

The lighthouse is constructed of wood and painted white, with keeper's dwelling near it.

Position on chart approximate, lat. $1^{\circ} 57' 30''$ S., long. $105^{\circ} 8' 0''$ E.

CHINA—EAST COAST—HAN RIVER ENTRANCE—SWATOW.

(2.) *Buoy with Automatic Whistle near Dove Rock.*

The Chinese Government has given notice, dated 4th October, 1880, that a buoy fitted with an automatic whistle has been placed about two cables south-eastward of the pinnacle of Dove Rock; approach to the Port of Swatow, Han River:—

The buoy, red and black chequered, and 10 feet in diameter at the water line, is moored in $4\frac{1}{2}$ fathoms water, marking the south-east extremity of the shoal ground.

[The bearing is magnetic. Variation $1\frac{1}{4}^{\circ}$ 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.) Indian Ocean, No. 748b; Eastern Archipelago, No. 941a; Banka Strait to Singapore, No. 2757; Gaspar and Banka Straits, No. 2149; Banka Strait, No. 2557. Also, Admiralty List of Lights in South Africa, &c., 1880, page 20; and China Sea Directory, Vol. I, 1878, page 230.

(2.) Chelang Point to Chauan Bay, No. 1963; Han River Entrance, No. 2789; Port of Swatow, No. 854. Also, China Sea Directory, Vol. III, 1874, page 147.

NOTICE TO MARINERS.

(No. 221.)—NORTH SEA.—SYLT ISLAND.

(1.) *Alterations in Colour of Leading Light at Munkmarsch.*

WITH reference to Notice to Mariners, No. 135 (3), of 31st July, 1880, on the intended alteration in colour of the southern leading light at Munkmarsch, Sylt Island,

The German Government has given further notice, dated 23rd October, 1880, that the light has been changed from a fixed white light to a fixed red light, visible between the east coast of Sylt Island and the bearing of W. by S.

LISTER DEEP.

(2.) *Alteration in Colour of Leading Light at Höyer.*

Also, with reference to Notice to Mariners, No. 135 (4), of 31st July, 1880, on the intended alteration in colour of the western leading light at Höyer, head of Höyer Deep,

Further notice has been given, dated 23rd October, 1880, that the light has been changed from a fixed white light to a fixed red light, visible between the bearings of E. by S. and S.S.E.

BALTIC.—GULF OF FINLAND.—DAGÖ.

(3.) *Ice Signal at North Ristna Point Lighthouse.*

The Russian Government has given notice, that an ice signal has been established at North Ristna Point Lighthouse, western extreme of Dagö, south side of entrance to the Gulf of Finland.

The signal is a black ball, shown from the gallery of the lighthouse, when there is ice in the Gulf of Finland.

[The bearings are magnetic. Variation, $1\frac{1}{4}^{\circ}$ Westerly 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.) and (2.) North Sea, Nos. 2339, 2182a; Eider River to Blaavand Point, No. 1887. Also, Admiralty List of Lights in the North Sea, 1880, Nos. 236, 239; and North Sea Pilot, Part IV, 1878, pages 246, 250.

(3.) Gulf of Finland Entrance, No. 2241. Also, Admiralty List of Lights in the North Sea, &c., 1880, No. 438; and Sailing Directions for Baltic Sea and Gulf of Finland, 1854, page 120.

NOTICE TO MARINERS.

(No. 222.)—UNITED STATES.—MASSACHUSETTS.—NANTUCKET SOUND.

(1.) *Pollock Rip Light-vessel—Alteration in Fog Signal.*

THE United States Government has given notice, that on 1st November, 1880, the following alteration would be made in the fog signal at Pollock Rip Light-vessel, approach to Nantucket Sound:—

The signal is a blast of five seconds' duration, followed by intervals of fifty-five seconds.

VIRGINIA—CHESAPEAKE BAY.

(2.) *Fog Signal at Cape Henry Lighthouse.*

Also, that on 1st December, 1880, a fog signal will be established at Cape Henry Lighthouse, south side of Chesapeake River Entrance:—

The signal will be a first-class steam siren, which during thick and foggy weather will give blasts of five seconds' duration, followed by intervals of ninety seconds.

HAMPTON ROAD ENTRANCE.

(3.) *Destruction of Thimble Shoal Lighthouse—Temporary Light Exhibited.*

Also, that on 30th October, 1880, the lighthouse on Thimble Shoal, north side of entrance to Hampton Road, was completely destroyed by fire.

Until its re-establishment, due notice of which will be given, a temporary light will be exhibited from the site.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
27th November, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Nantucket Shoals to Block Island, No. 2890. Also, Admiralty List of Lights in the United States, 1880, No. 71; and Sailing Directions for the Principal Ports of the United States, 1874, page 27.

(2.) and (3.) temporarily. Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake River, No. 355a; Chesapeake Bay, No. 2843a. Also, Admiralty List of Lights in the United States, 1874, pages 75, 76.

NOTICE TO MARINERS.

(No. 223.)—ENGLAND—EAST COAST.—HUMBER RIVER.

(1.) *Additional Fixed Light near Winteringham.*

THE Trinity House, Hull, has given notice, that in order to facilitate the navigation of Ancholme Channel, it is proposed in December, 1880, to exhibit an additional light from the high beacon near Winteringham, south shore of Humber River:—

The light will be a fixed white light, elevated 40 feet above high water.

The shore in this locality being frequently flooded, the proposed light will be exhibited to assist vessels navigating up the river.