

off Shoal Islands. This rock lies half a cable N. 35° W. from, and is a continuation of, the rock awash at high water marked on the charts, and just dries at low water spring tides.

Approximate position, lat. 48° 53' 40" N., long. 123° 38' W.

4. Grappler Reef, Houston Passage.—A spar buoy, in 7 fathoms water, on the south-west extreme of the reef.

Approximate position, lat. 48° 56' 35" N., long. 123° 36' 25" W.

[Variation 23° Easterly in 1892.]

This notice affects the following Admiralty Charts:—Vancouver Island, No. 1917 (1, 3, 4); Haro and Rosario Straits, No. 2689; Haro Strait and Middle Channel, No. 2840 (1, 2); Strait of Georgia, No. 579 (3, 4). Also, British Columbia Pilot, 1888, pages 65, 73, 75, 79.

No. 333.—MEDITERRANEAN STATION.

BLACK SEA—RUSSIAN COAST.

Kherson Bay and Búg River—Beacons and Buoyage.

THE Russian Government has given notice, dated 2nd July, 1892, that the undermentioned alterations in beacons and buoyage have been made in Kherson (or Dniepr) Bay and Búg River:—

1. The red pyramidal beacon off Sari Kamishi, north shore of Kherson Bay, has been replaced by a red buoy, from which is exhibited a fixed red light, elevated 15 feet above the sea.

Approximate position, lat. 46° 37½' N., long. 31° 55' E.

2. The red pyramidal beacon south-west of Cape Stanislav, east shore of Kherson Bay, has been replaced by a red buoy, from which is shown a fixed red light, elevated 15 feet above the sea.

Approximate position, lat. 46° 32' N., long. 32° 7½' E.

3. The red perch with light eastward of Fort Konstantine, west side of the channel, Búg River (below Nikolaev), has been replaced by a red pyramidal beacon, with staff and ball, from which is shown a fixed red light, elevated ten feet above the water.

4. The black perch near the south extreme of Laisakov Spit, north side of the channel, Búg River, nearly opposite Didova Khata Lighthouse, has been replaced by a black pyramidal beacon, from which is exhibited a fixed red light, elevated eight feet above the water.

NOTE.—The lights off Sari Kamishi and Cape Stanislav (1, 2) are intended to burn day and night, but absolute reliance should not be placed on them, as they may be extinguished accidentally, in which case some time may elapse before they are relighted.

This Notice affects the following Admiralty Charts:—Odessa to Sevastopol, No. 2232 (1, 2); Southern Approach to Kherson Bay, No. 2380 (1, 2); Kherson or Dniepr Bay, No. 2379 (1); Búg River, No. 2378 (3, 4). Also, List of Lights, Part IV, 1892, page 160; Black Sea Pilot, 1884, pages 44–46; and Supplement, 1890, relating to Black Sea Pilot, pages 6, 7.

No. 334.—NORTH SEA AND BALTIC STATIONS.

BALTIC ENTRANCE.—THE SKAW OR SKAGEN. Höien—Group Flashing Light and Fog Signal.

THE Danish Government has given notice, that on 1st August, 1892, a flashing light would be exhibited from a lighthouse recently erected at Höien, western side of the Skaw or Skagen:—

Höien light is a group flashing white light, showing four flashes every thirty seconds; each flash being of two seconds duration, the eclipses

between the flashes of three seconds, and between the groups of flashes of thirteen seconds duration, respectively. It is visible from N. 71° E., through south, to S. 89° W., elevated 46 feet above the sea, and should be seen 12 miles in clear weather.

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

The lighthouse, 45 feet in height, is a white octagonal tower, with a white building at its base. Eastward of the lighthouse is a red chimney, 55 feet high; and south-westward of it a brown screen, about 40 feet high.

Approximate position, lat. 57° 44' 35" N., long. 10° 33' 40" E.

Also, that on the same date a fog signal would be established near Höien Lighthouse:—

The fog signal consists of two sirens; one provided with a parabolic reflector painted white, and situated on a sandhill northward of the lighthouse; the other on a sandhill W. by S. ½ S. about nine-tenths of a mile from the lighthouse; which in thick or foggy weather will be sounded alternately so as to give four blasts every minute.

The western siren sounds loudest in a westerly direction, the eastern one sounds over the whole fairway.

[Variation 12° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—North Sea, No. 2339; the Naze to the North Cape, No. 1479; Baltic Sea, No. 2842a; the Skagerrak or Sleeve, No. 2289; the Kattegat, No. 2114. Also, List of Lights, Part II, 1892, page 80; North Sea Pilot, Part IV, 1887, page 311; Danish Pilot, 1885, page 35; and Revised Supplement, 1892, relating to the Danish Pilot, page 15.

No. 335.—ALL STATIONS.

NORTH ATLANTIC OCEAN—BAY OF BISCAY.

Floating Wreckage.

INFORMATION has been received that the Master of the steam-vessel "Kingsland" reports having passed, on 18th July, 1892, in lat. 45° N., long. 8° 18' W., the keel and one side of the bottom of a wooden ship, about 70 feet long, with eight large iron knees or straps attached. The bottom was awash, and the iron straps about 12 feet above water.

The wreckage was in the track of vessels between Ushant and Cape Finisterre, and dangerous to navigation.

This Notice temporarily affects the following Admiralty Charts:—North Atlantic Ocean, No. 2059; Eastern Portion, No. 2060a; and British Islands to Mediterranean Sea, No. 1.

No. 336.—CAPE, EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS.

CHINA SEA—COCHIN CHINA.

Britto and Holland Banks—Automatic Signal. Buoys Placed.

THE French Government has given notice, that automatic whistle buoys have been placed, one at the north-east and one at the north-west extreme of Britto Bank, and one on the west side of Holland Bank, coast of Cochin China:—

N.E. Britto Bank Buoy is painted black and white in horizontal bands, with the word "Britto" on it; and is moored in 6½ fathoms, with Kega Point N.E. by N. 15½ miles and Cape Ba Ké W. ½ S.

Approximate position, lat. 10° 29' N., long. 107° 51½' E.

N.W. Britto Bank Buoy is painted black and white in vertical stripes, with the word "Britto" on