

Post Office: Skilled Telegraphist, Liverpool, Henry Ernest Arthur Wenman.

NOTICES TO MARINERS.

(Nos. 755 to 758 of the year 1896.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 755.—JAVA.

Surabaya—Alteration in Position and Time of Time Signal.

THE Netherlands Government has given notice, that the time signal at Surabaya has been moved from the east point of the mouth of Kalimas River to the Western Mole Head.

Also that the time signal is now made from a mast at a height of 65 feet above the sea, at Noon, local mean time, equivalent to 16h. 29m. 3s. Greenwich mean time.

Position, lat. $7^{\circ} 11' 55''$ S., long. $112^{\circ} 44' 14''$ E.

ERRATUM.

In Notice to Mariners No. 754 of 1896, for, This light will be exhibited annually from 5th September, &c., read, This light will be exhibited annually from 15th September, &c.

This Notice affects the following Admiralty Chart:—Surabaya Strait, No. 934. Also, List of Time Signals, 1895, No. 76; and Sailing Directions for the Eastern Archipelago, Part II, 1893, page 146.

No. 756.—RED SEA—PERIM ISLAND.

Obstruction Point Permanent Light Re-exhibited.
WITH reference to Notice to Mariners No. 566 of 1896:—

Further information has been received from the Port Officer at Aden, that, the repairs being completed Obstruction Point Permanent Light (group-occluding white, other particulars as given in Lists of Lights, Part V, 1896, No. 1084; Part VI, 1896, No. 61) would be re-exhibited on 1st January, 1897.

Approximate position, lat. $12^{\circ} 39' 20''$ N., long. $43^{\circ} 25' 45''$ E.

On the same date the temporary light, fixed white, would be discontinued.

This Notice affects the following Admiralty Charts:—Gulf of Aden, No. 6b; Red Sea, No. 8e; Perim Island, No. 2592. Also, Lists of Lights, Part V, 1896, No. 1084; Part VI, 1896, No. 61; and Red Sea and Gulf of Aden Pilot, 1892, page 253.

No. 757.—UNITED STATES—NEW YORK.

New York Lower Bay—Gas Buoy Westward of Flynn Knoll.

THE United States Government has given notice that, on or about 26th December, 1896 (ice permitting), a gas buoy would be placed on the western side of the south end of Chapel Hill dredged channel:—

Chapel Hill range cut gas buoy, painted black, with the letter "C" in white on two sides, shows a fixed white light, and is moored in a depth of about 25 feet in a position with Sandy Hook principal lighthouse (in line with South Hook Beacon) bearing S.E. by E. $\frac{1}{2}$ E., distant $2\frac{1}{4}$ miles, and Romer Shoal Lighthouse N.E. $\frac{1}{2}$ E.

Approximate position, lat. $40^{\circ} 28' 40''$ N., long. $74^{\circ} 3' 5''$ W.

[Variation 8° Westerly in 1896.]

This Notice affects the following Admiralty Chart:—Approaches to New York, No. 2491. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 133.

No. 758.—NORTH SEA—JUTLAND.

Hanstholm—Fog Signals temporarily Discontinued.
THE Danish Government has given notice, dated 16th December, 1896, that owing to damage to the machinery, the fog signals near Hanstholm Lighthouse are temporarily discontinued.

Approximate position, lighthouse, lat. $57^{\circ} 6\frac{1}{2}'$ N., long. $8^{\circ} 36'$ E.

This Notice temporarily affects the following Admiralty Charts:—North Sea, No. 2182b; Baltic, No. 2842a; Liim Fiord, No. 2325. Also, List of Lights, Part II, 1896, No. 297; and North Sea Pilot, Part IV, 1892, page 253.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
31st December, 1896.

NOTICES TO MARINERS.

(The last number of the year 1896 was No. 758.)

(Nos. 1 to 4 of the year 1897.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 1.—BALTIC ENTRANCE.

(1.) *Little Belt—Intended Alteration in Horsens Leading Lights.*

THE Danish Government has given notice, that on 1st April, 1897, the undermentioned alterations will be made in the leading lights shown at Horsens:—

The front leading light will be altered to a catoptric, fixed red light, elevated 18 feet above the sea, and visible from S. 26° W., through west and north, to N. 26° E., a distance of 3 miles in clear weather.

It will be shown from a post, situated S. 64° E., distant 480 yards, from the present position of the front light beacon.

Approximate position, lat. $55^{\circ} 52'$ N., long. $9^{\circ} 51\frac{1}{2}'$ E.

The rear leading light will be altered to a catoptric, fixed red light, elevated 37 feet above the sea, and visible from S. 26° W., through west and north, to N. 26° E., a distance of three miles in clear weather.

It will be shown from the present rear beacon.

(2.) *The Sound—Anchorage Prohibited with Dragör Leading Lights in line.*

Also, that vessels are prohibited from anchoring with Dragör leading lights in line, or in any position that would obscure those lights in line from vessels navigating Hollønder Deep.

Approximate position, Dragör Front Light, lat. $55^{\circ} 36'$ N., long. $12^{\circ} 40\frac{1}{2}'$ E.

[Variation (1) 12° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Baltic, No. 2842a (1); Great and Little Belts, No. 2229 (1); the Sound, No. 2115 (2). Also, List of Lights, Part III, 1896, No. 112; and Baltic Pilot, Part I, 1895, pages 140, 247–250.

No. 2.—ENGLAND—WEST COAST.

BRISTOL CHANNEL.

(1.) *Alterations in Nash Point Lights.*

WITH reference to Notice to Mariners, Nos. 648 and 474 of 1896:—

The Trinity House, London, has given further notice, that on 18th December, 1896, the undermentioned alterations were made in the lights shown from Nash Point:—

a. The high light was altered to show at an elevation of 184 feet above high water, a fixed white light, illuminating power, 8,250 candles in clear, and 12,000 candles in thick weather, visible