

[The bearings are magnetic. Variation (1) $7\frac{1}{4}^{\circ}$, (2) $8\frac{1}{4}$, Easterly in 1883.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
13th October, 1883.

This Notice affects the following Admiralty Charts:—(1) Temporarily. Parana and Uruguay Rivers, No. 2039; Santa Catherina to Rio de la Plata, No. 2522; Rio de la Plata, No. 2544; Maldonado Bay, No. 548 (1); Monte Video to Buenos Ayres, No. 1749 (2); Piedras Negras Point to Santa Lucia River, No. 493 (2). Also, South America Pilot, Part I, 1874, pages 182, 188.

NOTICE TO MARINERS.

(No. 315.)—NORTH SEA.

(1.) *Norderney Gat—Automatic Signal Buoy off Entrance—Bell Buoy Withdrawn.*

THE German Government has given notice, that on 15th September, 1883, an automatic signal buoy was placed off the entrance to Norderney Gat, East Friesland Islands.

The buoy, fitted with a whistle, conical and coloured red, with the words Norderney Seegat in white letters on it, is moored in $8\frac{1}{2}$ fathoms water.

Position, lat. $53^{\circ} 46' 25''$ N., long. $7^{\circ} 5' 5''$ E.

The bell buoy off the entrance to Norderney Gat is withdrawn.

BALTIC.—SWEDEN.—EAST COAST.

NORRKÖPING BIGHT.

(2.) *Leading Light in Oxelö Sound.*

With reference to Notice to Mariners, No. 173 (8), of 25th June, 1883, on the intended exhibition of a leading light from the pilot's house in Oxelö Sound, north side of Norrköping Bight.

The Swedish Government has given further notice, that the light is now exhibited in the evening.

The light is a fixed white light, elevated 65 feet above the sea, visible to the north-eastward—in the direction of Ledskär Light.

Position, lat. $68^{\circ} 39' 55''$ N., long. $17^{\circ} 8' 0''$ E.

This light will be shown annually from 1st August to the end of the year, or until the navigation is closed by ice.

STOCKHOLM APPROACH.

(3.) *Leading Light at Yxlan.*

Also, with reference to Notice to Mariners, No. 172 (12), of 25th June, 1883, on the intended exhibition of a leading light on Yxlan Rock, Furu Sound, northern approach to Stockholm.

Further notice has been given, that the light is now exhibited in the evening.

The light is a revolving white and red light, elevated 24 feet above the sea.

Position, lat. $59^{\circ} 39' 55''$ N., long. $18^{\circ} 56' 50''$ E.

This light will be shown annually from 1st August to the close of navigation.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
13th October, 1883.

This Notice affects the following Admiralty Charts:—

(1.) North Sea, Nos. 2339, 2182a; Ameland to Jade River, No. 2593. Also, North Sea Pilot, Part IV, 1878, page 190.

(2) and (3) Oland to Landsort, No. 2361 (2); Landsort to the Gulf of Bothnia, No. 2362 (3). Also, Admiralty List of Lights in the North Sea, &c., 1883, page 58; and Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, pages 64, 72.

NOTICE TO MARINERS.

(No. 316.)—MEDITERRANEAN—COAST OF TUNIS.
Shoal Ground South-west of Cani Rocks.

INFORMATION has been received of the existence of a shoal lying on the south-west side of Cani Rocks, at a distance of about 3 cables from the two small fringing rocks which show above water—or with Cani Rock Lighthouse bearing N.E. $\frac{3}{4}$ N., distant nearly one mile:—

This shoal, of small extent, has a depth of 18 feet, and 9 to 10 fathoms close around. From the dark colour of the weeds on this danger, it cannot be readily seen.

Also, that a depth of $4\frac{3}{4}$ fathoms has been found near the 5 fathoms shown on the Admiralty Charts—with Cani Rocks Lighthouse bearing N.E. $\frac{1}{2}$ N., distant $1\frac{1}{4}$ miles.

CAUTION.—Vessels using the channel between Cani Rocks and the coast of Tunis should not approach Cani Rocks within the distance of 2 miles.

[The bearings are magnetic. Variation 12° Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
19th October, 1883.

This Notice affects the following Admiralty Charts:—Sardinia to Malta, No. 165; Fratelli Rocks to Mehediah, No. 250. Also, Mediterranean Pilot, Vol. I, 1873, page 261.

NOTICE TO MARINERS.

(No. 317.)—ENGLAND—EAST COAST.

(1.) *Lowestoft Low Lighthouse—Alteration in Position.*

WITH reference to Notice to Mariners, No. 199 (1), of 13th July, 1883, on intended alteration in the position of the lighthouse on Lowestoft Ness:—

The Trinity House, London, has given further notice, dated 6th October, 1883, that the Low Lighthouse has been moved W. by N. 250 feet, and now bears S. 23° E. from Lowestoft High Lighthouse, distant 2,490 feet.

No alteration has been made in the character of Lowestoft Low Light, but as the western limit of the red light now leads closer to the beach to the southward of the light, mariners are cautioned, when proceeding to the northward with the white light in sight, to enter the red light before getting abreast of Lowestoft piers.

WEST COAST.—BRISTOL CHANNEL—KING ROAD APPROACH.

(2.) *Buoy Marking Middle Ground.*

With reference to Notices to Mariners, No. 154, dated 12th June, 1883, and No. 262, dated 7th September, 1883, on the existence of shoal ground (now named Middle Ground) between English grounds and Welsh Hook, approach to King Road:—

Notice has also been given, dated 4th October, 1883, that an 8-ft. iron cylinder buoy has been placed near the southern end of the Middle Ground:—

The buoy, coloured red and white in horizontal bands, and marked Middle Ground, is moored seven cables N.N.E. of English and Welsh grounds light-vessel, and lies in twenty-one feet at low-water spring-tides, with the following marks, bearings, and distances:—

The low black extreme of Blackmore Point, touching the south end of a terrace of houses under Posset Hill, E. $\frac{1}{2}$ S.

A large new house on the high land behind Clevedon in line with the middle of Clevedon Pier, S.E. by E.