

masonry and circular in shape, is of a dark gray (almost black) colour.

NOTE.—The proposed interchange of the lights at South-west Prong and Khundári. (Kenery) Island will not be made.

[The bearings are magnetic. Variation  $1\frac{1}{2}^{\circ}$  Easterly in 1883.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
27th October, 1883.

This Notice affects the following Admiralty Charts:—Karáchi to Vingorla, No. 826; Gulf of Cutch to Viziadurg, No. 2736; Arnol Island to Khundári, No. 737; Bombay Harbour, No. 2621. Also, Admiralty List of Lights in South Africa, &c., 1883, Nos. 80, 80a; and west coast of Hindostan Pilot, 1880, pages 158, 161, 165–170.

#### NOTICE TO MARINERS.

(No. 327).—MEDITERRANEAN.—ITALY.—WEST COAST.—GULF OF NAPLES.

(1) *Cavallara Shoal—Light Re-exhibited.*

WITH reference to Notice to Mariners, No. 302 (1), of 11th October, 1883, on the temporary discontinuance of the light on Cavallara Shoal, southward of Gajola Rock, west side of Naples Bay:—

The Italian Government has given further notice, dated 28th September, 1883, that the light is re-exhibited.

GULF OF STA. EUFEMIA.

(2) *Santa Venere—Harbour Light on Mole.*

Also, has given notice, that on 1st October, 1883, the light previously exhibited from the light-vessel moored off the north-eastern extremity of the mole at Santa Venere, would be shown from the north-eastern extremity of the mole of that port:—

The light is a fixed red light, elevated 33 feet above the sea.

The lighthouse, 13 feet high, constructed of iron, and placed above a dwelling of masonry, is situated 55 yards within the extremity of the breakwater extending from the mole.

Position approximate, lat.  $38^{\circ} 43' N.$ , long.  $16^{\circ} 7' E.$

BLACK SEA.—KHERSON BAY ENTRANCE.

(3) *Kinburn Spit Buoy—Alteration in Character.*

The Russian Government has given notice, that the Black Can Buoy at the extremity of Kinburn Spit, south side of Ochakov Channel, entrance to Kherson Bay, has been replaced by an automatic signal buoy (Courtenay's system):—

The buoy, in the shape of a truncated cone, surmounted by a rail and whistle, is coloured black.

During the winter, this buoy will be replaced by a black perch and flag.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
27th October, 1883.

This Notice affects the following Admiralty Charts:—

(1) and (2) Adriatic Sea, No. 1440; Civita Vecchia to Policastro, No. 160 (1); Gulf of Naples, No. 1728 (1); Policastro to Cape Sta. Maria di Leuca, No. 198 (2). Also, Admiralty List of Lights in the Mediterranean, 1883, Nos. 294a, 307; and Mediterranean Pilot, Vol. II, 1877, pages 177, 192.

(3) Odessa to Sevastopol, No. 2232; Dnieper or Kherson Bay, No. 2380; Kherson Bay, No. 2379. Also Black Sea Pilot, 1871, page 33.

#### NOTICE TO MARINERS.

(No. 328).—BALTIC ENTRANCE.—COAST OF SWEDEN.

(1) *Falsterbo Light-Vessel—Intended Alteration in Position in Consequence of a Wreck.*

THE Swedish Government has given notice, dated 10th October, 1883, that a schooner (masts showing above water) lies sunk with Falsterbo light-vessel, bearing N.  $\frac{3}{4}$  E., distant 2 cables; and that the light-vessel will be moved to a position southward of the wreck, for the speedy removal of which measures are being taken.

Position of wreck, lat.  $55^{\circ} 17\frac{3}{4}' N.$ , longitude  $12^{\circ} 47\frac{1}{2}' E.$

BALTIC.—MALAREN.

(2) *Leading Light in Bockholm Sound.*

Also, dated 6th October, 1883, that a leading light is now exhibited from a circular beacon on a shoal in Bockholm Sound, Malaren:—

The light is a revolving red and white light, elevated about 10 feet above the sea.

Position, lat.  $59^{\circ} 16' 40'' N.$ , long.  $17^{\circ} 40' 10'' E.$

This light, as also Yxlan Light (see Notice to Mariners, No. 315 (3), of the 13th October, 1883), will be shown annually from 1st August to 15th December. The exhibition of these lights is not constantly attended to.

[The bearing is magnetic. Variation  $11\frac{3}{4}^{\circ}$ ; Westerly in 1883.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
27th October, 1883.

This Notice affects the following Admiralty Charts:—(1) Temporarily. Falsterbo Cape to Kalmar Sund, No. 2360 (1); Femern to Bornholm, No. 2150 (1); The Sound, No. 2115 (1); Baltic Sea, No. 2842b (2). Also, Admiralty List of Lights in the North Sea, &c., 1883, No. 360, page 58; Danish Pilot, 1853, page 187; and Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, pages 64, 72.

#### NOTICE TO MARINERS.

(No. 329).—ENGLAND.—EAST COAST.

*Medway River—Buoys marking Submarine Mine Fields in Long, Pinup, and Gillingham Reaches.*

NOTICE is given, that buoys have been placed as undermentioned to mark the spaces appropriated for submarine mining operations in Long, Pinup, and Gillingham Reaches, Medway River.

These buoys are painted white and green in horizontal bands, and marked Submarine Mine Field in red letters.

The mined space in Long and Pinup Reaches is marked by four buoys, placed about  $1\frac{1}{2}$  cables apart in an E.N.E. and W.S.W. direction, or nearly parallel with the low water line on the northern bank of the river. This space is included between a line drawn from Folly Point Beacon to the westernmost buoy. This buoy bears E.N.E. from the beacon distant 3 cables, thence to the several buoys in succession, and finally to a line drawn from the easternmost buoy northward to the shore.

The ship channel in Long and Pinup Reaches is south-eastward of these buoys.

The mined space in Gillingham Reach is marked by two buoys, placed about three-quarters of a cable apart in an E.S.E. and W.N.W. direction, the westernmost buoy being moored with Gillingham Wharf, bearing W.N.W., distant about 3 cables. This space is contained by a line joining these buoys, and lines drawn from them in a southerly direction to the shore.