

Charts:—Approaches to Séoul, No. 1258; approaches to Chemulpho, with plan of anchorage, No. 1270. Also, China Sea Directory, Vol. IV, 1884, page 57; and Revised Supplement, 1889, relating to China Sea Directory, Vol. IV, pages 29, 31.

No. 240.—EAST INDIES STATION.

BAY OF BENGAL.—BURMA COAST.

*Oyster Island Light—Alteration in Sector of Red Light.*

WITH reference to Notice to Mariners, No. 82 of 1892:—

The Government of India has given further notice, that on examination of Oyster Reef, it has been found necessary to alter the sector of red light shown from Oyster Island Lighthouse, as follows:—

Oyster Island Light is an occulting light, eclipsed for a period of two seconds every half minute, and now shows white through an arc of 345°, or from the bearing of N. 39° W., through east, to N. 54° W., and red through the remaining portion of arc (15°) over Oyster Reef. It is elevated 180 feet above the sea, and should be visible in clear weather from a distance of 17 miles.

Approximate position, lat 20° 12' N., long. 92° 33' E.

[Variation 3° Easterly in 1892.]

This Notice affects the following Admiralty Charts:—Cocanada to Bassein River, No. 829; Elephant Point to Cheduba Strait, No. 821. Also, List of Lights, Part V, 1892, No. 207; and Bay of Bengal Pilot, 1887, pages 209, 210.

No. 241.—ALL STATIONS.

ENGLAND.—SOUTH COAST.

SPITHEAD APPROACH.

*Nab Rock Buoy—Alteration in character.*

WITH reference to Notice to Mariners, No. 211 of 1892:—

Further notice is given, that on 31st May, 1892, the following alteration was made in the character of Nab Rock Buoy, approach to Spithead from the Eastward:—

Nab Rock Buoy is a black conical buoy, surmounted by a staff and two globes, with the words "Nab Rock" painted on it.

Approximate position, lat. 50° 41' 30" N., long. 1° 2' W.

This Notice affects the following Admiralty Charts:—Portland to Owers, No. 2450; Owers to Christchurch, No. 2045; Spithead, No. 2050 also, Channel Pilot, Part I, 1886, page 200; and Supplement, 1891, relating to Channel Pilot, Part I, page 32.

No. 242.—PACIFIC AND SOUTH-EAST AMERICA STATIONS.

SOUTH AMERICA.—MAGELLAN STRAIT—EAST ENTRANCE.

*Reported Dangers Eastward of Cape Virgins.*

SEVERAL reports have been made of late years of vessels striking outside the limits of charted danger eastward of Cape Virgins.

Careful examination of these reports shows that the estimated positions of these vessels vary considerably, and in no case is there any evidence to show where they really were. All the accidents occurred during the night, and while the absence of feature on the land makes it at all times extremely difficult to fix a position, the velocity and rapid changes in the tidal streams still further at times complicate navigation.

Therefore, although it is evident that the absence of close soundings to seaward of Cape

Virgins makes it impossible to say positively that there is not a danger uncharted, it is not considered that there is sufficient evidence to justify the idea that there is one.

The following note has been placed upon the Admiralty Charts:—

The entrance to Magellan Strait should be approached with great care. The velocity of the tidal streams, the variability of their direction off Cape Virgins, and the absence of good objects with which to fix the ship, make the determination of position, and the steering an intended course, very uncertain.

This Notice affects the following Admiralty Charts:—Magellan Strait, No. 554; Cape Three Points to Magellan Strait, No. 1284; Cape Virgins to the First Narrows, No. 1336. Also, South America Pilot, Part I, 1885, page 298; and South America Pilot, Part II, 1886, pages 49, 50.

No. 243.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES.—DELAWARE.—DELAWARE RIVER.

(1.) *Brandywine Shoal Light—Alteration in Character.*

THE United States Government has given notice, that on or about 20th June, 1892, the following alteration will be made in the character of Brandywine Shoal Light, Delaware River:—

Brandywine Shoal Light will be an occulting white light, visible twenty-seven seconds, and eclipsed three seconds.

Approximate position, latitude 38° 59' N., longitude 75° 7' W.

(2.) *Fourteen Feet Bank Light—Alteration in Character.*

Also, that on or about 20th June, 1892, the following alteration will be made in the character of Fourteen Feet Bank Light, Delaware River:—

Fourteen Feet Bank Light will be an occulting white light, visible fourteen seconds, eclipsed three seconds, again visible forty seconds, and again eclipsed three seconds.

Approximate position, latitude 39° 3' N., longitude 75° 11½' W.

(3.) *Cross Ledge Light—Alteration in Character.*

Also, that on or about 20th June, 1892, the following alteration will be made in the character of Cross Ledge Light, Delaware River:—

Cross Ledge Light will be an occulting white light, visible seventeen seconds, and eclipsed three seconds.

Approximate position, latitude 39° 9¼' N., longitude 75° 14½' W.

(4.) *Ship John Shoal Light—Alteration in Character.*

Also, that on or about 20th June, 1892, the following alteration will be made in the character of Ship John Shoal Light, Delaware River:—

Ship John Shoal Light will be an intermittent white light, visible fifty-seven seconds, and eclipsed three seconds.

Approximate position, lat. 39° 18¼' N., long. 75° 23' W.

NOTE.—In other respects, the above-mentioned lights will remain unaltered.

This Notice affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Great Egg Harbour to Albemarle Sound, No. 266; Delaware River, No. 2563; Chesapeake Bay, No. 355b (3, 4). Also, List of Lights, Part VII, 1892, Nos. 729, 730, 734, 736; and Sailing Directions for the Principal Ports of the United States, 1882, pages 145, 146.