

present fixed red light shown from Escombrera Island Lighthouse, Cartagena Harbour Approach, will be replaced by a fixed white light of the same order.

Approximate position, lat.  $37^{\circ} 33\frac{1}{2}'$  N., long.  $0^{\circ} 58' W.$

This Notice affects the following Admiralty Charts:—Gibraltar to Alicante, No. 2717; Cartagena to Cape San Antonio, No. 1372; Cartagena Harbour, No. 1194. Also, List of Lights, Part IV, 1892, No. 37; and Mediterranean Pilot, Vol. I, 1885, page 93.

**No. 282.—CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.**

**MALACCA STRAIT—EAST SHORE—PENANG HARBOUR.**

*South Channel—Light-vessel Withdrawn, and Beacon Light Re-exhibited.*

WITH reference to Notice to Mariners, No. 83 (2) of 1892:—

Information has been received, through the Board of Trade, that the light-vessel which was temporarily moored in the position of No. 4 Beacon in South Channel, Penang Harbour, has been withdrawn; and the green light re-exhibited from the Beacon (No. 4).

This notice affects the following Admiralty Plan:—Penang Harbour, No. 1366. Also, List of Lights, Part V, 1892, No. 240 (Remarks); and Supplement, 1890, relating to China Sea Directory, Vol. I, page 88.

**No. 283.—NORTH SEA AND BALTIC STATIONS.**

**SCOTLAND—EAST COAST.—RIVER TAY ENTRANCE.**

*Abertay Light-vessel—Temporary Withdrawal.*

THE Dundee Harbour Trustees have given notice, that on 27th June, 1892, "Abertay" Light-vessel will be withdrawn from her station at River Tay Entrance for repairs; and that a buoy, painted red and white in horizontal stripes, will be placed to mark the position of the light-vessel's moorings.

The light-vessel will be replaced in position, it is expected, within a few days.

This Notice temporarily affects the following Admiralty Plans:—River Tay, on sheet, No. 2397a; River Tay, No. 1481. Also, List of Lights, Part I, 1892, No. 335; and North Sea Pilot, Part II, 1885, page 165.

**No. 284.—AUSTRALIA STATION.**  
**AUSTRALIA—EAST COAST.—MORETON BAY.**  
**HOWE OR NORTH CHANNEL.**

*East Bank—Extension Westward.*

THE Government of Queensland has given notice, dated 5th May, 1892, that a narrow sand spit has grown from East Bank into Howe or North Channel, extending 150 feet westward of the direction of Tangaluma and Cowan Cowan Point Lights in line.

Approximate position of west end of bank, lat.  $26^{\circ} 59' S.$ , long.  $153^{\circ} 21\frac{1}{2}' E.$

NOTE.—Mariners should keep Tangaluma Light open westward of Cowan Cowan Point Light, a distance not less than the difference of their heights, at night; and keep Comboyuro Lighthouse in line with a small peak showing over the lowest part of the dip in the hills just eastward of Round Hill, near Cowan Cowan Point by day—when passing westward of East Bank.

This Notice affects the following Admiralty Charts:—Danger Point to Cape Moreton, No. 1029; Moreton Bay, No. 1670a. Also, Australia Directory, Vol. II, 1889, pages 119–121.

**No. 285.—AUSTRALIA STATIONS.**

**AUSTRALIA—EAST COAST.**

**KEPPEL BAY.**

*Little Sea Hill Lighthouse—Additional Sector of Red Light.*

THE Government of Queensland has given notice, that on 15th June, 1892, an additional sector of red light would be shown between the bearings of  $S. 6^{\circ} W.$  and  $S. 2\frac{1}{2}^{\circ} W.$  from Little Sea Hill Lighthouse, south shore of Keppel Bay:—

Approximate position, lat.  $23^{\circ} 30' S.$ , long.  $151^{\circ} 0' E.$

NOTE.—Should Balaclava Island leading lights be obscured, a vessel approaching from the northward should keep on the western edge of the above-mentioned red sector until Cape Capricorn Lights are in line bearing  $S. 70^{\circ} E.$ ; or, if approaching from the eastward, should keep outside the line of Cape Capricorn Lights until on the western edge of the sector (as above), thence a  $S. by W. \frac{1}{2} W.$  course should be steered through the sector of white light, and when Cape Capricorn Light is obscured by the high land of Cape Keppel, the vessel will be southward of Timandra Bank, and may anchor or proceed as advisable.

[Variation  $8^{\circ}$  Easterly in 1892.]

This Notice affects the following Admiralty Charts:—Sandy Cape to Keppel Isles, No. 345; Keppel Bay and Islands, No. 363. Also, List of Lights, Part V, 1892, No. 760; and Australia Directory, Vol. II, 1889, pages 180, 183.

**No. 286.—CHINA AND PACIFIC STATIONS.**

**BERING SEA—BERING ISLAND.**

*Nikolski Anchorage—Two Dangerous Sunken Rocks.*

INFORMATION has been received from Her Majesty's ship "Porpoise" of the existence of the two undermentioned dangerous sunken rocks lying in the approach to and near the anchorage ground, Nikolski Anchorage, west coast of Bering Island:—

1. A rock, with 12 feet or less on it at low water, lies in the approach to Nikolski Anchorage from the southward, with the south extreme of Vkhodni Point bearing (approximately)  $E.N.E.$ , distant about nine cables.

Position, to be considered doubtful, lat.  $55^{\circ} 10\frac{1}{2}' N.$ , long.  $165^{\circ} 52\frac{1}{2}' E.$

2. A rock, with three fathoms on it at low water, lies near the anchorage ground in Nikolski Anchorage, with Nikolski Belfry bearing  $S. 80^{\circ} E.$ , distant  $5\frac{1}{2}$  cables, and the north extreme of Vkhodni Point  $S. 40^{\circ} W.$  The position of this rock is also to be considered doubtful.

The following cautionary note has been placed on the chart of Komandorski Islands, on sheet, No. 1644:—"The detail of the coasts of Bering and Medni Islands, and the relative positions of the off-lying islets, can only be considered as approximate. This chart must therefore be used with great caution."

[Variation  $4^{\circ}$  Easterly in 1892.]

This Notice affects the following Admiralty Charts:—Komandorski Islands and Nikolski Anchorage, on sheet, No. 1644.

**No. 287.—NORTH SEA AND BALTIC STATIONS.**

**NETHERLANDS COAST.**

*Wreck Marking Vessels.*

THE Netherlands Government has given Notice, that from 1st September, 1892, vessels placed to mark the position of wrecks on the Netherlands Coast will be distinguished as follows:—