

The lighthouse, constructed of iron, is circular in shape.

Approximate position, lat. $43^{\circ} 46\frac{1}{4}'$ N., long. $7^{\circ} 30\frac{3}{4}'$ E.

This Notice affects the following Admiralty Charts:—Mediterranean Sea, Western Part, No. 2158a; Rade d'Agay to San Remo, No. 2609. Also, Admiralty List of Lights in the Mediterranean, 1890, Nos. 201, 202, page 36; and Mediterranean Pilot, Vol. II, 1885, page 82.

No. 405.—CHANNEL AND WESTERN STATION.

ENGLAND—WEST COAST.—WALES—ANGLESEA.
Sunken Rock Westward of West Mouse.

INFORMATION has been received from the Marine Surveyor to the Mersey Docks and Harbour Board of the existence of a sunken rock on the foul ground surrounding West Mouse Islet, north-eastward of Carmel Head, Anglesea:—

This rock, with a depth of 16 feet on it at low water, is situated with West Mouse Beacon bearing E. by S. $\frac{1}{2}$ S. distant about two cables.

Approximate position, lat. $53^{\circ} 25'$ N., long. $4^{\circ} 33' 30''$ W.

NOTE.—The leading mark on Admiralty Charts, Nos. 1411, 1170a, and 1413, "Holyhead Mount (Pen Gyby) in line with Carmel Head, S.W. $\frac{3}{4}$ W. leads East of Coal Rock and West of dangers off West Mouse" should be erased.

[Variation 20° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—New Quay to Holyhead, No. 1411; Holyhead to Liverpool, Western Sheet, No. 1170a; Holyhead Bay, No. 1413. Also, Sailing Directions for the West Coast of England, 1884, pages 91–94.

No. 406.—BALTIC STATION.

BALTIC ENTRANCE.—THE SOUND—SOUTHERN APPROACH.

Flashing Red and White Light on Bredgrunden.

THE Swedish Government has given notice, that on 1st August, 1890, a light, not to be constantly watched, would be exhibited from a lighthouse recently erected on the eastern side of Bredgrunden, northward of Skanör Peninsula, eastern shore of the Sound:—

Bredgrunden Light is a flashing light, showing red flashes between the bearings of S. 17° W. and S. 45° W.; white flashes from S. 45° W., through west, to N. 23° E.; and red flashes from N. 23° E. to N. 44° E. It is elevated 17 feet above the sea, and in clear weather the white light should be visible five miles, and the red light three miles.

The illuminating apparatus is dioptric, or by lenses, of the sixth order.

The lighthouse, constructed of iron, is painted red, with a foundation of gray masonry, and stands in a depth of about six feet.

Position, lat. $55^{\circ} 28' 5''$ N., long. $12^{\circ} 49' 15''$ E.

[Variation 11° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Femern to Bornholm, No. 2150; Falsterbø to Kalmar Sound, No. 2360; the Sound, No. 2115. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1890, page 120; Danish Pilot, 1885, pages 162, 163; and Hydrographic Notice, No. 5 of 1888, relating to Danish Pilot, page 14.

No. 407.—ALL STATIONS.

ENGLAND.—SOUTH COAST.—PLYMOUTH SOUND APPROACH.

Whitsand Bay—Buoy placed North-eastward of Knight Errant Patch.

NOTICE is given, that a buoy has been placed

north-eastward of Knight Errant Patch, Whitsand Bay:—

This buoy is a can buoy, black and white chequered, with the words "N.E. Knight Errant Shoal" on it, moored in a depth of 38 feet at low water, nearly two cables eastward of the eastern $3\frac{1}{2}$ fathoms patch of the Sherbertery Rocks, with:—

Rame Head, South extreme, bearing S. 57° E., distant $5\frac{5}{8}$ miles.

Longstone Rock, N.E. by E. $\frac{1}{2}$ E., distant $1\frac{2}{3}$ miles.

Position, lat. $50^{\circ} 20'$ N., long. $4^{\circ} 22' 5''$ W.

NOTE.—This buoy has been placed in position, in order that vessels running the measured distance in Whitsand Bay, may pass eastward of the shoal ground of Sherbertery Rocks and Knight Errant Patch, in not less than seven fathoms, by keeping eastward of the above-mentioned buoy, and the black and white chequered buoy marking the southern extreme of Knight Errant Patch.

[Variation 19° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Dodman Point to Portland, No. 2620; approaches to Plymouth, No. 1267; also, Channel Pilot, Part 1, 1886, page 82.

No. 408.—CHINA STATION.

BORNEO—N.E. COAST.

Banks North-Eastward of Marchesa Bay.

INFORMATION has been received from the Commander-in-Chief on the China Station of the existence of the following banks, reported by H.M.S. "Wanderer," on the north-east coast of Borneo:—

1. A bank, about half a mile in diameter, with a least depth of 9 fathoms on it, and 22 fathoms close around, which was first seen from the mast-head, is situated with the highest peak of Kagayan Sulu (Mount Ledan) bearing S.E. by E. $\frac{1}{2}$ E., distant about 30 miles.

Approximate position, lat. $7^{\circ} 17'$ N., long. $118^{\circ} 6'$ E.

2. A bank with depths of 12 to 17 fathoms on it.

Approximate position, lat. $6^{\circ} 48' 45''$ N., long. $118^{\circ} 5' 30''$ E.

3. A bank with depths of $5\frac{1}{2}$, $6\frac{3}{4}$, and 8 fathoms on it.

Approximate position, lat. $6^{\circ} 43' 30''$ N. to lat. $6^{\circ} 42' 0''$ N., long. $118^{\circ} 5' 30''$ E.

NOTE.—Less water may exist on all these banks. When about 13 miles westward of Kagayan Sulu, the "Wanderer," in May, experienced a current setting W. by N. $\frac{1}{2}$ N., one mile per hour.

[Variation 2° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—China Sea, No. 2660b; Palawan Island, No. 967; Sulu Archipelago, &c., No. 2576; Gaya Bay to Sandakan Harbour, &c., No. 287.

No. 409.—EAST INDIES STATION.

PERSIAN GULF—NORTHERN APPROACH TO BAHRAIN HARBOUR.

Shoal Ground near Bu Athamah.

INFORMATION has been received from Commander R. F. Hoskyn, R.N., in charge of India Marine Survey, that the Commander of the British India Steam Navigation Company's steam-vessel "Kilwa" reports that, on 6th June, 1890, when on the passage from Bahrain to Bushire (Abu Shahr) he obtained soundings of 3 and 5 fathoms, near the position of Bu Athamah, north-eastward of Bahrain harbour, western shore of Persian Gulf:—

This shoal, bottom distinctly visible, appeared