

No. 1 (1); North Sea, Nos. 2239, 2182a; English Channel, Nos. 1598, 2675a (1, 2, 3); Dover and Calais to Orfordness, No. 1406 (1, 2, 3); Kentish Knock and the Naze to the West Swin, No. 1975 (1, 2); North Foreland to Orfordness, No. 1610 (1, 2, 3); Harwich Approaches, No. 2052 (1, 2, 3). Also, Admiralty List of Lights in the British Islands, 1883, page 18, Nos. 125, 126, 134, 160; North Sea Pilot, Part III, 1882, pages 139, 196, 197, 203, 233; and Channel Pilot, Part I, 1882, page 261.

NOTICE TO MARINERS.

(No. 160).—SCOTLAND—EAST COAST.
Aberdeen Harbour—Wreck on North Side of Entrance.

THE Aberdeen Harbour Authorities have given notice, of a dredger having sunk on the north side of the entrance channel at that place.

NOTE.—Vessels entering should keep slightly to the southward of the line of the leading lights.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
16th June, 1883.

This Notice temporarily affects the following Admiralty Charts:—Scotland, east coast, with plan of Aberdeen Harbour, No. 2397a; Aberdeen Harbour, No. 1446. Also, North Sea Pilot, Part II, 1875, pages 126, 127.

NOTICE TO MARINERS.

(No. 161).—CHINA—EAST COAST.
HONG KONG—WEST LAMMA CHANNEL.

(1.) *Position of Sunken Rocks off East Point of Chung-Chau.*

THE following information has been received from H.M. Surveying-vessel "Magpie," relative to sunken rocks lying about $3\frac{1}{2}$ cables eastward of the East Point of Chung-Chau, west side of entrance to West Lamma Channel:—

The rock (Chung Rock) which dries at low water, and on which the British vessel "Minard Castle" struck in 1883, was found from an examination made in the "Magpie," to lie 115 yards in a S. $67\frac{1}{2}^{\circ}$ E. direction from the position heretofore assigned to it, or with the following bearings and distances:—

South-East Point of Chung-Chau, S. $60\frac{1}{2}^{\circ}$ W., distant $6\frac{3}{10}$ ths cables.

East Point of Chung-Chau, West, distant $3\frac{1}{10}$ ths cables.

A sunken rock, 10 feet in extent, with 6 feet on it at low water, lies 75 feet S. $39\frac{1}{4}^{\circ}$ E. from Chung Rock; and another sunken rock is situated about 200 feet south-westward of Chung Rock.

NOTE.—The wreck of the "Minard Castle" lies in 7 fathoms with the following bearings and distances:—

Chung Rock, N. 1° E., distant 3 cables.

South-east Point of Chung-Chau, West, distant $5\frac{4}{10}$ ths cables.

East Point of Chung-Chau, N. 47° W., distant $4\frac{2}{10}$ ths cables.

(2.) *Lamma Island—Sunken Rock Reported W.N.W. of West Point.*

Also, of the reported existence of a sunken rock lying with West Point, Lamma Island, bearing E.S.E., distant about 3 cables.

NOTE.—An examination of West Lamma Channel by H.M.S. "Magpie" is in progress.

[The bearings are magnetic. Variation $0\frac{1}{2}^{\circ}$ Easterly in 1883.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
19th June, 1883.

This Notice affects the following Admiralty Chart:—Whampoa Channel to Canton, No. 1739; Hui-Ling-San Harbour to Hong Kong, No. 2212; Hong Kong to Chelang Point, No. 1962; Hong Kong, No. 1466. Also, China Sea Directory, Vol. III, 1874, pages 32, 36, 74, 75.

NOTICE TO MARINERS.

(No. 162).—NORTH SEA—NETHERLANDS.

(1.) *Hook of Holland Canal—Buoy with Light Marking Wreck in the West Gat.*

WITH reference to Notice to Mariners, No. 146 (1), of 6th June, 1883, on the Norwegian steam-vessel "Anastasia" having been wrecked near the entrance to the West Gat, Hook of Holland Canal, foundering in mid-channel abreast the inner red buoy; and that a red light was shown from one of the topmasts of the wreck:—

The Netherlands Government has given further notice, dated 2nd June, 1883, that a buoy has been placed about 33 yards eastward of the stern of the wreck.

The buoy, chequered black and white, exhibits a red light, elevated 10 feet above the sea, visible in clear weather from a distance of one mile; and is moored in 17 feet at ordinary low water, with the following marks:—

Church tower, Monster, seen between beacons 3 and 4 on the North Mole.

The inner green leading light open southward of the outer green leading light.

The inner white leading light open westward of the outer white leading light.

Position, lat. $51^{\circ} 58' 55''$ N., long. $4^{\circ} 5' 10''$ E.

The light which was shown from the wreck is now discontinued.

BALTIC—COAST OF PRUSSIA.

(2.) *Plantagenet Bank Buoy replaced in Position.*

The German Government has given notice, dated 8th May, 1883, that the black spiral buoy, surmounted with two globes, has been replaced in position on the northern edge of Plantagenet Bank.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
19th June, 1883.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily. Mouths of the Maas, No. 122. Also, Admiralty List of Lights in the North Sea, 1883, page 14; and North Sea Pilot, Part IV, 1878, page 156.

(2.) Baltic Sea, No. 2842a; Femern to Bornholm, No. 2150; Rostock to Arkona Light, No. 2365. Also, Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, page 146.

NOTICE TO MARINERS.

(No. 163).—UNITED STATES—VIRGINIA.

(1.) *Automatic Signal Buoy off Chincoteague and Turner Lump Shoals.*

THE United States Government has given notice, that on or about 11th June, 1883, an automatic signal buoy would be placed seaward of Chincoteague and Turner Lump Shoals, coast of Virginia.

The buoy, painted black, and surmounted by a whistle giving blasts at short intervals, is moored in 6 fathoms water, with Assateague Island Light-house bearing N. by W. $\frac{1}{2}$ W., distant $5\frac{1}{2}$ miles.

Position, lat. $37^{\circ} 49' N.$, long. $75^{\circ} 19' W.$

Also, that on the same date, the Black Can Buoy (known as Eastern Turner Lump Buoy) marking the south extreme of Chincoteague Shoals would be removed.