

NOTICE TO MARINERS.

(No. 215.)—NORTH SEA.

(1.) *Hook of Holland Canal—Wreck with Red Light in the Channel.*

THE Netherlands Government has given notice, that the wreck of the Dutch fishing-vessel "Concordia" (sunk by collision with a steam-vessel on 2nd October, 1880), lies in the Doorgraving, in 21 feet at ordinary low water, and about 109 yards from the innermost stone mole.

From one of the masts (above water) a red flag is shown during the day, and an ordinary red light at night.

(2.) *Intended Flashing Light on Ameland Island.*

Also, that it is intended, probably in the spring of 1881, to exhibit a light from a lighthouse now in course of construction on the western sand-hill of Ameland Island.

The light will be a triple flashing light, showing three white flashes every thirty seconds in the following order:—Flash two seconds, eclipse three seconds, flash two seconds, eclipse three seconds, flash two seconds, long eclipse eighteen seconds. It will be elevated 187 feet above high water, and should be visible in clear weather from a distance of 20 miles.

The lighthouse (proposed to be painted reddish brown with broad white bands), 154 feet high, circular in shape and constructed of iron, is situated N. by W. $\frac{1}{2}$ W. from Hollum church tower, distant 1,968 yards.

Position, lat. $53^{\circ} 27' 0''$ N., long. $5^{\circ} 37' 35''$ E.

NOTE.—The lighthouse is so far advanced that it may be now used as a land-mark.

[The bearing is magnetic. Variation, 16° Westerly in 1880.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

18th November, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily. Mouths of the Maas, No. 122. Also, Admiralty List of Lights in the North Sea, 1880, page 14; and North Sea Pilot, Part IV, 1878, page 153.

(2.) North Sea, No. 2182a; Zuider Zee, No. 2322. Also, Admiralty List of Lights in the North Sea, 1880, page 16; and North Sea Pilot, Part IV, 1878, page 182.

NOTICE TO MARINERS.

(No. 216.)—UNITED STATES.—NEW JERSEY—RARITAN BAY.

(1.) *Fixed Red Light at Great Beds.*

THE United States Government has given notice, that on 15th November, 1880, a light would be exhibited from a lighthouse recently erected at Great Beds, Raritan Bay:—

The light is a fixed red light, elevated 52 feet above high water, and should be visible in clear weather from a distance of about 13 miles.

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

The lighthouse, 42 feet high, is an iron tower of five sections standing on an iron pier filled with concrete. The pier and tower are painted red, the lantern black.

Position approximate, lat. $40^{\circ} 29' 10''$ N., long. $74^{\circ} 15' 20''$ W.

MARYLAND—POTOMAC RIVER.

(2.) *Fog Signal at Blakistone Island Lighthouse.*

Also, dated 14th October, 1880, that a fog signal has been established at Blakistone Island Lighthouse, north bank of Potomac River:—

The signal is a bell (placed on the south-west corner of the roof of the lighthouse), which

during thick and foggy weather will be struck by machinery at intervals of sixteen seconds.

GEORGIA—SAVANNAH RIVER.

(3.) *Leading Lights for Wrecks Channel.*

Also that on 1st December, 1880, the beacon light now on the eastern extreme of Fig Island, Savannah River, will be moved to a structure erected in the water on the south side of that island; and a light will be exhibited from the tower of the Exchange Building; in the city of Savannah:—

These lights will be fixed red lights, and kept in line will lead through Wrecks Channel, Savannah River. They will be visible immediately after rounding Elba Island Point, and will come in line about three-quarters of a mile above Fort Jackson.

The eastern light, elevated 23 feet above high water, will be shown from a square white lantern room, standing on a pile foundation in 5 feet at low water. The western light will be elevated 123 feet above high water.

Position approximate—of eastern light, lat. $32^{\circ} 4' 50''$ N., long. $81^{\circ} 3' 55''$ W.; of western light, lat. $32^{\circ} 4' 50''$ N., long. $81^{\circ} 5' 25''$ W.

From the eastern light Fort Jackson bears E. $\frac{1}{2}$ N., distant $1\frac{1}{2}$ miles.

[The bearing is magnetic. Variation $2\frac{1}{2}^{\circ}$ Easterly in 1880.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

27th November, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Halifax to Delaware River, No. 2670; Block Island to Great Egg Harbour, No. 2480. Also, Admiralty List of Lights in the United States, 1880, page 24; and Sailing Directions for the Principal Ports in the United States, 1874, page 57.

(2.) Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake River, No. 355a; Potomac River, No. 2857. Also, Admiralty List of Lights in the United States, 1880, No. 240; and Sailing Directions for the Principal Ports of the United States, 1874, page 82.

(3.) Cape Fear to Sapelo Sound, No. 268; Savannah River, No. 2826. Also, Admiralty List of Lights in the United States, 1880, No. 290, page 40; and Sailing Directions for the Principal Ports of the United States, 1874, page 103.

NOTICE TO MARINERS.

(No. 217.)—AUSTRALIA—EAST COAST—GREAT SANDY STRAIT.

(1.) *Directions for Wide Bay Bar.*

THE Government of Queensland has published the following directions for Wide Bay Bar, southern entrance of Great Sandy Strait.

Crossing the bar at night, Hook Point leading lights must be kept in line bearing W. by S., until Inskip Point leading lights come in line, which should then be steered for, until a red light on Inskip Point opens out. A vessel will then be clear of the spit extending south-eastward from Great Sandy Island, and a mid-channel course should be steered until the lights on the west part of Inskip Point are brought in line bearing S.E. $\frac{1}{2}$ E., which lead to the Fairway Buoy off Snout Point, when, if dark, anchor till daylight.

(2.) *Flat-Top Island—Directions for Inner Anchorage.*

Also, the following directions for the Inner