

exhibited from a new lighthouse erected on Outer South Head, Port Jackson Entrance:—

The Government of New South Wales has given further notice, that on 1st June, 1883, the light previously shown from the Old Macquarie Lighthouse would be discontinued, and that in lieu thereof, an electric light would be exhibited from the new lighthouse:—

The electric light is a revolving white light, attaining its greatest brilliancy every minute instead of the minute and a half as previously; it is of considerably greater power than the old light, but its range and general effect, will, for all practical purposes of navigation, be the same.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
9th July, 1883.

This Notice affects the following Admiralty Charts:—Australia, No. 27596; Beecroft Head to Port Jackson, No. 1020; Port Jackson to Port Stephens, No. 1021; Port Jackson, No. 1069. Also, Admiralty List of Lights in South Africa, &c., 1883, No. 438; and Australia Directory, Vol. I, 1876, page 546.

#### NOTICE TO MARINERS.

(No. 191.)—UNITED STATES—MAINE.

(1.) *Burnt Coat Harbour—Intended Discontinuance of Front Leading Light.*

THE United States Government has given notice, that on 1st August, 1883, the front (southern) leading light now shown at Burnt Coat Harbour, will be discontinued.

GULF OF MEXICO—TEXAS.—GALVESTON BAY.

(2.) *Intended Alterations in Fort Point Light.*

Also, with reference to Notice to Mariners, No. 151 (2), of 17th August, 1881, on the exhibition of a light from a lighthouse erected off Fort Point, south side of entrance to Galveston Bay.

Further notice has been given, that on 15th July, 1883, the light will show a red sector over the jetty now being constructed, and will illuminate about  $1\frac{1}{2}$  points (of the compass) to the southward of the jetty. A ray of white light will mark the entrance to the jetty channel, and will illuminate a width of 500 yards at the end of the jetty.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
9th July, 1883.

This Notice affects the following Admiralty Charts:—Halifax to Delaware River, No. 2670 (1); Bay of Fundy to Block Island, No. 2492 (1); Galveston Bay with plan of entrance, No. 2831 (2). Also, Admiralty List of Lights in the United States, 1883, Nos. 14, 353a; List of Lights in the West India Islands and adjacent coasts, 1883, No. 124a. Sailing Directions for S.E. coast of Nova Scotia and Bay of Fundy, 1875, page 232. Sailing Directions for the principal ports, United States, 1882, page 20; and West India Pilot, Vol. I, 1872, page 411.

#### NOTICE TO MARINERS.

(No. 192.)—BAL TIC ENTRANCE.—THE SOUND.

(1.) *Buoy marking Wreck northward of Lappe Ground Light-vessel.*

THE Danish Government has given notice, dated June, 1883, that a buoy has been placed eastward of a Norwegian steam-vessel sunk in 15 fathoms, in the northern entrance to the Sound, with Lappe Ground Light-vessel bearing S.S.W., distant about 4 cables.

The buoy, painted green, carries a green flag.

Position approximate, lat.  $56^{\circ} 4\frac{1}{2}'$  N., long.  $12^{\circ} 36\frac{1}{2}'$  E.

NOTE.—The wreck will be removed as soon as possible.

GREAT BELT—ISLE OF FYEN (FONEN).

(2.) *Destruction of Wreck northward of Knuds Head.*

Also, with reference to Notice to Mariners, No. 121, of 2nd May, 1883, on a British steam-vessel having sunk in 9 fathoms, with Knuds Head (Knudshoved) Lighthouse bearing south, distant 5 miles.

Further notice has been given, dated 18th June, 1883, that the wreck has been destroyed by blasting, and that there is a depth of 31 feet over the remains.

[The bearings are magnetic. Variation  $12^{\circ}$  Westerly in 1883.]

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

Hydrographic Office, Admiralty, London,  
9th July, 1883.

This Notice affects the following Admiralty Charts (1 temporarily):—Baltic Sea, No. 2842a; the Kattegat, No. 2114 (1); the Sound, No. 2115 (1); Great and Little Belts, No. 2116 (2). Also, Admiralty List of Lights in the North Sea, &c., 1883, page 36; and Danish Pilot, 1853, pages 144, 214.

#### NOTICE TO MARINERS.

(No. 193.)—MEDITERRANEAN.—COAST OF TUNIS.

(1.) *Intended Harbour Light at Sphax.*

THE French Government has given notice, dated 25th May, 1883, that it is intended to exhibit a harbour light from a mast (42 feet high) at Sphax:—

The light will be a fixed red light, visible in clear weather from a distance of about 3 miles.

Position approximate, lat.  $34^{\circ} 43' 50''$  N., long.  $10^{\circ} 46' 10''$  E.

BLACK SEA.

(2.) *Fog Signals at Entrance to Bosphorus.*

The Turkish Government has given notice, dated May, 1883, that during fog, the gun on the European side of the Northern or Black Sea Entrance to the Bosphorus will be fired once every twenty minutes; and the guns on the Asiatic side of the entrance will answer, after an interval of five minutes, by two discharges in quick succession.

NOTE.—By attention to these signals, mariners will be able to make the northern entrance of the Bosphorus in foggy weather.

During the year 1883, it is intended to move the signal guns from their positions under the lighthouses, on account of the sound being intercepted by neighbouring headlands. The gun on the European side will be placed on the walls of the castle of Roumili Kaléssi; and the guns on the Asiatic side will be moved to a position near Beacon No. 1 on Yom (Youm) Burnu.

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

Hydrographic Office, Admiralty, London,  
13th July, 1883.

This Notice affects the following Admiralty Charts:—

(1.) Mehediah to Ras Makhabez, No. 249; Sphax Roadstead, No. 1162. Also, Admiralty List of Lights in the Mediterranean, 1883, page 70; and Mediterranean Pilot, Vol I, 1873, page 280.

(2.) Black Sea, No. 2214; Bosphorus to Cape Kaliakra, No. 2230; Bosphorus to Kerempeh,