

## APPENDIX.

The attention of Shipmasters is particularly directed to the following changes, which will be made in the colors of the buoys in our harbors, we suppose in May, 1851 :

By the 6th section of the Lighthouse Bill, of 1850, it is enacted, That hereafter all buoys along the coast, or in bays, harbors, sounds, or channels, shall be colored and numbered, so that passing up the coast or sound, or entering the bay, harbor, or channel, RED buoys with even numbers shall be passed on the starboard hand, BLACK buoys with uneven numbers on the port hand, and buoys with RED and BLACK stripes on either hand. Buoys in channel ways to be colored with alternate white and black perpendicular stripes.

CAPE PINE, *Newfoundland, page 38*.—On this cape there is a lighthouse 302 feet above the level of the sea; the tower is 50 feet high, painted red and white, alternately. The light is revolving; time of revolution 20 seconds: it will be lit on the 1st of January, 1851.

PENOBSCOT RIVER, *page 141*.—On the first of November a light was lighted on Indian Island, at the entrance of Goose River, west side of Penobscot Bay. The lantern is placed on the keeper's dwelling-house, 40 feet above sea level. It is a red light. Another light was lighted at the same time on Grindel's Point, at the entrance of Gilkey's Harbor, Long Island, Penobscot Bay. The lantern is placed on the keeper's dwelling-house, thirty feet above sea level.

BRANDYWINE LIGHT, *page 219*.—An iron lighthouse has been built on the Brandywine, the light of which is 49 feet above low water. It is a fixed light, and bears from Cape May Light N. W. by W.,  $\frac{1}{2}$  W., distant 8 miles. From Cape Hellen N.  $\frac{1}{4}$  W.,  $12\frac{1}{2}$  miles.

CAPE HATTERAS, *page 235*.—Cape Hatteras Light bears N.  $37^{\circ}$  W., distant about  $8\frac{1}{2}$  nautical miles from the south-eastern edge of the 9 feet or Outer Shoals.

To clear the Outer Shoals, in approaching them from the northward and eastward, bring the lighthouse to bear W., in 10 to 12 fathoms water, when run S., keeping in not less than 10 fathoms water, until the lighthouse bears N. W.  $\frac{1}{4}$  N., when any course south of west may be steered with safety.

In coming from the southward and westward, keep in not less than 10 fathoms water, until the lighthouse bears N. W., when any course eastward of N. may be steered.

In bad weather, and especially at night, do not approach the Outer Shoals nearer than 15 fathoms water from the northward and eastward, and 12 to 11 fathoms from the southward and westward.

It is necessary to watch the bearings of the lighthouse, and keep the lead going in, beating around or between the shoals. In approaching the shoals at night or in bad weather, if the lighthouse has not been seen before night, it will not be prudent to run for it.

As 10 or 11 fathoms water may be found to the westward of the shoals, in going outside of them from the southward and westward, do not approach the land to the southward of the cape nearer than  $8\frac{1}{2}$  to 10 miles.

To pass between the Diamond and Outer Shoals, from the northward and eastward, bring the lighthouse to bear W. in 10 to 9 fathoms water, about  $4\frac{1}{2}$  miles from it, and run S. until the water shoals to 7 or 8 fathoms and the lighthouse bearing N. W.  $\frac{1}{4}$  W., when run S. W., carrying not less than 4 fathoms through the channel, and deepening gradually to the south-western edge of it, until in 7 or 8 fathoms, with the lighthouse bearing north.

In approaching this channel from the southward and westward, bring the lighthouse to bear N., in 8 to 7 fathoms water, about  $4\frac{1}{2}$  miles distant from it, and run N. E. until in 8 to 9 fathoms water, and the lighthouse bearing N. W., when the shoals will be cleared.

To pass between the Diamond and Cape Hatteras Spit from the northward and eastward, bring the lighthouse to bear N. W. by W.  $\frac{1}{4}$  W., in 8 to 7 fathoms water  $2\frac{1}{2}$  miles