

No. 572.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—NEW JERSEY.
DELAWARE BAY.

North-East Five Fathoms Bank Light-vessel—Temporary Alteration in Character of Fog Signal.

THE United States Government has given notice, dated 24th September, 1890, that the 12-inch steam whistle on board the North-East Five Fathoms Bank Light-vessel is disabled, and will be discontinued; also, that until further notice, the fog signal will be a bell struck by hand.

Approximate position, lat. $38^{\circ} 58' N.$, long. $74^{\circ} 33' W.$

This Notice temporarily affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Great Egg Harbour to Albemarle Sound, No. 266; Delaware River, No. 2563. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1890, No. 723; and Sailing Directions for the Principal Ports of the United States, 1882, page 144.

No. 573.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

GULF OF MEXICO.—FLORIDA.
Buoy off Cape St. George—Alteration in Character.

THE United States Government has given notice, dated 27th September, 1890, that a second class automatic whistle buoy has been substituted for the nun buoy previously marking the outer shoal off Cape St. George:—

Cape St. George automatic whistle buoy, painted red, with "St. George" marked on it in large white letters, is moored in $7\frac{1}{2}$ fathoms water, with West Pass bar buoy bearing N.W. $\frac{1}{2} N.$, and Cape St. George Lighthouse N. $\frac{1}{2} W.$, distant 8 miles.

Approximate position, lat. $29^{\circ} 27' N.$, long. $85^{\circ} 2' W.$

NOTE.—There is foul ground north-eastward to north-westward of the buoy, with 16, 17, and 18 feet spots half a mile northward of it; eastward, southward, and westward there is not less than 5 fathoms water.

[Variation 4° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Gulf of Mexico, No. 392; Tortugas Cays to Cape San Blas, No. 1274. Also, West India Pilot, Vol. I, 1883, page 469.

No. 574.—NORTH SEA. AND BALTIC STATIONS.

NORTH SEA.
Floating Wreck.

INFORMATION has been received that the master of the steam-vessel "Bornholm" reports having passed on 8th October, 1890, in a position dangerous to shipping, a vessel bottom up, and about 130 feet in length, when in lat. $56^{\circ} N.$, long. $6^{\circ} E.$

This Notice temporarily affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182b.

No. 575.—NORTH SEA, AND BALTIC STATIONS.

NORTH SEA.

Floating Wreck North-West of Weser Light-vessel.

INFORMATION has been received that the master of the steam-vessel "Marion Lee" reports having passed on 7th October, 1890, in a position dangerous to shipping, a vessel bottom up, and apparently of about 350 tons burden, Weser

Light-vessel bearing S.E. by E., distant about 10 miles.

Approximate position, lat. $53^{\circ} 57\frac{1}{2}' N.$, long. $7^{\circ} 34' E.$

[Variation 13° Westerly in 1890.]

This Notice temporarily affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Ameland to Jade River, No. 2593.

No. 576.—CHANNEL AND WESTERN, AND ALL FOREIGN STATIONS.

NORTH ATLANTIC OCEAN.

Floating Wreck.

INFORMATION has been received, that the Master of the steam-vessel "Corrientes" reports having passed, on 2nd October, 1890, in a position dangerous to shipping, a vessel, bottom up, which had apparently been a long time in the water, when in lat. $39^{\circ} N.$, long. $14^{\circ} W.$

In this locality the current usually sets in a south-east direction, about 9 miles a day.

This Notice temporarily affects the following Admiralty Charts:—North Atlantic Ocean, No. 2060a; British Islands to Mediterranean Sea, No. 1.

No. 577.—NORTH AMERICA AND WEST INDIES STATION.

SOUTH AMERICA—NORTH-EAST COAST.

Cayenne—Harbour Light on Pier.

THE French Government has given notice, dated 4th October, 1890, that the pier at Cayenne has been extended 87 yards, and that on 3rd August, 1890, a harbour light was exhibited from a wooden turret erected 16 yards within its outer extremity.

Cayenne Pier Light is a fixed red light, elevated about 19 feet above high water (13 feet above the framework of the pier), and should be visible in clear weather from a distance of about five miles.

NOTE.—It is probable that this light is exhibited in lieu of the red light formerly shown from the pier head.

This Notice affects the following Admiralty Chart:—Approaches to Cayenne, No. 534. Also, Admiralty List of Lights on the Eastern Coasts of North America, &c., 1890, No. 1162; List of Lights in South America, 1890, No. 14; and West India Pilot, Vol. I, 1883, page 31.

No. 578.—PACIFIC STATION.

CENTRAL AMERICA—WEST COAST.

GUATEMALA.

San José—Light at Custom House Discontinued.

INFORMATION has been received from Her Britannic Majesty's Consul, Guatemala, that the light at the Custom San José, is discontinued.

Approximate position, lat. $13^{\circ} 55\frac{1}{2}' N.$, long. $90^{\circ} 49\frac{1}{2}' W.$

This Notice affects the following Admiralty Chart:—Burica Point to Mangrove Bluff, with plan of San José, No. 587. Also, Admiralty List of Lights in South America, &c., 1890, No. 158.

No. 579.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA—GERMAN COAST.

Outer Elbe Light-vessel—Intended Alteration in Character of Fog Signal.

INFORMATION has been received, through the Board of Trade, that on 1st November, 1890, the following alteration will be made in the character of the fog signal on board Outer Elbe Light-vessel (No. 1):—

In lieu of the gun at present fired, during thick or foggy weather, on board Outer Elbe Light-