

3. The Tenders must specify the net amount per cent. which will be given for the amounts applied for; and the Tenders of private individuals must be made through a London Banker.

4. The Bills will be issued and paid at the Bank of England.

5. The persons whose Tenders are accepted will be informed of the same on Thursday, the 3rd proximo, and payment in full of the amounts of the accepted Tenders must be made to the Bank of England not later than three o'clock, on Wednesday, the 9th proximo.

6. The Lords Commissioners of Her Majesty's Treasury reserve the right of rejecting any Tenders.

Treasury Chambers, November 23, 1885.

NOTICE TO MARINERS.

(No. 217.)—IRELAND.—EAST COAST.

Skulmartin Rock—Intended Light-Vessel and Fog Signal.

WITH reference to Notice to Mariners, No. 117 (2), of 20th June, 1885, on its having been intended, towards the end of the year 1885, to place a light-vessel E.S.E., about $1\frac{1}{4}$ miles from Skulmartin Rock.

The Commissioners of Irish Lights have given further notice, that on or about 1st January, 1886, the light-vessel will be placed in her station; when the bell buoy at present marking the danger will be withdrawn.

The light, shown from the mainmast, will be a fixed white light, elevated 38 feet above the sea, and should be visible in clear weather from a distance of about 10 miles.

The light-vessel will have a mainmast and jigger mast, and will carry as day marks two half globes (circular parts uppermost) at the mainmast head; and will be painted black with white streaks, and the word "Skulmartin" in white letters on her sides. The vessel will be moored in 20 fathoms at low water spring tides, with the following bearings and distances:—

Mew Island Light, N. $\frac{1}{4}$ E., distant 10 miles.

South Rock Light-vessel, S. $\frac{3}{4}$ W., distance $8\frac{1}{2}$ miles.

Position, lat. $54^{\circ} 32' 20''$ N., long. $5^{\circ} 25' 50''$ W.

Also, that a double explosive fog signal will be established on board the light-vessel, which, during thick or foggy weather, will be fired in quick succession every ten minutes.

The signal will consist of a gun cotton charge, exploded from a davit on the after part of the vessel.

Further notice will be given as soon as the light-vessel has been placed in position.

[The bearings are magnetic. Variation $21\frac{1}{2}^{\circ}$ Westerly in 1885].

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
20th November, 1885.

This Notice affects the following Admiralty Charts:—Ireland, general, No. 1824a; Irish Channel, No. 1825a; Solway Firth to Loch Ryan, No. 1971; Lough Carlingford to Lough Larne, No. 45. Also, Admiralty List of Lights in the British Islands, 1885, No. 555a; and Sailing Directions for the Coast of Ireland, Part I, 1885, page 152.

NOTICE TO MARINERS.

(No. 218.)—NORTH SEA.—NETHERLANDS—TERSCHELLING.

(1.) *Vlieland Light—Alteration in Sectors.*

THE Netherlands Government has given notice, dated 7th November, 1885, that in con-

sequence of the extension eastward of Noorder Gronden, the sector of white light shown from Vlieland Lighthouse has been altered, so that it is now visible between the bearings of E. $\frac{1}{2}$ N., through north, and S.W. $\frac{3}{4}$ W., and thus again serves for the navigation of Noord Oost Gat, or North-East Channel.

Consequent on this alteration, the light shows red seaward from E. $\frac{1}{2}$ N. to S. by E.; and is obscured from S. by E., through south, to W. $\frac{3}{4}$ W.

NOTE.—The buoyage of Noord Oost Gat will shortly be altered, on account of the above-mentioned extension.

NORWAY—SOUTH COAST.—CHRISTIANA FIORD.

(2.) *Little Færder Lighthouse—Telegraph Station Established.*

The Norwegian Government has given notice, that on 21st October, 1885, a telegraph station was established at Little Færder Lighthouse, west side of entrance to Christiana Fiord:—

Communications with passing vessels will be exchanged by the International Code of Signals. Vessels showing the distinguishing signal will be telegraphed from the lighthouse to Christiana.

[The bearings are magnetic. Variation 16° Westerly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
21st November, 1885.

This Notice affects the following Admiralty Charts;—North Sea, No. 2182a (1); Scheveningen to Ameland, No. 2322 (1); Skagerrak or Sleeve, No. 2289 (2); Svenöer to Koster Islands, No. 2330 (2). Also, Admiralty List of Lights in the North Sea, 1885, No. 127; North Sea Pilot, Part IV, 1878, pages 179-181; and Norway Pilot, Part I, 1854, page 55.

NOTICE TO MARINERS.

(No. 219.)—NOVA SCOTIA—SOUTH-EAST COAST.

(1.) *Sheet Harbour Approach—Automatic Signal Buoy.*

THE Government of the Dominion of Canada has given notice, that on 8th October, 1885, a buoy fitted with an automatic whistle, was placed in the approach to Sheet Harbour from the southward.

The buoy, striped red and black vertically, is moored in 24 fathoms water with the following approximate bearings and distances:—

Sheet Rock Lighthouse, N. by E. $\frac{1}{2}$ E., distant $5\frac{1}{10}$ ths miles.

Taylor Head N.N.W., distant $3\frac{9}{10}$ ths miles.

Approximate position, lat. $44^{\circ} 44' 30''$ N., long. $62^{\circ} 28' 35''$ W.

UNITED STATES—NEW JERSEY.

DELAWARE RIVER.

(2.) *Cross Ledge Light—Alteration in Character.*

The United States Government has given notice, that on 28th October, 1885, the following alteration would be made in the character of the light exhibited on the southern end of Cross Ledge, Delaware River.

The light shows a fixed light for one minute, followed by a flash every fifteen seconds during the next minute.

The light shows white between the bearings of N.N.W., through west, and S.E. by S., and red in all other directions.

ERRATUM.—In Notice to Mariners, No. 202 (1), of 5th November, 1885, fourth paragraph for E. read W.—