

Two sizes of rockets are intended to be used,—the smaller, with 4 oz. charges, will be used during fogs when the weather is calm; the larger, with 12 oz. charges, when the weather is thick and stormy, or during heavy snow showers.

NOTE.—The establishment of this fog signal for the above mentioned period is experimental merely, and mariners are cautioned that they must not depend upon the certainty of hearing the warning signal when used, as the rockets are to be fired from the centre of the isle, which is about 3 miles long in a north and south direction, with a greatest breadth of  $1\frac{1}{2}$  miles.

It is expected that the signal will be established about the end of March, 1885, but further notice will be given of the precise date.

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
21st February, 1885.

This Notice temporarily affects the following Admiralty Plan:—Fair Isle, No. 2622. Also, North Sea Pilot, Part I, 1876, pages 4, 94, 96.

#### NOTICE TO MARINERS.

(No. 30.)—AFRICA.—WEST COAST.

*Sunken Wreck off Apam.*

INFORMATION has been received from Commander Parr, H.M.S. "Frolic," that an American barque which has been burnt, lies sunk in the anchorage off Apam:—

The wreck, with about 3 fathoms over the hull, lies in  $5\frac{1}{2}$  fathoms water, with the following bearings:—

Assakri Black Rocks, N.  $17^{\circ}$  E.

Mumfort Fort Point, S.  $80^{\circ}$  W.

Apam Fort, N.  $51^{\circ}$  W.

Position, lat.  $5^{\circ} 16\frac{1}{2}'$  N., long.  $0^{\circ} 41\frac{1}{4}'$  W.

In January, 1885, portions of the masts, &c., were showing above water, but would probably soon be removed.

[The bearings are magnetic. Variation  $19\frac{1}{4}^{\circ}$  Westerly in 1885.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
21st February, 1885.

This Notice temporarily affects the following Admiralty Charts:—Cape Three Points to Barracoë, No. 1359. Also, Africa Pilot, Part I, 1880, page 265.

#### NOTICE TO MARINERS.

(No. 31.)—BAY OF FUNDY.—NORTH COAST.

(1.) *Automatic Signal Buoy off Point Lepreau.*

THE Government of the Dominion of Canada has given notice, that on 19th November, 1884, an automatic signal buoy was placed off Point Lepreau, northern coast of Bay of Fundy:—

The buoy, sounding a 10-inch whistle, is moored in 23 fathoms, with Point Lepreau Lighthouse bearing N.N.E., distant one mile.

Position, lat.  $45^{\circ} 2' 30''$  N., long.  $66^{\circ} 27' 45''$  W.

UNITED STATES.—RHODE ISLAND.

NARRAGANSETT BAY.

(2.) *Bell Buoy off Castle Hill.*

The United States Government has given notice, that on or about 15th February, 1885, a bell buoy would be placed off Castle Hill, Eastern Passage, Narragansett Bay:—

The buoy is moored with the following bearings:—

Rose Island Lighthouse, N.E.  $\frac{3}{4}$  N.

Beaver Tail Lighthouse, W. by S.  $\frac{1}{2}$  S.

Kettle Bottom Rock, N. by W.  $\frac{3}{4}$  W.

[The bearings are magnetic. Variation (1)  $20\frac{1}{2}^{\circ}$ , (2)  $10\frac{1}{2}^{\circ}$ , Westerly in 1885.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
24th February, 1885.

This Notice affects the following Admiralty Charts:—Halifax to Delaware River, No. 2670 (1); Bay of Fundy, sheet I., No. 352 (1); Quoddy Head to Point Lepreau, No. 2013 (1); Nantucket Shoals to Block Island, No. 2890 (2); Narragansett Bay, No. 2892 (2). Also Sailing Directions for S.E. coast of Nova Scotia and Bay of Fundy, 1885, page 211; and Sailing Directions for the principal ports of the United States, 1882, page 93.

#### NOTICE TO MARINERS.

(No. 32.)—CHINA SEA.—BALÁBAC STRAIT—NORTH CHANNEL.

(1) *Shoal S.S.E. of Canaboungan Island.*

INFORMATION has been received of the existence of a shoal lying in the fairway of North Channel, Balábac Strait, with Canaboungan Island bearing N.N.W., distant about  $2\frac{1}{2}$  miles:—

This shoal, reported by the master of the German vessel "J. W. Gildemeister," has a depth of five fathoms and is steep to, it appeared to be 50 to 80 feet in extent.

Position approximate, latitude  $8^{\circ} 5' N.$  longitude  $117^{\circ} 10' E.$

JAPAN.—NIPON ISLAND—KII CHANNEL.

(2) *Tanabé Bay—Sunken Rock off Sato Saki.*

Also, of the existence of a sunken rock lying about three quarters of a mile westward of Sato Saki, south side of entrance to Tanabé Bay:—

This rock (Shakushi or Ladle Rock), with a depth of about six feet at low water, lies with the following bearings and distance:—

Outer Islet (northward of Sato Saki) E.  $\frac{3}{8}$  N., distant  $8\frac{1}{2}$  cables.

Cape Tanabé, S. by E.  $\frac{3}{8}$  E.

Position lat.  $33^{\circ} 41' 35'' N.$ , long.  $135^{\circ} 19' 55'' E.$

NOTE.—Foul ground extends in a S.S.W. direction from Shakushi Rock for a distance of about  $1\frac{1}{4}$  cables; and another rock, with a depth of nine feet, lies N.E. by E. from it, distant about three-quarters of a cable.

[The bearings are magnetic. Variation (1)  $2^{\circ}$  Easterly, (2)  $4\frac{1}{2}^{\circ}$  Westerly, in 1885.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
24th February, 1885.

This Notice affects the following Admiralty Plans:—China Sea, southern portion, No. 2650b (1); Palawan Island, No. 967 (1); Balábac Strait, No. 948 (1); Seto Uchi or Inland Sea, No. 2875 (2); Kii Channel to Owasi Bay, No. 951 (2); Harbours in Kii Channel, No. 357 (2). Also, China Sea Directory, Vol. II, 1879, page 174; and China Sea Directory, Vol. IV, 1884, page 355.

#### NOTICE TO MARINERS.

(No. 33.)—MEDITERRANEAN.—ADRIATIC—GULF OF TRIESTE.

(1.) *Trieste Bay—Harbour Light at St. Andrea Point.*

INFORMATION has been received that a harbour light is exhibited from an iron support on the corner of the mole, which forms the harbour at St. Andrea Point, south side of Trieste Bay:—  
The light is a fixed white light, elevated 16 feet above the sea (10 feet above the ground), and should be visible in clear weather from a distance of 2 miles.