

Boulogne, No. 2611; Boulogne, No. 438. Also, Channel Pilot, Part II, 1888, page 504.

No. 206.—CAPE AND EAST INDIES STATIONS.

AFRICA—EAST COAST.—PEMBA ISLAND—WEST COAST.

(1.) *Owen Channel—Shoal Northward of Fairway.*
INFORMATION has been received from Captain W. H. Henderson, H.M.S. "Conquest," of the existence of a shoal lying northward of the fairway in Owen Channel, west coast of Pemba Island:—

The shoal in Owen Channel, of small extent, with a depth of $1\frac{1}{2}$ fathoms on it, and 6 to 7 fathoms close around, lies with—

South-east extreme of Mapanya, N. by E., distant $1\frac{3}{10}$ miles.

North extreme of Mkumbuu Peninsula, S.E. by E. $\frac{3}{4}$ E.

(2.) *Shoal in Port Cockburn.*

Also, of the existence of a shoal in the bay south-east of Pembe Island, Port Cockburn:—

The shoal south-east of Pembe Island, of small extent, with a depth of 5 fathoms and 7 to 9 fathoms around, lies with—

South extreme of Funzi W. $\frac{3}{4}$ N.

East extreme of Pembe Island, N. by W. $\frac{1}{2}$ W., distant 7 cables.

NOTE.—As the survey on which the plan of these harbours is based, was broken off by the ship being ordered elsewhere, before it was completed, it is very possible that other unknown small dangers may exist.

The depths given are at low water spring tides. [Variation 9° Westerly in 1890.]

This Notice affects the following Admiralty Plan:—West Coast of Pemba Island, No. 1812. Also, Africa Pilot, Part III, 1889, pages 389, 392, 393.

No. 207.—ALL STATIONS.

ENGLAND—SOUTH COAST.

Needles Channel—Intended Experimental Electric Lights.

NOTICE is given, from information received from the War Department, that electric lights may be temporarily exhibited from points visible in Needles Channel, on any night throughout the month of June and the first half of July, 1890. Guns also may be fired at intervals during this period.

The positions of the lights will be as follows:—Warden Point.

Cliff End, near south part of fort.

Cliff End, near north part of fort.

West Battery, westward of Hurst Lights.

Mariners are cautioned accordingly.

This Notice temporarily affects the following Admiralty Charts:—Owers to Christchurch, No. 2045; Needles Channel, No. 2219; the Solent, No. 2040. Also, Channel Pilot, Part I, 1886, pages 162, 163.

Erratum.

In Notice to Mariners, No. 204 of 1890, second line of second paragraph, for March read April.

No. 208.—NORTH SEA AND BALTIC STATIONS.

NORWAY—SOUTH-WEST COAST.

South Katland Lighthouse—Intended Sector of Red Light.

THE Norwegian Government has given notice, that on 1st July, 1890, a sector of red light will be shown towards Ullerø Sund from South Katland Lighthouse:—

The sector of red light to be shown from No. 26048. D

South Katland Lighthouse will be visible from the bearing of N. 73° W. to the northern limit of the light (S. 86° W.). Vessels therefore keeping in or near the limit indicated by the junction of the white and red lights will pass between Hestholmboen and Fløskhelleren.

Position, lat. $58^{\circ} 3' 30''$ N., long. $6^{\circ} 50' 35''$ E. [Variation 14° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—The Naze to Karme, No. 2281; the Naze to Christiansand, No. 2327; Approaches to Anchorages between the Naze and Farsund, on sheet of plans, No. 883. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1890, No. 994; and Norway Pilot, Part I, 1888, page 50.

No. 209.—NORTH SEA, AND BALTIC STATIONS.

NORWAY.—WEST COAST.

Græsholmen Lighthouse—Intended Sectors of Red Light.

ALSO, that on 1st August, 1890, two sectors of red light will be shown from Græsholmen Lighthouse, as follows:—

The sectors of red light to be shown from Græsholmen Lighthouse will be visible from the bearing of N. 63° E. to N. 72° E., or over Tekleboerne; and from the bearing of N. 8° W. to N. 43° W., or over Ægholmen and surrounding shoals.

Position, lat. $62^{\circ} 25' 45''$ N., long. $5^{\circ} 46' E.$

[Variation 17° Westerly in 1890.]

This Notice affects the following Admiralty Chart:—Stav Fiord to Romsdals Islands, 2305. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1890, No. 1055; and Norway Pilot, Part II, 1880, page 203.

No. 210.—CHINA AND PACIFIC STATIONS.

JAPAN.—KIUSIU ISLAND—WEST COAST.

SIMABARA GULF.

Fixed Light at Masumi no Seto Northern Entrance.

THE Japanese Government has given notice, that on 1st March, 1890, a light would be exhibited from a lighthouse recently erected on the west side of the northern entrance to Masumi no Seto, south-eastern shore of Simabara Gulf:—

The light at Masumi no Seto Northern Entrance is a fixed white light visible through an arc of 148° , or from the bearing of S. 74° E. to S. 74° W.; it is elevated 129 feet above the sea, and should be seen in clear weather from a distance of six miles.

The lighthouse, 14 feet high, constructed of wood and square in shape, is painted white.

Position, approximate, on Admiralty Chart, lat. $32^{\circ} 37\frac{1}{2}'$ N., long. $130^{\circ} 29' E.$

[Variation 4° Westerly in 1890.]

This Notice affects the following Admiralty Chart:—Western coasts of Kiusiu and Nipon, No. 358. Also, Admiralty List of Lights in South Africa, 1890, page 102; China Sea Directory, Vol. IV, 1884, page 498; and Revised Supplement, 1889, relating to China Sea Directory, Vol. IV, pages 95, 102.

No. 211.—ALL STATIONS.

ENGLAND—EAST COAST.—RIVER THAMES ENTRANCE.

Duke of Edinburgh Channel.—Alterations in Buoyage.

WITH reference to Notice to Mariners, No. 441 of 1889, on intended alterations in the buoy-