

This Notice affects the following Admiralty Plan:—False Point Anchorage, No. 755. Also, Bay of Bengal Pilot, 1887, page 147; and Supplement, 1889, relating to Bay of Bengal Pilot, page 21.

No. 191.—NORTH SEA, AND BALTIC STATIONS.

NORTH SEA.—GERMAN COAST.

*Amended Position of Light-vessel Marking Dangerous Sunken Wreck Westward of Weser Light-vessel.*

WITH reference to Notice to Mariners, No. 135 of 1891, on placing a light-vessel about  $1\frac{1}{2}$  cables northward of a steam vessel lying sunk, in approximately, as then stated, in lat.  $53^{\circ} 50\frac{1}{2}'$  N., long.  $7^{\circ} 17'$  E. :—

The German Government has given further notice, dated 4th April, 1891, that the wreck-marking vessel lies in  $12\frac{1}{4}$  fathoms water, in approximately lat.  $53^{\circ} 51' 25''$  N., long.  $7^{\circ} 18' 50''$  E.

NOTE.—The wreck lies with bow S. by W.; the foremast shows about 15 feet above low water; the mainmast (broken off) shows about  $1\frac{1}{2}$  feet above low water; the heads of two derricks are also visible at low water. There are  $9\frac{1}{2}$  fathoms water over the hull, and she lies in  $11\frac{1}{4}$  fathoms.

The depths given are at low water.

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

No. 192.—BALTIC STATION.

GULF OF BOTHNIA.—RUSSIAN COAST.

*Relandersgrund Light-vessel—Alteration in Colour of Light.*

INFORMATION has been received from the Russian Government, that the light exhibited from Relandersgrund Light-vessel is now a fixed red light, not fixed white as heretofore stated; it is elevated 27 feet above the sea.

Approximate position, lat.  $61^{\circ} 7'$  N., long.  $21^{\circ} 8\frac{1}{2}'$  E.

This Notice affects the following Admiralty Charts:—Gulf of Bothnia, No. 2252; Nystad Light to Stor Fiörd, No. 2298. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, &c., 1891, No. 713; and Baltic Pilot, 1888, page 346.

No. 193.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

WEST INDIES.—GRENADA—ST. GEORGE HARBOUR.

*Intended Alterations in Fort George Light.*

INFORMATION has been received, through the Board of Trade, that on 1st July, 1891, it is intended to make the following alterations in Fort George Light, northern side of entrance to St. George Harbour:—

Fort George Light will be a fixed white light, elevated 192 feet above high water, and should be visible in clear weather from a distance of 10 miles.

The illuminating apparatus will be dioptric, or by lenses, of the fifth order.

The lighthouse, 10 feet high, and constructed of brick, will be erected on the extremity of the northern bastion of Fort George.

Approximate position, lat.  $12^{\circ} 3'$  N., long.  $61^{\circ} 45'$  W.

This Notice affects the following Admiralty Charts:—West India Islands and Caribbean Sea, No. 762; Trinidad to Los Roques, No. 394;

No. 26156.

Gaudeloupe to Trinidad, No. 956; Island of Grenada, with plan of St. George Harbour, No. 2821; St. George Harbour, No. 504. Also, Admiralty List of Lights on the Eastern Coasts of North America, &c., 1891, No. 1100; and West India Pilot, Vol. II, 1887, page 14.

No. 194.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES.—GULF OF MEXICO—FLORIDA. *Pensacola Bay Entrance—Decreased Depths on Inner Bar.*

THE United States Government has given notice, dated 28th March, 1891, that Captain G. C. Wiltse, U.S.S. "Boston," reports that there is less water on the Inner Bar, at the entrance to Pensacola Bay, than is shown on the charts:—Middle ground has extended southward, and there is now a depth of 17 feet at low water lying with the flagstaff in the centre of Fort Pickens bearing N.N.E.  $\frac{1}{2}$  E., distant  $10\frac{1}{2}$  cables, and Pensacola Lighthouse N. by W.  $\frac{1}{4}$  W.; this depth extends about 200 feet eastward. It is also stated that the Inner Bar has shoaled 2 to 3 feet in the last few years.

Consequent on the foregoing, the dotted line indicating the course over the Inner Bar, heretofore shown on the plan of Pensacola Bay, has been removed; and the course indicated by Fort McRae Beacons in line substituted.

[Variation  $5^{\circ}$  Easterly in 1891.]

This Notice affects the following Admiralty Plan:—Entrance to Pensacola Bay, No. 2820. Also, West India Pilot, Vol. I, 1883, page 463; and Revised Supplement, 1889, relating to West India Pilot, Vol. I, page 35.

No. 195.—BALTIC STATION.

BALTIC.—GERMAN COAST—GULF OF DANZIG.

*Neufahrwasser—Alteration in Fog Signal.*

THE German Government has given notice, dated 4th April, 1891, that the following alteration has been made in the fog signal on the East Mole at Neufahrwasser, south shore of Gulf of Danzig:—

During thick or foggy weather the bell on the East Mole at Neufahrwasser will be sounded at least ten times in quick succession at intervals of about one minute, when vessels make it understood by fog signals they are approaching the port; and the bell will be sounded continuously, or with very short intervals of silence, when a vessel is near the entrance of the port.

This Notice affects Admiralty Plan of Neufahrwasser, on Sheet of Baltic Sea, No. 2842b. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, &c., 1891, No. 575; and Baltic Pilot, 1888, page 173.

No. 196.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES.—MASSACHUSETTS.

NANTUCKET SHOALS.

*Dangerous Shoal Reported Westward of Davis South Shoal.*

THE United States Government has given notice, dated 20th March, 1891, that Mr. D. Jenkins, commanding the British steam-vessel "Salamanca," has reported that on 17th March, 1891, at 1h. 45m. P.M., when in approximately lat.  $40^{\circ} 58'$  N., long.  $70^{\circ} 0'$  W., the vessel, drawing  $15\frac{1}{2}$  feet water, struck twice on hard bottom, where  $5\frac{1}{2}$  fathoms has heretofore been shown on the Admiralty Charts.

Mariners are cautioned accordingly.

This Notice affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670;