

## NOTICE TO MARINERS.

(No. 263.)—NORTH SEA—NETHERLANDS—  
RIVER MAAS.—HARING VLIET.

(1.) *Light-Buoy at Bieneningen Channel Entrance.*

THE Netherlands Government has given notice, dated 23rd October, 1886, that a light-buoy has been placed near Bieneningen Channel Entrance, eastern side of Haring Vliet, River Maas:—

The light is a fixed white light.

The buoy (Bieneningen No. 1 painted on it in black letters) and lantern are painted red.

Position, lat.  $51^{\circ} 46' 40''$  N., long.  $4^{\circ} 13' 15''$  E.

(2.) *Hook of Holland Approach—Position of Fairway Buoy Altered.*

Also, dated 23rd October, 1886, that the Fairway Buoy (chequered red and white and carrying a light) in the approach to Hook of Holland Canal, has been altered in position, and now lies with the lighthouse on the north mole bearing S.  $55^{\circ}$  E., distant  $3\frac{1}{2}$  miles.

Position, lat.  $52^{\circ} 0' 15''$  N., long.  $3^{\circ} 59' 55''$  E.

[The bearing is magnetic. Variation  $5\frac{1}{2}^{\circ}$  Westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
9th November, 1886.

This Notice affects the following Admiralty Charts:—Mouths of the Maas, No. 122; Dover and Calais to Orfordness, No. 1406 (1). Also, North Sea Pilot, Part IV, 1878, pages 142, 153.

## NOTICE TO MARINERS.

(No. 264.)—ENGLAND—EAST COAST.  
YARMOUTH APPROACH.

(1.) *Discontinuance of Kessingland Light, Fixed Red Light at Pakefield, and Alterations in Buoyage.*

THE Trinity House, London, has given notice, that on 10th November, 1886, the light shown from Kessingland, to mark Old Pakefield Gatway, will be discontinued; and that in lieu thereof and on the same date, a light will be exhibited from a hut erected on the cliff, about 660 yards in a southerly direction from All Saints Church, Pakefield.

The new light will be a fixed red light, visible between the bearings of W.  $\frac{3}{4}$  N. and N.W.  $\frac{1}{2}$  W., embracing the space between E. Newcome and the (new) Pakefield Gatway Buoys, and marking the channel across Newcome Sand.

Position, lat.  $52^{\circ} 26' 50''$  N., long.  $1^{\circ} 44' 5''$  E.

Also, that coincidently with the exhibition of Pakefield Light, the following alterations will be made in the buoyage of Pakefield Channel:—

N.W. Newcome Buoy will be moved 4 cables S.S.W.  $\frac{3}{4}$  W., and be surmounted with staff and cage.

West Newcome Buoy will be a spherical buoy, painted red and white in horizontal stripes.

A black conical buoy, with staff and globe, will be placed 7 cables N.E. by N. from S.E. Newcome Buoy, and named Pakefield Gatway.

S.E. Newcome Buoy will be moved  $2\frac{1}{2}$  cables S.W. by S. from its present position.

East Barnard Buoy.—The top mark of this buoy will be removed.

South Newcome Buoy will be painted in vertical stripes instead of horizontal stripes, and the top mark will be removed.

Inner Shoal and West Barnard Buoys will be painted in chequers, and S.W. Barnard Buoy in vertical stripes.

NOTE.—West Scroby Buoy, Yarmouth Road,

will shortly be moved one cable S.W. by W. from its present position.

Further notice will be given when the above alterations have been effected.

(2.) *Flamborough Head to Coquet Island—Adoption of the Uniform System of Buoyage.*

Also, with reference to Notice to Mariners, No. 123, of 22nd May, 1886, on the intention to re-arrange the buoyage from Flamborough Head to Coquet Island, in conformity with the Uniform System of Buoyage.

Information has been received, that the under-mentioned buoys are now in accordance with the Uniform System as follows:—

N.E. Coquet Buoy is now spherical, red and white in horizontal stripes, with staff and diamond.

Pan Bush Buoy is now conical, red.

Sand Spit Buoy is now conical, red.

Tees River Fairway Buoy is now spherical, black and white in horizontal stripes, with staff and diamond.

Salt Scar Buoy is now conical, black.

Tees River, Nos. 1, 2, 3, 4, 7, 8 Buoys are now conical, black.

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward. Variation,  $16\frac{3}{4}^{\circ}$  Westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
9th November, 1886.

This Notice affects the following Admiralty Charts:—

(1.) North Sea, No. 2182a; Orfordness to Cromer, No. 1630; Pakefield Gatway to Orfordness, No. 102; Yarmouth and Lowestoft Roads, No. 1543. Also, Admiralty List of Lights in the British Islands, 1886, No. 136; and North Sea Pilot, Part III, 1882, pages 180–188.

(2.) North Sea, No. 2182a, b; Flamborough Head to the Tees, No. 1191; Hartlepool to St. Abbs Head, No. 1192; Coquet Road and Channel, No. 1721; Tees Bay, No. 2567. Also, North Sea Pilot, Part III, 1882, pages 34, 35, 72, 76.

## NOTICE TO MARINERS.

(No. 265.)—NORTH SEA.—JUTLAND.—  
WEST COAST.

(1.) *Provisional Light on Blaavand Point.*

WITH reference to Notice to Mariners, No. 181, of 30th July, 1886, on the intended exhibition of a light from the beacon on Blaavand Point, west coast of Jutland:—

The Danish Government has given further notice, that in the middle of the month of November, 1886, a provisional light will be shown from the beacon:—

The light will be a fixed red light, elevated 87 feet above the sea, and should be visible in clear weather from a distance of about 6 miles.

The illuminating apparatus will be dioptric, or by lenses, of the sixth order.

Position, lat.  $55^{\circ} 33' 30''$  N., long.  $8^{\circ} 5' 10''$  E.

NOTE.—This provisional light will only be exhibited until the permanent light is established in the summer of the year 1887.

Further particulars concerning the light will be published in due course.

NORWAY—WEST COAST.

STAVANGER FIORD—LINDÖ SOUND.

(2.) *Harbour Light on Lindö.*

The Norwegian Government has given notice, dated 19th October, 1886, that a harbour light is now exhibited on the northern point of Lindö, eastern side of Lindö Sound:—