

dated 23rd July, 1892, that the following alteration has been made in the time signal at Lussin Piccolo, Lussin Island, Gulf of Quarnero:—

Lussin Piccolo time signal is made at mean noon of the meridian of long. 15° E. corresponding to 23h. 0m. 0s. Greenwich mean time.

Approximate position, lat. 44° 31' 50" N., long. 14° 28' 5" E.

This Notice affects the following Admiralty Charts:—Ports and anchorages in Gulf of Quarnero, with plan of Porto Lussin Piccolo, No. 1561. Also, Mediterranean Pilot, Vol. III, 1890, page 172; and List of Time Signals, 1892, page 42.

No. 347.—BALTIC STATION.

BALTIC.—GULF OF FINLAND.

Fredrikshamn Approach—Rock Southward of Aspö Buoyed.

THE Russian Government has given notice of the existence of a rock (Tuomola) of small extent, with a depth of 26 feet on it, situated southward of Aspö Group, in a position with Veit Kari Lighthouse N. by E. $\frac{3}{4}$ E. $2\frac{5}{10}$ miles.

Approximate position, lat. 60° 13' 30" N., long. 27° 14' E.

A spar buoy, painted red and white in horizontal stripes, surmounted by a cross, has been moored near the rock.

[Variation 2° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Gulf of Finland, No. 2191; Hogland to Seskä, No. 2247. Also, Baltic Pilot, 1888, page 267.

No. 348.—MEDITERRANEAN STATION.

MEDITERRANEAN.—ARCHIPELAGO.

Port Milo—Intended Green Harbour Light on Bombarda Point.

THE Hellenic Government has given notice, that on 13th August, 1892, a light will be exhibited from Bombarda Point, northern side of Port Milo:—

Port Milo Light will be a fixed green harbour light, elevated 134 feet above the sea, 20 feet above the ground, and should be visible in clear weather from a distance of 4 miles. It will be shown from an iron mast, attached to an iron building.

Approximate position, latitude 36° 43' 10" N., longitude 24° 26' 30" E.

This Notice affects the following Admiralty Charts:—Grecian Archipelago, No. 2836a; Milo, &c., No. 2051; List of Lights, Part IV, 1892, page 132; and Mediterranean Pilot, Vol. IV, 1882, page 69. Also, new edition of Mediterranean Pilot, Vol. IV (now in press), page 87.

No. 349.—CHINA STATION.

JAPAN.—KIUSIU—EAST COAST.

Aburatsu Harbour—Amendment to Admiralty Plan, No. 626.

NOTICE is given, that in certain copies of Admiralty Plan of Aburatsu Harbour, on Sheet of Anchorages in Japan, No. 626, the small rock, awash at low water, situated S. $\frac{3}{4}$ W. one cable from the summit of Hadakabi has been omitted.

Approximate position, latitude 31° 33' 50" N., longitude 131° 25' 5" E.

This rock is described in China Sea Directory, Vol. IV, 1884, page 249.

[Variation 4° Westerly in 1892.]

This Notice affects the following Admiralty Plan:—Plan of Abaratsu Harbour on Anchorages in Japan, No. 626.

No. 350.—AUSTRALIA STATION.

SOUTH PACIFIC.—UEA OR WALLIS ISLANDS.

Mata Utui Anchorage Approach—Sunken Rock Eastward of Matalaa Point.

INFORMATION has been received that M. le Capitaine de frégate Gadaud, commanding the French vessel-of-war "Saône," reports the existence of a rock, with a depth of $2\frac{1}{2}$ fathoms on it, situated in Faioa Pass, approach to Mata Utui Anchorage, with Matalaa Point bearing W. $\frac{3}{4}$ S., distant 9 cables, and Finekovi Point S. by W. $\frac{3}{4}$ W.

Approximate position on Admiralty Plan, No. 968, lat. 13° 20' 35" S., long. 176° 7' 25" W.

[Variation 9° Easterly in 1892.]

This Notice affects the following Admiralty Charts:—Lynx, St. Augustine, &c., Islands, No. 987; Mua and Mata Utui Anchorages, No. 968. Also, Pacific Islands, Vol. II, 1891, page 58.

No. 351.—SOUTH-EAST AMERICA STATION.

SOUTH AMERICA.—EAST COAST.—RIO DE LA PLATA.

Montevideo Bay—Dangers in Approach to Cibil Dock.

INFORMATION has been received that a recent survey, made by direction of Captain W. M. Lang, R.N., Senior Officer on the south-east coast of America, has revealed the following dangers in the approach to Cibil Dock, western side of Montevideo Bay:—

1. A rock, with less than 6 feet over it at low water, lies with Cibil Dock Chimney W. $\frac{1}{2}$ N. $2\frac{9}{10}$ cables, and south-eastern White Rock S.W. $\frac{1}{4}$ W.

Approximate position, on Admiralty Plan, No. 2001, lat. 34° 54' 30" S., long. 56° 15' 0" W.

2. A rock, with a depth of 8 feet on it at low water, lies S.W. by W. $1\frac{4}{10}$ cables from Rock No. 1, with Cibil Dock Chimney N.W. by W. $\frac{1}{4}$ W.

3. Between Rocks Nos. 1 and 2 the ground is generally foul, with depths of as little as 4 to 6 feet, rocky bottom, in places.

4. In entering Cibil Dock by the best approach, a depth, one foot less than the depth on the sill of the dock at the time, must be passed over.

[Variation 7° Easterly in 1892.]

This notice affects the following Admiralty Charts:—Monte Video Bay to Buenos Aires, No. 1749; Approaches to Monte Video, No. 493; Montevideo Bay, No. 2001. Also, South America Pilot, Part I, 1885, page 190; and Supplement, 1890, relating to South America Pilot, Part I, page 11.

No. 352.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES.—MAINE.—WEST PENOBSCOT BAY.

Rockland Harbour—Intended Alteration in Breakwater Light.

THE United States Government has given notice, that on 15th August, 1892, the following alteration will be made in Rockland Harbour Breakwater Light, West Penobscot Bay:—

Rockland Harbour Breakwater Light will be two fixed red lantern lights, placed vertically, one elevated 23 feet, the other 29 feet above high water.

Approximate position, latitude 44° 6' 40" N., longitude 69° 4' 50" W.

This Notice affects the following Admiralty Charts:—Bay of Fundy to Block Island, No. 2492; Little Spoon Island to Pemaquid Point, No. 612; Penobscot Bays, No. 620. Also, List of Lights, Part VII, 1892, No. 528a; Sailing