

not come within 5 miles of the land, until the lighthouse bears N.N.E., which should then be steered for, passing westward of Tasmanian Shoal.—when abreast of Cardones Islet, alter course to N. by E. for the anchorage.

The fore and main masts of a steam vessel wrecked on Tasmanian Shoal show two-thirds above water.

SOUTH AMERICA—DUTCH GUIANA—SURINAM RIVER ENTRANCE.

(?) Bram Point Light-Vessel—Alteration in Position.

Information has been received from Her Britannic Majesty's Consul at Paramaribo, dated 21st September, 1880, that Bram Point Light-vessel, Surinam River Entrance, has been moored with the following bearings, viz. :—

Outer Buoy, south.

Bram Point, S.E. by S.

Eastern extreme of land, E. $\frac{1}{2}$ S.

[The course and bearings are magnetic. Variation $3\frac{1}{2}^{\circ}$ Easterly in 1880.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

17th December, 1880.

This Notice affects the following Admiralty Charts :—

(1.) West India Islands and Caribbean Sea, No. 762; St. Domingo to Dominica, No. 2600; Port Ponce, No. 500. Also, Admiralty List of Lights in the West India Islands, 1880, page 6; and West India Pilot, Vol. II, 1876, pages 192, 193.

(2.) Trinidad to Surinam, No. 1801; Surinam to Cabo do Norte, No. 1802; Surinam River, No. 2308. Also, Admiralty List of Lights in the West India Islands and adjacent coasts, 1880, No. 88; List of Lights in South America, 1880, No. 6; and West India Pilot, Vol. I, 1872, page 40.

NOTICE TO MARINERS.

(No. 231.)—NORTH SEA—NETHERLANDS.

NORTH SEA SHIP CANAL.

(1.) Noordzee Harbour—Lights on Mole Heads.

THE Netherlands Government has given notice, that the Amsterdam Canal Company propose to exhibit on 1st December, 1880, coloured lights (A and H) from the existing structures on the outer mole heads, at the canal entrance, Noordzee (Ymuiden) Harbour.

These lights are arranged so as to burn for several consecutive days, when the mole heads are inaccessible from bad weather.

Also, that on the same date white lights (B and F) would be exhibited from the existing structures on the North and South Crib Heads; and that the two red leading lights (B and C), as well as the two blue leading lights (F and G) previously shown, would be discontinued.

The new harbour lights are fixed lights, and should be visible in clear weather from a distance of two miles, as follows :—

North Mole Head Light (A) shows red seaward, green inshore.

South Mole Head Light (H) shows green seaward, red inshore.

North Crib (B) and South Crib (F) Lights are white lights.

BALTIC ENTRANCE.

THE SOUND—SOUTHERN APPROACH.

(2.) Light-vessel marking *W*reck.

The Danish Government has given notice, that on 18th November, 1880, a wreck-marking vessel was placed close westward of a steam vessel, over

which there is 15 feet water, sunk in the southern approach to the Sound, nearly 6 miles S.S.W. of Dragör (Drogden) Light-vessel.

Vessels should pass on that side of the wreck-marking vessel on which two balls or two lights are shown.

The vessel is painted red with green streak, and the word *Vrag* on her sides.

During thick and foggy weather a gong will be sounded.

[The bearing is magnetic. Variation $11\frac{1}{2}^{\circ}$ Westerly in 1880.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

17th December, 1880.

This Notice affects the following Admiralty Charts :—

(1.) Zuidee Zee, No. 2322; Noordzee or Ymuiden Harbour, No. 850. Also, Admiralty List of Lights in the North Sea, 1880, Nos. 109, 110, 112, 113; and North Sea Pilot, Part IV, 1878, pages 163, 164.

(2.) Temporarily. Baltic, No. 2842a; Femern to Bornholm, No. 2150; the Sound, No. 2115. Also, Admiralty List of Lights in the North Sea, &c., 1880, page 40; and Danish Pilot, 1853, page 166.

NOTICE TO MARINERS.

(No. 232.)—FRANCE—WEST COAST.

CHENAL DU FOUR.

(1.) Leading Light on Corsen Point.

THE French Government has given notice, that on 1st January, 1881, a leading light will exhibit from a small structure recently added to the south wall of the Semaphore-building on Corsen Point—

The light will be a fixed white light, visible through a sector of 8° , indicating the channel between Grande Vinotière to the westward, and Petite Vinotière and Basse des Renards to the eastward—it will be elevated 105 feet above high water (5 feet above the ground), and should be seen in clear weather from a distance of 14 miles.

Position, lat. $48^{\circ} 24' 55''$ N., long. $4^{\circ} 47' 45''$ W.

NOTE.—Mariners navigating the southern part of Chenal du Four should keep this light in sight—remembering that Basse du Chenal (westward of St. Mathieu Point and marked by a red buoy) is in the centre of the illuminated sector.

SPAIN—NORTH COAST.

(2.) Cape Higuera Light.

With reference to Notice to Mariners, No. 185 (2), of 25th November, 1879, on the temporary exhibition of a light from the ruin of the old lighthouse on Cape Higuera, west point of Fuenterrabia Bay, from 1st November to 30th April :

The Spanish Government has given further notice, that the temporary light (fixed and visible in clear weather from a distance of about 10 miles) was re-exhibited on 1st November, 1880, and will continue to be shown until 30th April, 1881, unless directions are given to exhibit the light from the new lighthouse now approaching completion.

SOUTH-WEST COAST.

(3.) Cartaya River Bar Leading Lights—Alterations in Position.

Also, that consequent on Cartaya (Terron) River Bar having shifted, the position of the leading lights (fixed white) for crossing it have been altered, and are now in line when bearing N. $\frac{1}{2}$ W.

These lights are situated 734 yards eastward of Rompido Lighthouse, 120 yards from the shore, and 437 yards from the bar. The high and most