

**No. 185.—CAPE, EAST INDIES, CHINA,
AND AUSTRALIA STATIONS.**

AFRICA—WEST COAST.

Shoal Reported Northward of Cape Frio.

INFORMATION has been received of the reported existence of a shoal lying with Cape Frio bearing S. $\frac{1}{2}$ E. (approximately), distant about 26 miles:—

This shoal (Clan Alpine Shoal), on which the British steam-vessel "Clan Alpine," drawing about 21 $\frac{1}{2}$ feet, is stated to have struck in January, 1890, is said to be from three to five miles from the shore, and presents a danger to shipping.

Position, to be considered very doubtful, lat. 18° 2' S., long. 11° 47' E.

[Variation 24° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Cape Lopez to Cape of Good Hope, No. 1013; Great Fish Bay to Walfisch Bay, No. 1806. Also, Africa Pilot, Part II, 1884, page 203.

No. 186.—EAST INDIES STATION.

HINDUSTAN—WEST COAST.

Harbour Light at Alibág.

THE Government of India has given notice, that on 6th August, 1889, a harbour light was exhibited on Alibág Fort Signal Station:—

Alibág Light is a fixed green light, visible from the bearing of N. by E. $\frac{1}{2}$ E. to N. by W. $\frac{1}{2}$ W., elevated 32 feet above the sea, and should be seen in clear weather from a distance of 4 miles.

Position, lat. 18° 38' N., long. 72° 51 $\frac{1}{2}$ ' E.

NOTE.—This light is for the benefit of fishing boats and coasting craft making for Alibág Road.

[Variation 1° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Gulf of Kutch to Viziadurg, No. 2736; Kündari to Boria Pagoda, No. 738. Also, Admiralty List of Lights in South Africa, &c., 1890, page 30; and West Coast of Hindustán Pilot, 1880, page 147.

No. 187.—NORTH SEA AND BALTIC STATIONS.

SCOTLAND—EAST COAST.

Bell Rock Light. Re-Exhibited.

REFERRING to Notice to Mariners, No. 168 of 1890, on the temporary discontinuance of Bell Rock Light, from its having been damaged by a premature explosion of a fog signal:—

Telegraphic information has been received from Montrose, that Bell Rock Light is re-exhibited.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182*b*; Scotland, East Coast, No. 2397*a*; St. Abbs Head to Aberdeen, No. 1407. Also, Admiralty List of Lights in the British Islands, 1890, No. 332; and North Sea Pilot, Part II, 1885, page 160.

No. 188.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA—NETHERLANDS.—TEXEL.

Torpedo Ground in Schulpen Gat.

THE Netherlands Government has given notice, that about the middle of April, 1890, experiments will be made with charged torpedoes in Schulpen Gat, Texel:—

The torpedoes will be laid in Schulpen Gat, off Kykduin, outside the line of white buoys, and on both sides of the fairway. The torpedo ground will be marked by buoys, and as long as the charged torpedoes are in use, warning will be given by a torpedo vessel carrying a red flag at the masthead.

This Notice temporarily affects the following Plan:—Texel, No. 124. Also, North Sea Pilot, 1887, pages 186-189.

No. 189.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA—GERMAN COAST.—RIVER EMS ENTRANCE.

Pilsum—Light Exhibited Experimentally.

THE German Government has given notice, dated 5th April, 1890, that it is intended to exhibit a light near Pilsum, east side of River Ems entrance, experimentally, but that neither its regular exhibition, nor the limits of visibility, herein given, is to be relied on:—

Pilsum Light is a white light, showing a single flash from the bearing of N. 72° E., through east, to S. 81° E.; fixed from S. 81° E. to S. 78° E., a double flash from S. 78° E. to S. 73° E., and is obscured in all other directions. It is elevated 49 feet above high water, and should be visible in clear weather from a distance of about 12 miles.

Position, lat. 53° 29' 55" N., long. 7° 2' 50" E.

Further particulars concerning this light will be published in due course.

[Variation 14° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182*a*; Ameland to Jade River, No. 2593. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1890, page 50; and North Sea Pilot, Part IV, 1887, page 202.

No. 190.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.—JUTLAND—NORTH-WEST COAST.

Sunken Wreck South-west of Hirtshals Point.

THE Danish Government has given notice, dated 2nd April, 1890, that the steam-vessel "H. J. Pallisen" lies sunk about 18 miles south-west of Hirtshals Point, and 6 miles from the nearest shore:—

The wreck, with masts showing above water, lies in about 8 fathoms, in a position dangerous to shipping, with Hirtshals Point Lighthouse bearing E.N.E., and Ingstrap Church S.E. $\frac{1}{2}$ S., distant 8 $\frac{1}{2}$ miles.

Position, lat. 57° 24' N., long. 9° 30' E.

[Variation 14° Westerly in 1890.]

This Notice temporarily affects the following Admiralty Charts:—North Sea, No. 2339; Baltic Sea, No. 2842*a*. Also, North Sea Pilot, Part IV, 1887, page 309.

No. 191.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.

Information concerning certain Dangerous Sunken Wrecks.

WITH reference to Notice to Mariners, Nos. 11, 57, and 74 of 1890, on the existence of two dangerous sunken wrecks in the North Sea—the following particulars are now promulgated for the guidance of Mariners, until more precise information can be given:—

The two large steamers "Gaw Quan Sia" and "Leerdam" collided in a fog on 16th December, 1889, both steamers eventually sinking within a mile of one another, after floating for about twelve hours.

From the circumstances of weather, and drift, the positions were very doubtful, and they have since been reported as follows, by different passing vessels:—

1. Lat. 52° 10' N., long. 3° 14' E.