

fathoms water on it, lies in approximately lat. $58^{\circ} 59' 25''$ N., long. $10^{\circ} 47' 50''$ E.

(2.) *Shoal in Løhe Channel.*

A shoal with four fathoms water on it, lies in the fairway of Løhe Channel, in approximately lat. $59^{\circ} 4' 0''$ N., long. $10^{\circ} 58' 30''$ E.

(3.) *Shoal in Odegaardskiten.*

A shoal, consisting of two pinnacles, about half a cable apart in a north and south direction, lies in Odegaardskiten. Approximate position of northern pinnacle, lat. $59^{\circ} 7' 45''$ N., long. $11^{\circ} 1' 55''$ E.

This Notice affects the following Admiralty Charts:—The Skagerrak or Sleeve, No. 2289; Svenøer to Koster Islands, No. 2330. Also, Norway Pilot, Part I, 1888, pages 229, 269.

No. 524.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

RUSSIAN TARTARY.—AMERICA BAY.

Fixed Light on Povorotny Point, and Intended Fog Signal.

THE Russian Government has given notice, that on 18th July, 1892, a light was exhibited from a lighthouse recently erected on Povorotny Point, east side of entrance to America Bay:—

Povorotny Point Light is a fixed white light, elevated 264 feet above high water, and should be visible in clear weather from a distance of 23 miles.

The illuminating apparatus is dioptric of the first order.

The lighthouse, 35 feet high, constructed of stone and octagonal in shape, is painted red.

Approximate position, lat. $42^{\circ} 40' 35''$ N., long. $133^{\circ} 2' 30''$ E.

Also, that it is intended to establish a fog bell and siren near Povorotny Lighthouse.

This Notice affects the following Admiralty Charts:—North-west Pacific Ocean, No. 2459; Kuril Islands, No. 2405; Strelak Bay to St. Vladimir Bay, No. 2511. Also, List of Lights, Part V, 1892, page 120; and China Sea Directory, Vol. IV, 1884, page 152.

No. 525.—NORTH SEA.

Wreck on the Dogger Bank.

INFORMATION has been received through the Board of Trade, that the steam fishing vessel "Auster" reports having passed, at 3h. P.M., on 4th November, 1892, in approximately lat. $55^{\circ} 10'$ N., long. $1^{\circ} 40'$ E., a wreck, apparently that of a schooner.

The hull was some distance under water, both masts standing, with topmast and yard on foremast, and the lower mastheads showing about 18 feet above water.

About 8 miles westward of the above position, the "Auster" passed through a quantity of battens.

This wreck presents a danger to navigation.

No. 526.—NORTH SEA, AND BALTIC STATIONS.

NORTH SEA.—GERMAN COAST.—ELBE RIVER ENTRANCE.

Neuwerk Island—Permanent Light Re-Exhibited.

WITH reference to Notice to Mariners, No. 218 of 1892:—

The German Government has given notice, that the alteration in the illuminating apparatus of Neuwerk Island Permanent Light having been completed, the light would be

re-exhibited on 5th November, 1892, and the provisional light, shown from the lower tower, discontinued.

Neuwerk Island Permanent Light is a fixed white light, elevated 126 feet above high water, and should be visible in clear weather from the bearing of E. by S., through south, to S. by W. from a distance of 17 miles, in other directions from a distance of 15 miles.

The illuminating apparatus is dioptric of the second order.

Approximate position, lat. $53^{\circ} 55' 15''$ N., long. $8^{\circ} 29' 30''$ E.

[Variation 13° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; North Sea, No. 2182a; Elbe, Weser, and Jade Rivers, No. 1875. Also, List of Lights, Part II, 1892, No. 234; and North-Sea Pilot, Part IV, 1887, pages 234, 235, 240.

ERRATUM.—In Notice to Mariners, No. 508 of 1892, on the re-exhibition of the permanent light at Cayeux, second line of fourth paragraph, for from $3\frac{1}{2}$ hours before high water until $1\frac{1}{2}$ hours after read from $2\frac{1}{2}$ hours before high water until 2 hours after * * *

No. 527.—CAPE AND EAST INDIES STATIONS.

AFRICA.—EAST COAST.

(1.) *Mikindani Harbour Entrance—Buoyage.*

WITH reference to Notice to Mariners, No. 116 of 1891:—

The German Government has given notice, dated 5th November, 1892, that the undermentioned buoys mark the starboard side of the entrance to Mikindani Harbour:—

1. A red buoy, surmounted by an **A**, is moored in $5\frac{1}{2}$ fathoms, with Ras Managumba bearing N.W. $\frac{3}{4}$ N., distant about three-quarters of a mile; and Pemba Point S.W. $\frac{1}{4}$ W.

Approximate position, lat. $10^{\circ} 14' 25''$ S., long. $40^{\circ} 9' 5''$ E.

2. A red buoy, surmounted by a **B**, is moored in about $4\frac{1}{2}$ fathoms, with Ras Managumba bearing N. $\frac{3}{4}$ W., distant $10\frac{1}{2}$ cables; and Pemba Point S.W. by W. This buoy was formerly known as buoy **A**.

(2.) *Lindi River Entrance—Buoyage.*

Also, that the undermentioned buoys have been placed to mark the starboard side of the entrance to Lindi River:—

1. A red buoy, surmounted by an **A**, is moored in $3\frac{3}{4}$ fathoms, with Ras Rungi bearing S.E. $\frac{1}{4}$ E., distant 2 cables; and Lindi Fort S.W. by W. $\frac{5}{8}$ W.

Approximate position, lat. $9^{\circ} 58' 30''$ S., long. $39^{\circ} 45' 0''$ E.

2. A red buoy, surmounted by a **B**, is moored in $3\frac{3}{4}$ fathoms, with Ras Rungi bearing about E. $\frac{1}{4}$ S., distant $7\frac{1}{2}$ cables; and Lindi Fort S.W. $\frac{3}{4}$ W.

3. A red buoy, surmounted by a **C**, is moored in $4\frac{1}{2}$ fathoms, with Lindi Fort bearing W. $\frac{1}{4}$ S., distant $4\frac{3}{4}$ cables; and Ras Rung S. $\frac{5}{8}$ W.

[Variation 11° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Mto Mtwara and Mikindani Harbours, with plan of Mikindani Harbour entrance, No. 684 (1); Lindi River, No. 681 (2). Also, Africa Pilot, Part III, 1889, pages 286, 290; and Revised Supplement, 1892, relating to Africa Pilot, Part III, pages 49, 50.