighthouse on Holness from which will be exhibited a light elevated 65 feet above the sea, showing the following sectors: a single white flash between N. 48° W. and N. 53° W.; fixed white between N. 53° W. and N. 58° W.; white double flash between N. 58° W. and N. 63° W.; fixed red between West and S. 78° W.; fixed white between S. 42° W.; through South and S. 76° E.; fixed red between S. 76° E. and N. 80° E.; fixed white between N. 80° E. and N. 72° E.; in other directions the light will be obscured.

Towards the outer fiord the light should be visible in clear weather from a distance of twelve miles.

The illuminating apparatus will be dioptric of the fifth order.

Approximate position, on chart No. 2117, lat. $54^{\circ} 51' 45''$ N., long. $9^{\circ} 35' 32''$ E.

2. Two leading lights at Schottsbull, 984 yards apart N. 39° E. and S. 39° W. of each other, the upper light will be 78 feet, and the lower light 36 feet above the sea.

The illuminating apparatus will be dioptric of the sixth order.

Approximate position of upper light, on chart No. 2117, lat. $54^{\circ} 54' 5''$ N., long. $9^{\circ} 39' 56''$ E.

3. Two leading lights at Laagmai, 765 yards apart, N. 61° E. and S. 61° W. of each other, the upper light will be 72 feet, and the lower light 43 feet above the sea.

The illuminating apparatus will be dioptric of the sixth order.

Approximate position of upper light, on chart No. 2117, lat. $54^{\circ} 54' 30''$ N., long. $9^{\circ} 38' 40''$ E.

4. Two leading lights at Rinkenäs, 1,093 yards apart, S. 57° E. and N. 57° W. of each other, the upper light will be 98 feet, and the lower light 33 feet above the sea.

The illuminating apparatus will be dioptric of the sixth order.

Approximate position of upper light, on chart No. 2117, lat. $54^{\circ} 53' 40''$ N., long. $9^{\circ} 34' 56''$ E.

[Variation 12° Westerly in 1896.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; Kiel Bay, No. 2117. Also, List of Lights, Part III, 1896, page 34; Baltic Pilot, Part I, 1895, page 416.

No. 369.—NORWAY.

Intended Alterations and Additions in Lights and Fog Signals.

WITH reference to Notice to Mariners No. 156 of 1896:—

The Norwegian Government has given notice, dated 19th June, 1896, of the undermentioned alterations and additions in the lights and fog signals on the coast of Norway:—

1. Bastø Light will (on and after 1st July, 1896), show as an occulting light, elevated 20 feet above the sea, and visible in clear weather from a distance of 6 miles, between the bearings S. 31° E., through south and west to N. 2° E. A red sector is shown over Hortenskrakken between S. 9° E. and S. 3° E., elsewhere the light is white.

The light is shown the whole year from a small white house, 10 feet high.

Approximate position, lat. $59^{\circ} 23' 10''$ N., long. $10^{\circ} 32' 45''$ E.

2. Also, at Odderø Light (on and after 1st July, 1896), during thick or foggy weather, a bell is sounded five strokes at equal intervals every minute.

Approximate position, lat. $58^{\circ} 7' 50''$ N., long. $8^{\circ} 0' 30''$ E.

3. Also, Spro Light will (on and after 15th July, 1896), show as an occulting light, elevated 10 feet above the sea, and visible in clear weather from a distance of 5 miles, between the bearings N. 17° E., through east and south, and S. 36° W. A red sector is shown over Krøklegrund, between S. 23° W. and S. 36° W., elsewhere the light is white.

The light is shown from 15th July to 31st May, from a small white house, 10 feet high.

Fog Signal.—During thick or foggy weather a bell is sounded five strokes at equal intervals every minute.

Approximate position, lat. $59^{\circ} 45' 40''$ N., long. $10^{\circ} 35' 30''$ E.