

1887, the light-vessel Dragör, or Drogden, south-westward of Quartus Ground, Drogden Channel, south entrance to the Sound, will be replaced by a vessel with main and jigger masts, and that the following alterations will be made in the character of the light and fog signal :—

The light, shown from the mainmast, will be a double flashing white light, every thirty seconds, giving a flash of two and a half seconds' duration, an eclipse of five seconds, a flash of two and a half seconds, followed by an eclipse of twenty seconds. It will be elevated 30 feet above the sea and should be visible in clear weather from a distance of 10 miles.

Position, lat. $55^{\circ} 33\frac{1}{4}'$ N., long. $12^{\circ} 43'$ E.

In thick or foggy weather a fog siren, worked by hand, will give single blasts at intervals of about one minute.

ERRATUM.

In Notice to Mariners, No. 7 of 12th January, 1887, on intended adoption of Uniform System of beacons and buoys on the Swedish shore of the Sound, paragraphs 3 to 9, for cone beacon read can buoy.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
1st April, 1887.

This Notice affects the following Admiralty Charts :—The Kattegat, No. 2114 (1, 2); entrance to the Great and Little Belts, No. 2229 (1, 2); the Sound, No. 2115 (3); approaches to Copenhagen with the Drogden and Flint Channels, No. 790 (3). Also, Admiralty List of Lights in the North Sea, &c., 1887, No. 350; and Danish Pilot, 1885, pages 79, 84, 154.

NOTICE TO MARINERS.

(No. 76 of the year 1887.)

AUSTRALIA.—SOUTH COAST.

Apollo Bay.—Red Light on Jetty.

THE Government of Victoria has given notice, that on 1st January, 1887, a light would be exhibited on the extremity of the jetty at Bunbury Point, Apollo Bay :—

The light is a fixed red light, and should be visible in clear weather for a distance of about 3 miles.

Position (approximate), lat. $38^{\circ} 45' 50''$ N., long. $148^{\circ} 40' 50''$ E.

ERRATA.

In Admiralty List of Lights in South Africa, &c., 1887, page 82, No. 470, column 6, for red read white with sectors; and in Remarks column, for visible between the bearings of * * * read, shows red between the bearings of S.S.W. $\frac{1}{4}$ W. and S. $\frac{1}{4}$ E., and obscured from N.N.W. $\frac{1}{4}$ W. to N. by W. $\frac{1}{4}$ W.; also a sector of green light of 5° , bearing W. by S.

Middle and North Bluff lights in line, lead over the bar, south-west of Middle Bank.

Page 82, No. 471, column 6, for red read white with sector; and in Remarks column, for visible * * * read shows red between the bearings of S.W. $\frac{3}{4}$ W. and W. $\frac{1}{4}$ S.

Page 84, No. 481. This light-vessel should be expunged from the List.

[The bearings are magnetic, and are given from seaward. Variation 8° Easterly in 1887.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
5th April, 1887.

This Notice affects the following Admiralty Plan :—Apollo Bay, No. 1694. Also, Australia Directory, Vol. I, 1884, page 305; Australia

Directory, Vol. III, 1879, pages 105, 133; and Supplement, 1887, to Australia Directory, Vol. III, 1879, page 12.

NOTICE TO MARINERS.

(No. 77 of the year 1887.)

CANADA—CAPE BRETON ISLAND.

Intended Fog Signal on Cranberry Head.

THE Government of the Dominion of Canada has given notice, that on the opening of navigation in the year 1887, a fog signal would be established at Cranberry Head, north side of entrance to Sydney Harbour, Cape Breton Island :—

The signal is a horn, sounded by compressed air, which, during thick and foggy weather, will give blasts of ten seconds' duration, with intervals of fifty seconds between the blasts.

The signal station, a T-shaped wooden building, is painted drab, with red roof.

Position, lat. $40^{\circ} 15' 55''$ N., long. $60^{\circ} 12' 15''$ W.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
7th April, 1887.

This Notice affects the following Admiralty Charts :—St. John's to Halifax, No. 2666; Gulf of St. Lawrence and the river to Quebec, No. 2516; Cape Breton Island, No. 2727; Little Bras d'Or Lake and St. Anne and Sydney Harbours, No. 2687; Sydney Harbour, No. 2042. Also, Admiralty List of Lights on the Eastern Shores of North America, &c., 1887, page 14; and St. Lawrence Pilot, Vol. II, 1881, page 220.

NOTICE TO MARINERS.

(No. 78 of the year 1887.)

IRELAND—SOUTH COAST.

QUEENSTOWN AND CORK OUTER HARBOUR.

Adoption of Uniform System of Buoyage.

WITH reference to Notice to Mariners, No. 54 of 11th March, 1887, on the intended adoption of the Uniform System of Buoyage in Queenstown and Cork Outer Harbour :—

Further information has been received from the Senior Naval Officer, Queenstown, that the following alterations have been made, in accordance with that system, in the buoys under Admiralty jurisdiction.

Starboard hand buoys, entering the harbour, are now conical, black.

Port hand buoys, entering the harbour, are now can, red, except those on central dangers.

Starboard Hand Buoys.

No. 12. Dognose Bank Buoy is now conical, black.

No. 13. Black Rock Buoy is now conical, black.

No. 14. Buoy is now conical, black.

No. 15. Buoy is now conical, black.

No. 16. Buoy is now conical, black.

No. 17. Buoy is now conical, black.

Port Hand Buoys.

No. 3. Ram Point Bank Buoy is now can, red.

No. 4. Ram Point Buoy is now can, red.

No. 5. Buoy is now can, red.

No. 6. Buoy is now can, red.

No. 7. Buoy is now can, red.

No. 8. Outer Spit Buoy is now can, red.

No. 9. Middle Spit Buoy is now can, red.

Harbour Rock and Turbot Bank.

No. 1. Harbour Rock, East Buoy is now can, black and white chequered, with staff and cage.