

Approximate position, lat. $56^{\circ} 4' N.$, long. $12^{\circ} 38' E.$

[Variation 11° Westerly in 1892.]

This Notice temporarily affects the following Admiralty Charts:—The Kattegat, No. 2114; the Sound, No. 2115. Also, Danish Pilot, 1885, page 130; and Revised Supplement, 1892, relating to Danish Pilot, page 22.

No. 372.—BALTIC STATION.
BALTIC—SWEDISH COAST.—STOCKHOLM
APPROACH.

Lights on Adkubb and Skötkobben.

THE Swedish Government has given notice, that on 13th August, 1892, lights were exhibited from Adkubb and Skötkobben, southward and westward of Sandö, approach to Stockholm:—

1. Adkubb Light is a fixed light, showing green from $S. 69^{\circ} W.$ to $S. 80^{\circ} W.$; white from $S. 80^{\circ} W.$ to $S. 89^{\circ} W.$; and white through an arc of about 27° in the direction of Skötkobben. It is elevated 21 feet above the sea, and in clear weather the white light should be visible from a distance of six miles, and the green light two miles.

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

The lighthouse is a cylindrical iron tower, painted white.

Approximate position, lat. $59^{\circ} 15' 55'' N.$, long. $18^{\circ} 54' E.$

2. Skötkobben is a fixed light, showing green from $N. 30^{\circ} W.$ to $N. 12^{\circ} W.$; white from $N. 12^{\circ} W.$ to $N. 8^{\circ} W.$; red from $N. 8^{\circ} W.$, through north, to $N. 20^{\circ} E.$; and white from $S. 21^{\circ} E.$, through south, to $S. 6^{\circ} W.$ It is elevated eight feet above the sea, and in clear weather the white light should be visible six miles, the red four miles, and the green two miles.

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

The lighthouse is a cylindrical iron tower painted white.

Approximate position, lat. $59^{\circ} 17' 15'' N.$, long. $18^{\circ} 53' 50'' E.$

The above lights are exhibited annually from 1st August to 15th May, and are not constantly watched.

[Variation 6° Westerly in 1892.]

This Notice affects the following Admiralty Chart:—Landsort to the Gulf of Bothnia, No. 2362. Also, List of Lights, Part II, 1892, page 210; and Baltic Pilot, 1888, page 121.

No. 373.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA—GERMAN SHORE.
JADE RIVER ENTRANCE.

Wangeroo Island Fog Signal Re-established.

WITH reference to Notice to Mariners, No. 177 of 1892:—

The German Government has given notice, dated 13th August, 1892, that the repairs to the fog signal apparatus having been completed, the fog signal on Wangeroo Island will be given as heretofore.

Approximate position, lat. $53^{\circ} 47' N.$, long. $7^{\circ} 54' E.$

This Notice affects the following Admiralty Charts:—Ameland to Jade River, No. 2593; Elbe, Weser, and Jade Rivers, No. 1875. Also, List of Lights, Part II, 1892, No. 207; and North Sea Pilot, Part IV, 1887, page 210.

No. 374.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

EASTERN ARCHIPELAGO.—PAPUA OR NEW GUINEA.

Sunken Rocks northward of Adi Island and north-westward of Misol.

THE Government of Batavia has given notice, dated 8th July, 1892, that the Master of the Dutch steamer "Zeemeeuw" reports the existence of a coral rock, on which a least depth of five fathoms was obtained (but there is probably less water in the vicinity), of about one cable in extent N.E. and S.W., lying northward of Adi Island, south coast of New Guinea, with east extreme of Adi Island bearing S.S.E. $\frac{1}{2}$ E., distant nine miles, and north-west extreme of Adi Island W. by N.

Approximate position, lat. $4^{\circ} 8\frac{1}{2}' S.$, long. $133^{\circ} 41\frac{1}{2}' E.$

Also, the existence of a sunken rock eastward of Baru Island, Kanari Islands, westward of New Guinea.

Approximate position, to be considered doubtful, lat. $1^{\circ} 42' S.$, long. $129^{\circ} 46' E.$

[Variation 2° Easterly in 1892.]

This Notice affects the following Admiralty Chart:—Eastern Archipelago, No. 942b. Also, Sailing Directions for Eastern Archipelago, Part I, 1890, pages 480, 413.

No. 375.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.
VANCOUVER ISLAND.

Barclay Sound—Sunken Rock in Bamfield Creek.

INFORMATION has been received from the Government of the Dominion of Canada that the Commander of the steamer "Sir James Douglas" reports the existence of a rock, with a depth of 6 feet on it at low water springs, lying nearly in mid-channel, about half way from the entrance to the anchorage in Bamfield Creek, east side of Eastern Channel, Barclay Sound:—

The rock lies with the centre of Rance Island bearing about S.S.E. $\frac{3}{4}$ E. distant $4\frac{1}{2}$ cables, and vessels should pass eastward of it.

Approximate position, on plan No. 592, lat. $48^{\circ} 49' 40'' N.$, long. $125^{\circ} 8' 15'' W.$

[Variation 23° Easterly in 1892.]

This Notice affects the following Admiralty Charts:—Sydney Inlet to Nitinat, No. 584; Barclay Sound, No. 592. Also, British Columbia Pilot, 1888, page 274.

No. 376.—BALTIC STATION.

BALTIC.—GULF OF FINLAND.
Light-vessel with Fog Signal and Pilot Signals South-Eastward of Aransgrund.

WITH reference to Notice to Mariners, No. 223 of 1892:—

The Russian Government has given notice, that on 2nd August, 1892, the Light-vessel "Aransgrund" was moored in a position S.E. by E. $\frac{1}{2}$ E., distant two miles from the buoy marking Arans (Ny) Grund, north shore of the Gulf of Finland:—

Aransgrund Light-vessel exhibits two fixed red light of the sixth order, one at each masthead, elevated 34 feet above the sea, and should be visible in clear weather from a distance of six miles.

The light-vessel, painted red with the word "Aransgrund" in white letters on each side, has two masts and carries a frame globe at each mast-head as day marks.

Approximate position, latitude $59^{\circ} 58' N.$, longitude $24^{\circ} 56' 15'' E.$

Also that during thick or foggy weather, the