

closed by the anchorage of a vessel for experimental purposes:—

The channel is therefore closed until further notice, and all vessels must use the channel southward of St. Andrea Islet.

#### DALMATIA.

##### (4.) *Port Spalato—Buoyage.*

Also, dated 30th May, 1881, that seven wooden beacons, in the form of quadrangular pyramids, painted white, with the depth of water in which they are moored in black figures on their sides, have been placed to mark certain shoals within Port Spalato.

One of these beacons is moored on the shoal near and almost opposite the magazine, in 11 feet water; the other six are moored on the shoals extending off shore from near the railway station to the mole, in  $15\frac{1}{4}$ ,  $16\frac{1}{4}$ ,  $15\frac{1}{4}$ ,  $6\frac{1}{2}$ ,  $17\frac{1}{4}$ , and 9 feet respectively at low water.

#### GREECE.

##### (5.) *Gulf of Corinth—Torpedos Removed.*

With reference to Notice to Mariners, No. 82, of 20th May, 1881, on torpedoes having been laid down for exercise in the Gulf of Corinth, between Rhio and Antirrhio:—

Further information has been received from Her Britannic Majesty's Consul at Patras, that the torpedoes have been removed.

[The bearings are magnetic. Variation, Palermo  $10\frac{3}{4}^{\circ}$ , Cervera  $11^{\circ}$ , Westerly in 1881.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
24th June, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Palermo Bay with plan of Port Palermo, No. 169. Also, Mediterranean Pilot, Vol. I, 1873, page 382.

(2.) Adriatic, No. 1440; Gulfs of Venice and Trieste, No. 201. Also, Mediterranean Pilot, Vol. III, 1880, page 106.

(3.) Temporarily. Port Pola and the Brioni Islands, No. 202. Also, Mediterranean Pilot, Vol. III, 1880, page 114.

(4.) Ports and anchorages in Dalmatia, No. 1612. Also, Mediterranean Pilot, Vol. III, 1880, page 184.

(5.) Gulf of Patras, No. 1676; Gulf of Corinth, No. 1600. Also, Mediterranean Pilot, Vol. III, 1880, page 325.

#### NOTICE TO MARINERS.

(No. 106.)—CANADA.—GULF AND RIVER  
ST. LAWRENCE.

##### (1.) *Anticosti Island—Provision Depôt closed at South and West Points.*

INFORMATION has been received from the Government of the Dominion of Canada, that in the autumn of 1880, the provision depôts at the South and West Points of Anticosti Island, were closed.

##### (2.) *Point De Monts—Provision Depôts closed.*

Also, that in the autumn of 1880, the provision depôt at Point de Monts, north shore of River St. Lawrence, was closed.

##### (3.) *Bicquette Island Fog Signal.*

Also, that at Bicquette Island, south shore of River St. Lawrence, a gun is fired every hour during fog and snow storms.

##### (4.) *Green Island Fog Signal.*

Also, that at Green Island, south shore of River St. Lawrence, a gun is fired every half hour during fog and snow storms.

#### UNITED STATES—VIRGINIA.—YORK RIVER.

##### (5.) *Fixed Light and Fog Signal on Bells Rock.*

The United States Government has given notice, that on 20th May, 1881, a light would be exhibited from a lighthouse recently erected on Bells Rock, York River.

The light is a fixed white light of the fourth order, visible through an arc of  $270^{\circ}$ , and elevated 43 feet above mean high water.

The lighthouse, hexagonal in form, stands on iron piles in 10 feet water; the roof and foundation are brown, the superstructure white, and the lantern red.

Position approximate, lat.  $37^{\circ} 29' 20''$  N., long.  $76^{\circ} 44' 20''$  W.

Also, that a fog signal would be established at Bells Rock Lighthouse:—

The signal is a bell struck by machinery, which, during thick and foggy weather, will be sounded at intervals of fifteen seconds.

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
27th June, 1881.

This Notice affects the following Admiralty Charts:—

(1.)—(4.) Gulf of St. Lawrence, No. 2516; Cape Chat to Bic Island, No. 309 (2 only); Point de Monts to Bersimis River, No. 311 (2 only); Bersimis River to Saguenay River, No. 312 (3 and 4 only). Also, Admiralty List of Lights in British North America, 1881, Nos. 36, 35, 43, 46; and St. Lawrence Pilot, Vol. I, pages 71, 106.

(5.) Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake River, No. 355a. Also, Admiralty List of Lights in the United States, 1881, page 30; and Sailing Directions for the principal ports of the United States, 1874, page 81.

#### NOTICE TO MARINERS.

(No. 107.)—NORTH SEA.

*Light-Vessel on Terschelling Bank.*

WITH reference to Notice to Mariners, No. 72 (4), of 11th May, 1881, on the proposed placing a light-vessel on Terschelling Bank, with Brandaris Lighthouse on Terschelling Island bearing S.S.E.  $\frac{1}{2}$  E., distant 16 miles:—

Further information has been received from the Netherlands Government, that on 13th June, 1881, the light was exhibited from the light-vessel.

The light is a flashing white light, showing twelve flashes every minute, or one flash every five seconds, elevated 36 feet above the sea, and should be visible in clear weather from a distance of 11 miles. A riding light is also shown.

The light-vessel, built of iron, painted red with broad white streak, and having the words Terschellinger Bank in large black letters on her sides, is moored in  $11\frac{1}{2}$  fathoms water. The light apparatus is on the mainmast; by day a black ball is carried at the masthead; the vessel also has a jigger mast.

Position, lat.  $53^{\circ} 33' 0''$  N., long.  $4^{\circ} 54' 30''$  E.

In order to mark this position, two watch buoys, painted red with white band, and the letters (black) T. S. No. 1 and 2 on them respectively, will be placed—No. 1 to the north-west distant 2 cables; No. 2 to the south-west distant 2 cables from the moorings of the light-vessel.

NOTE.—When from any cause the flashing light cannot be exhibited, a fixed white lantern light will be shown from the masthead, and a white flare every ten minutes from above the gunwhale.