

North Atlantic Ocean, Eastern Part, No. 2060a (1); English Channel, Nos. 2675b, c (1); Portland to Owers, No. 2450 (1); Owers to Christchurch, No. 2045 (1); Spithead, No. 2050 (1); Ireland, No. 1824a (2); Irish Channel, No. 1825b (2); English Channel, No. 2675a (2); Bristol Channel, No. 1179 (2); Bristol Channel to New Quay, No. 1410 (2); St. Ann's Head to St. Bride's Bay, No. 1488 (2); Loch Linnhe, south portion, No. 2814a (Errata 3); Sound of Mull, No. 2155 (Errata 3); Firth of Lorn, No. 2476 (Errata 3). Also, Admiralty List of Lights in the British Islands, 1887, No. 70, 459; Channel Pilot, Part I, 1886, page 200; Sailing Directions for the West Coast of England, 1884, page 7; and Sailing Directions for the West Coast of Scotland, Part II, 1886, pages 187, 222.

NOTICE TO MARINERS.

(No. 116 of the year 1887.)

NEW ZEALAND.—MIDDLE ISLAND.

Otago Harbour.—Fixed Lights on Mole.

THE New Zealand Government has given notice, dated 21st March, 1887, that two lights are now exhibited from a mast placed about 100 feet from the outer end of the Mole, in course of construction from north side of entrance to Otago Harbour:—

The lights are fixed white lights, placed vertically, 6 feet apart, and should be visible seaward in clear weather, except where obscured by Taiaroa Head to the eastward, and Hayward Point to the westward, from a distance of about 6 miles.

The lights will be moved seaward as the works progress, and are now placed with the following bearings:—

Hayward Point, W. by N. $\frac{3}{4}$ N.

Taiaroa Head, E. $\frac{1}{4}$ S.

[The bearings are magnetic. Variation 17° Easterly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

10th May, 1887.

This Notice affects the following Admiralty Charts:—Otago Harbour, with plan of Otago, No. 2411. Also, Admiralty List of Lights in South Africa, &c., 1887, page 98; New Zealand Pilot, 1883, page 260; and Supplement, 1885, to New Zealand Pilot, page 6.

NOTICE TO MARINERS.

(No. 117 of the year 1887.)

CHINA.—EAST COAST.—GULF OF PE-CHILI.

(1.) Taku Bar Light-Vessel—

Alteration in Character of Light.

THE Chinese Government has given notice, dated 11th March, 1887, that the following alteration has been made in the character of the light exhibited from the Taku Bar Light-vessel, Peiho River Entrance:—

The light is a flashing white light, showing a flash every thirty seconds. It is elevated 35 feet above the sea, and should be visible in clear weather from a distance of 11 miles.

The illuminating apparatus is catoptric, or by reflectors.

RUSSIAN TARTARY.—KAMCHATKA.—

AVATCHA BAY.

(2.) Establishment of Permanent Light on Dalni Point.

The Russian Government has given notice, that the occasional light at Dalni Point, east side of entrance to Avatcha Bay, has been discontinued,

and that a light is now exhibited from a lighthouse, erected 280 yards, E. by N. $\frac{1}{4}$ N., from the position of the old lighthouse.

The light is a fixed white light, visible seaward between the bearings of N. 50° E., through north, and S. 55° W. It is elevated 256 feet above the sea, and should be seen in clear weather from a distance of 23 miles.

The lighthouse, 26 feet high, is octagonal, constructed of wood and painted white, with red roof.

Position on Admiralty Chart, lat. 52° 52' 50" N., long. 158° 47' 0" E.

(3.) Harbour Light at Petropaulski.

Also, has given notice, that a harbour light is now exhibited on the eastern side of Petropaulski Harbour Entrance, Avatcha Bay:—

The light is a fixed white light, visible between the bearings of N. 54° E., through east, and S. 38° E.

Position, lat. 53° 0' 10" N., long. 158° 44' 0" E.

NOTE.—Vessels entering Petropaulski Harbour by night should, after passing Ismennai Point, steer N.W., until the above harbour light opens, when it should be steered for, until the Signal Shoal, which is marked by a buoy, is passed.

ERRATUM.—In China Sea Directory, Vol. IV, 1884, page 574, line 14–16, omit from, Pass about half a mile * * to end of sentence.

[The bearings are magnetic, and are given from seaward. Variation Nil in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

10th May, 1887.

This Notice affects the following Admiralty Charts:—Hong Kong to Gulf of Liau-tung, No. 1262 (1.); Gulfs of Pe-chili and Lian-tung, No. 1256 (1.); Li-tsin-ho to Ninghai, No. 589 (1.); Outer Bay of Avatcha, No. 1041 (2.); Avatcha Bay, with plan of Petropaulski Harbour, No. 1040 (2, 3). Also, Admiralty List of Lights in South Africa, &c., 1887, Nos. 310, 367, page 64; China Sea Directory, Vol. III, 1884, page 627; China Sea Directory, Vol. IV, 1884, page 185; and Supplement, 1886, to China Sea Directory, Vol. IV, page 40.

NOTICE TO MARINERS.

(No. 118 of the year 1887.)

UNITED STATES.—LONG ISLAND.

(1.) Withdrawal of Wreck-Marking Vessel South-Eastward of Fire Island Lighthouse.

WITH reference to Notice to Mariners, No. 232 of 1st October, 1886, on intended withdrawal of the light-vessel marking the wreck of the British steam vessel "Oregon," south-eastward of Fire Island Lighthouse:—

Further information has been received from the United States Government, that the light-vessel has been withdrawn; as there is now a depth of 10 fathoms over the wreck and it can no longer be considered a danger to shipping.

"Wreck of "Oregon" has consequently been expunged from the Admiralty Charts.

GULF OF MEXICO.—MISSISSIPPI SOUND.

(2.) Horn Island Light and Fog Signal—Alteration in Position.

The United States Government has given notice, that on or about 15th May, 1887, the light and fog signal on Horn Island will be transferred (characters unaltered) to a new lighthouse recently erected on a sand hill bearing W. by S. $\frac{1}{4}$ S., distant 1792 yards from the old structure:—

The light (fixed white with red flash) will be