

UNDER CLAUSE VII OF THE ORDER IN COUNCIL
OF 4TH JUNE, 1870.

*Inland Revenue: Abstractor in the Accountant
and Comptroller-General's Office, Sidney Henry
Tribe.*

FOR REGISTRATION AS TEMPORARY BOY COPYIST.
Ernest Elliss.

NOTICES TO MARINERS.

(Nos. 341 to 353 of the year 1892.)

[The bearings are magnetic, and those concerning
the visibility of lights are given from seaward.]

No. 341.—CHANNEL AND WESTERN STATION.

ENGLAND.—WEST COAST.—MENAI STRAIT.
SOUTHERN APPROACH.

*Alteration in Position of Carnarvon Fairway
Buoy.*

THE Carnarvon Harbour Authorities have given notice, that Carnarvon Fairway Buoy, southern approach to Menai Strait, has been moved half a mile to the southward of its former position, and is now moored with Llanddwyn Island Lighthouse, about N.E. $\frac{3}{4}$ N. $2\frac{3}{4}$ miles, and Belan Point E. $\frac{1}{2}$ N.

Approximate position, lat. $53^{\circ} 5' 30''$ N., long. $4^{\circ} 26' W.$

[Variation 19° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Irish Channel, Southern Sheet, No. 1825*b*; New Quay to Holyhead, No. 1411; Menai Strait, No. 1464. Also, Sailing Directions for the West Coast of England, 1891, page 279.

No. 342. — PACIFIC, SOUTH-EAST AMERICA, AND NORTH AMERICA AND WEST INDIES STATIONS.

SOUTH AMERICA.—BRAZIL.

*Santa Catharina Northern Approach—Sunken
Rock South-westward of Pedra de Gale.*

INFORMATION has been received of the existence of a rock (Iris Rock), with a depth of 14 feet on it, situated in the northern approach to Santa Catharina Strait, with Bombas Point N. by W. $2\frac{9}{10}$ miles, and north extreme of Pedra de Gale N.E. by E. $\frac{1}{2}$ E.

Approximate position, lat. $27^{\circ} 12' 15'' S.$, long. $48^{\circ} 27' 50'' W.$

[Variation nil in 1892.]

This Notice affects the following Admiralty Charts:—Santa Catharina Island to Rio de la Plata, No. 2522; Victoria to Sta. Catherina, No. 530; Island and Strait of Santa Catharina, No. 544. Also, South America Pilot, Part I, 1885, page 155.

No. 343.—BAL TIC STATION.

BAL TIC.—GULF OF BOTHNIA.

*Malören—Alteration in Position and Visibility of
Light.*

THE Swedish Government has given notice, that on 1st August, 1892, Malören Light would be exhibited from an octagonal wooden tower, 30 feet in height, placed on the south gable of the light-keeper's dwelling, which is painted red.

Malören Light (fixed white) is obscured between the bearings of N. $52^{\circ} W.$ and N. $56^{\circ} W.$ by the chapel, and between N. $74^{\circ} W.$ and N. $79^{\circ} W.$ by the old lighthouse. It is elevated 42 feet above the sea, and should be visible in clear weather from a distance of 12 miles.

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

Approximate position, lat. $65^{\circ} 31' 30'' N.$, long. $23^{\circ} 33' 45'' E.$

NOTE.—Until further notice is given, the old lighthouse will be left standing as a day mark.

[Variation 3° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Gulf of Bothnia, No. 2253; Sheet VII, No. 2302. Also, List of Lights, Part II, No. 740; and Baltic Pilot, 1888, page 341.

No. 344.—PACIFIC, SOUTH-EAST AMERICA, AND NORTH AMERICA AND WEST INDIES STATIONS.

SOUTH AMERICA.—BRAZIL.

*Maranham or San Luiz Harbour—System of
Buoyage.*

INFORMATION has been received, dated 25th June, 1892, that the following system of buoyage has been adopted at Maranham or San Luiz Harbour, north coast of Brazil:—

The term Starboard denotes that side which is on the right hand of the Mariner entering from seaward, the term Port that on the left hand under the same circumstances.

1. Conical buoys, painted red, with even consecutive numbers, mark the starboard side of the channel.

2. Can buoys, painted black or black and white, with odd consecutive numbers, mark the port side of the channel.

3. Buoys or other marks, in mid-channel, are painted in horizontal stripes of any two colours.

4. Buoys marking rocks in the channel, with a passage on either side, are painted in black, red, and white horizontal stripes.

5. Wreck-marking buoys are painted green, with the letters C.S. on them.

This Notice affects the following Admiralty Charts:—Maranham to Pernambuco, No. 523; San Marcos or Maranham Bay, No. 535. Also, South America Pilot, Part I, 1885, page 387; and Supplement, 1890, relating to South America Pilot, Part I, page 25.

No. 345.

WHITE SEA.—ARKHANGEL BAY.

*North Dvina River Entrance—Dredging Opera-
tions on Berëzov Bar.*

THE Russian Government has given notice, dated 27th June, 1892, that dredging operations are being carried on for deepening the western side of Berëzov Bar, North Dvina River Entrance, and vessels entering must pass eastward of the dredger:—

The area being dredged is marked by six spar buoys carrying black flags, two near the western anchors of the dredger, two near the eastern anchors, one near the anchor ahead and one near the anchor astern of the dredger. Red buoys are also moored over the dredger's anchors, and other spar buoys with black flags will be placed as necessary to mark the operations. Vessels are prohibited from navigating or anchoring within the area marked by these buoys.

Steam-vessels approaching the bar must sound a prolonged whistle, when a flag will be hoisted by the dredger to show that the channel is clear; speed must also be reduced when passing the dredger.

This Notice temporarily affects the following Admiralty Charts:—White Sea, No. 2273; Arkhangel Bay, No. 2280. Also, White Sea Pilot, 1887, pages 151, 152.

No. 346.—MEDITERRANEAN STATION.

MEDITERRANEAN.—ADRIATIC.

*Gulf of Quarnero—Alteration in Time Signal
at Lussin Piccolo.*

THE Austrian Government has given notice,