

Commissions signed by the Lord Lieutenant of the County of Norfolk, and of the City and County of the City of Norwich.

Sir Alfred Jodrell, Bart., to be Deputy Lieutenant. Dated 8th January, 1886.

William Morris, Esq., to be Deputy Lieutenant. Dated 8th January, 1886.

NOTICE TO MARINERS.

(The last Number for the year 1885 was No. 243.)

(No. 1.)—WHITE SEA.—GULF OF ONEGA.
Shoals Eastward of Vek Point.

INFORMATION has been received from the Russian Government of the existence of the three undermentioned shoals lying eastward of Vek Point, western shore of the Gulf of Onega:—

(1.) A shoal, nearly awash at low water, lies with Vek Point bearing W. $\frac{1}{2}$ S., distant $3\frac{1}{2}$ miles.

Position, lat. $64^{\circ} 37' 00''$ N., long. $35^{\circ} 9' 15''$ E.

(2.) A shoal, with about two feet on it at low water, lies with Vek Point bearing W. by N. $\frac{3}{4}$ N., distant three miles, and shoal (1) N.E. by N., $1\frac{1}{2}$ miles.

(3.) A shoal, with a depth of about six feet at low water, lies with Vek Point bearing N.W. by W. $\frac{1}{4}$ W., distant $2\frac{3}{4}$ miles, and shoal (2) N.E. by E., five cables.

NOTE.—The shoals (2) and (3) are now marked by beacons on their southern sides. It is considered that the British steam-vessel "Perseverance" struck on or near one of these shoals in August, 1885.

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

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
1st January, 1886.

This Notice affects the following Admiralty Charts:—White Sea, Nos. 2278, 2275.

NOTICE TO MARINERS.

(No. 2.)—EASTERN ARCHIPELAGO.
JAVA.—NORTH COAST.

Batavia—Time Signal at Tanjong Priok.

THE Netherlands Government has given notice, that on 10th November, 1885, the following time signals would be established at Tanjong Priok (new Harbour of Batavia).

The signal consists of four circular discs, placed on an iron support, near the entrance of the inner basin; the signal is made once daily, Sundays and fête days excepted, as follows:—

The discs are inclined at an angle of 45° as preparatory five minutes before signal, placed vertical two minutes before signal, and dropped into a horizontal position at noon, local mean time—equivalent to 16h. 52m. 27.5s. Greenwich mean time.

Position of time signal, lat. $6^{\circ} 5' 48''$ S., long. $106^{\circ} 53' 07''$ E.

(Batavia Observatory being in longitude $106^{\circ} 48' 37''$ E.).

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
1st January, 1886.

This Notice affects the following Admiralty Plan:—Batavia Roads, No. 933. Also, Hydrographic Notice, No. 26 of 1885, page 8; and List of Time Signals, 1880, page 18.

NOTICE TO MARINERS.

(No. 3.)—NORTH SEA—GERMAN COAST
OUTER EIDER RIVER.

(1.) *Outer Eider Light-Vessel—Provisional Fog Signal.*

WITH reference to Notice to Mariners, No. 93, of 16th May, 1885, on temporary alteration in the fog-signal on board Outer Eider Light-vessel.

The German Government has given further notice, dated 12th December, 1885, that should the siren, worked by a caloric engine, be out of order, the fog signal from the light-vessel will be a powerful bell, sounded for a period of two minutes every ten minutes.

NOTE.—When signals are heard from vessels, the bell-signal is repeated every five minutes.

(2.) *Temporary Withdrawal of Inner Eider Light-Vessel.*

Also, has given notice, that Inner Eider Light-vessel will be temporarily withdrawn from her station during the winter for repairs, probably from 15th December, 1885. Of the withdrawal further information will be given.

NOTE.—If, after the withdrawal of this light-vessel, the channel of the Eider is free of ice, and vessels are expected to arrive, the pilot steam-vessel "Triton," with pilots on board, will cruise at the entrance of the river.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
1st January, 1886.

This Notice affects the following Admiralty Charts (2 temporarily):—North Sea, No. 2182a; Eider River to Blaavand Point, No. 1887. Also, Admiralty List of Lights in the North Sea, 1885, Nos. 227, 228; and North Sea Pilot, Part IV, 1878, pages 226, 227.

NOTICE TO MARINERS.

(No. 4.)—NORTH PACIFIC OCEAN—MARSHALL ISLANDS.

Particulars of Keats Bank.

THE following information relating to a shoal (Keats Bank), situated eastward of the Marshall Islands, is re-published from the log-book of Captain Keats:—

Soundings of thirteen fathoms were found in lat. $5^{\circ} 57' N.$, long. $173^{\circ} 37' E.$, and the bottom was distinctly seen; keeping the same course for half an-hour the soundings gave five fathoms, when the ship was tacked to the north-eastward, and the shoal almost immediately cleared.

The position assigned to the shoal, from good observations by Captain Keats, is in lat. $5^{\circ} 55' N.$, long. $173^{\circ} 38' E.$

This shoal was originally placed on the Admiralty Chart in 1873, and nothing concerning it having since been received, is still retained, and in the above position, on the charts.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
5th January, 1886.

This Notice affects the following Admiralty Charts:—Indian Ocean, No. 2483; Pacific Ocean, Nos. 2683, 781. Also, Sailing Directions for the Pacific Islands, Vol. II, 1885, page 78.

NOTICE TO MARINERS.

(No. 5.)—NORTH SEA—BELGIAN COAST.

West Hinder, Wandelaar, and Wielingen Light-Vessels—Provisional Signals.

THE Belgian Government has given notice, dated 6th December, 1885, that the following