

[The bearings are magnetic. Variation  $\frac{1}{4}^{\circ}$  Westerly in 1881].

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
31st March, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily. Les Saintes Maries to Marseille, No. 2606; Marseille to Hyères, No. 2607. Also, Admiralty Lists of Lights in the Mediterranean, 1881, No. 130; and Mediterranean Pilot, Vol. II, 1877, page 32.

(2.) (3.) (4.) and (5.) Black Sea, No. 2214; Sevastopol to Kertch, No. 2233 (2 only); Kertch Strait, two plans, No. 2205 (2 only); Sea of Azov, No. 2234. Also, Admiralty List of Lights in the Mediterranean, &c., 1881, Nos. 712, 736, 737, 738; and Black Sea Pilot, 1871, pages 61, 67, 70, 71.

#### NOTICE TO MARINERS.

(No. 46.)—ENGLAND—EAST COAST.

THAMES RIVER ENTRANCE.

*Buoy and Light-vessel marking Wreck near the Nore Light-vessel.*

THE Trinity House, London, has given notice, dated 22nd March, 1881, that a buoy has been placed 15 fathoms N.N.E. from the steam-vessel "Mary" sunk near the Nore Light-vessel, Thames River Entrance:—

The buoy, painted green and marked wreck, lies in 8 fathoms at low water spring tides, with the following marks, bearings, and distances, viz.:—

Hadleigh Church Spire in line with the extremity of Southend Pier, N.W.

Tall chimney at Mile Town, Sheerness, touching west side of tower on Victoria Hall, S.W.  $\frac{3}{4}$  S. Middle Shoebury Buoy, E.N.E., distant one mile.

Nore Light-vessel, S.S.E.  $\frac{3}{4}$  E., distant  $1\frac{3}{10}$  miles.

A wreck-marking vessel has been placed 40 fathoms S.S.W. from the wreck, exhibiting marks by day and lights by night, in accordance with the regulations indicating that she should be passed on that side on which two balls or two lights are shown.

[The bearings are magnetic. Variation  $17\frac{3}{4}^{\circ}$  Westerly in 1881.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
31st March, 1881.

This Notice temporarily affects the following Admiralty Charts:—British Islands to Mediterranean, No. 1; English Channel, Nos. 1598, 2675a; North Sea, No. 2182a; Thames River to St. Abbs Head, No. 2932a; North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607; Gravesend to the Nore, No. 2458; Sea Reach No. 1185. Also, Admiralty List of Lights in the British Islands, 1881, page 16; North Sea Pilot, Part III, 1874, page 224; and North Sea Pilot, Part IV, 1878, page 3.

#### NOTICE TO MARINERS.

(No. 47.)—NORTH SEA—WESER RIVER.

(1.) *Fort Langlütjen Light Discontinued.*

THE German Government has given notice, dated 12th March, 1881, that the light on the landing-pier of Fort Langlütjen, east side of Landglütjen Sand, is discontinued.

#### KATTEGAT.—SWEDEN—WEST COAST.

(2.) *Winga Island—Boat Harbour Lights.*

The Swedish Government has given notice, dated 23rd February, 1881, that two fixed white lantern lights are now exhibited for the western entrance to the boat harbour, Winga Island.

The outer light, elevated ten feet above the sea, is shown from the south side of Winga Island.

Position approximate, lat.  $57^{\circ} 37' 55''$  N., long.  $11^{\circ} 36' 40''$  E.

The inner light, elevated 19 feet above the sea, is shown from a post on the pontoon bridge, and bears E.  $\frac{1}{4}$  N. from the outer light, distant 136 yards.

NOTE.—Entering Winga Boat Harbour from the westward, bring these lights in line when distant about three-quarters of a mile, and then steer for them.

#### NORWAY—WEST COAST.

(3.) *Fishing Light on Rosholm.*

The Norwegian Government has given notice, that a fishing light will be exhibited yearly from 25th January to 8th April, on Rosholm (Rosholmene).

The light is a fixed white light, visible between the bearings of N.N.E.  $\frac{1}{2}$  E. (through south) and N.W. by W.  $\frac{1}{2}$  W.

Position, lat.  $62^{\circ} 36' 0''$  N., long.  $6^{\circ} 3' 35''$  E.

[The bearings are magnetic. Variation Winga  $12\frac{1}{4}^{\circ}$ , Rosholm  $16\frac{1}{2}^{\circ}$ , Westerly in 1881.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
2nd April, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Elbe River and Entrances, Jade, &c., No. 1875. Also, Admiralty List of Lights in the North Sea, &c., 1881, No. 193; and North Sea Pilot, Part IV, 1878, page 199.

(2.) Nidingen to Hönö, No. 196; Winga Sound, No. 2346. Also, Admiralty List of Lights in the North Sea, &c., 1881, page 32; and Danish Pilot, 1853, page 12.

(3.) Stav Fiord to Romdals Islands, No. 2305. Also, Admiralty List of Lights in the North Sea, &c., 1881, page 70; and Norway Pilot, Part II, 1880, page 230.

#### NOTICE TO MARINERS.

(No. 48.)—SOUTH ATLANTIC OCEAN.

*Intended Light on Rocas Reef.*

INFORMATION has been received from Her Britannic Majesty's Consul at Pernambuco, dated 26th February, 1881, that the Brazilian Government were about to erect an iron lighthouse on Rocas Reef, situated 130 miles to the N.E. of Cape St. Roque, east coast of Brazil.

A merchant transport accompanied by a Government steam-vessel was shortly to convey the materials, mechanics and their provisions, to Rocas Reef from Pernambuco.

Position approximate, lat.  $3^{\circ} 51' 30''$  S., long.  $33^{\circ} 49' 0''$  W.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
2nd April, 1881.

This Notice affects the following Admiralty Charts:—South Atlantic Ocean, No. 2202b; Maranhão to Pernambuco, No. 528; the Rocas, No. 1949. Also, Admiralty List of Lights in South America, 1881, page 4; and South America Pilot, Part I, 1874, page 22.