

No. 24.—WEST AFRICA AND CAPE STATIONS.

AFRICA—WEST COAST.

*Salum River—Buoys at Entrance.*

THE French Government has given notice, dated 17th December, 1892, that two buoys have been placed at the entrance to Salum River:—

1. N.W. Buoy is moored with Punshavel Point bearing E. by N., distant  $2\frac{1}{10}$  miles; and Bird Island Point S.E.  $\frac{3}{8}$  S.

Approximate position, on chart, No. 599, lat.  $13^{\circ} 48\frac{3}{4}'$  N., long.  $16^{\circ} 48\frac{1}{2}'$  W.

2. A buoy is moored with Punshavel Point bearing N. by E.  $\frac{1}{2}$  E., distant four miles; and Bird Island Point S.E.  $\frac{3}{8}$  E.

[Variation  $20^{\circ}$  Westerly in 1893.]

This Notice affects the following Admiralty Charts:—Cape Verde to Cape Roxo, &c., No. 599; Entrances to the Salum and Jumbas Rivers, No. 607. Also, Africa Pilot, Part I, 1890, pages 189, 191, 193.

No. 25.—WEST AFRICA AND CAPE STATIONS.

AFRICA—WEST COAST.

*Grand Bassam—Sunken Wreck in Anchorage.*

INFORMATION has been received, dated 21st December, 1892, that the Master of the French steam-vessel "Stamboul" reports that the three-masted vessel "Sainte Antoine," lies sunk in a depth of about seven fathoms, with the masts showing about 12 feet above water, in the anchorage at Grand Bassam:—

From the wreck the French factory on the east side of the entrance bears E. by N.  $\frac{3}{4}$  N., distant one mile.

Approximate position, lat.  $5^{\circ} 10\frac{3}{4}'$  N., long.  $3^{\circ} 42\frac{3}{4}'$  W.

[Variation  $19^{\circ}$  Westerly in 1893.]

This Notice affects the following Admiralty Chart:—Grand Berebi to Cape Three Points, No. 1362. Also, Africa Pilot, Part I, 1890, page 292.

No. 26.—ALL STATIONS.

PORTUGAL—SOUTH COAST.

*Fixed Light on Altar Point, and Alteration in Balieira Light.*

THE Portuguese Government has given notice, that on 1st January, 1893, a light would be exhibited from a lighthouse recently erected on Altar Point, east side of entrance to Portimão River:—

Altar Point is a fixed white light, visible seaward between the bearings of N.  $52^{\circ}$  W., through north, to S.  $8^{\circ}$  W., elevated 100 feet above high water (26 feet above the ground), and should be visible in clear weather from a distance of 11 miles.

The illuminating apparatus is cata-dioptric, or lenses and reflectors combined, of the fifth order.

The lighthouse is square in shape, with the keeper's dwellings, white with a red roof, on the northern side.

Approximate position on Admiralty Chart, No. 92, lat.  $37^{\circ} 6' 15''$  N., long.  $8^{\circ} 29'$  W.

Also, that on the same date, the following alteration would be made in Balieira Light, Albuñera:—

Balieira Light is a fixed red light, visible in clear weather from a distance of six miles.

In other respects this light is unchanged.

Approximate position, lat.  $37^{\circ} 4' 45''$  N., long.  $8^{\circ} 14'$  W.

[Variation  $18^{\circ}$  Westerly in 1893.]

This Notice affects the following Admiralty Charts:—British Islands to Mediterranean Sea,

No. 1; Strait of Gibraltar to River Gambia, No. 1226; Cape St. Vincent to Strait of Gibraltar, No. 92; Cape Finisterre to Cape St. Vincent, No. 87. Also, List of Lights, Part III, 1892, page 92, No. 457a; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, pages 376, 377.

No. 27.—ALL STATIONS.

FRANCE—WEST COAST.—RADE DE BREST.

*Lights on Piers of Refuge Harbour.*

THE French Government has given notice, that on 15th December, 1892, two lights were exhibited from the head of the west pier, and two lights from the western head of the south pier, of the harbour of refuge, now in course of construction on the north side of the Rade de Brest.

Approximate position, harbour of refuge, lat.  $48^{\circ} 22'$  N., long.  $4^{\circ} 31'$  W.

Also, that it is proposed to exhibit additional white lights at the harbour of refuge.

This Notice affects the following Admiralty Charts:—Raz de Sein to Gouven, No. 2643; Ile D'Ouessant to les Sept Iles, No. 2644; Brest Roadstead, No. 2690. Also, List of Lights, Part III, 1892, page 40; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, page 43.

No. 28.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

WEST INDIES.—CUBA—SOUTH COAST.

*Port Tunas—Shoal in Fairway of Approach.*

THE United States Government has given notice, dated 17th December, 1892, that the Commander of the British steamship "Arisaig" reports having passed over a shoal with 17 feet water on it, lying in the approach to Port Tunas (de Zarza), with Blanco Zarza Cay bearing N.E.  $\frac{1}{4}$  N., distant  $5\frac{3}{4}$  miles, and Zarza de Fuera Cay S.E. by E.  $\frac{1}{4}$  E. The shoal appeared to extend about three-quarters of a cable in a north-west and south-east direction, with a breadth of about 50 yards. As the water was observed to become much greener in colour, the steam-vessel proceeding slowly, soundings were taken in  $4\frac{1}{2}$ , 4, 3, 3, and 3 fathoms, and then in 17 feet, after which the water deepened very quickly.

Approximate position, lat.  $21^{\circ} 31'$  N., long.  $79^{\circ} 43'$  W.

[Variation  $3^{\circ}$  Easterly in 1893.]

This Notice affects the following Admiralty Charts:—West India Islands and Caribbean Sea, No. 761; Cuba, No. 2579. Also, West India Pilot, Vol. II, 1887, page 393.

No. 29.—CAPE AND EAST INDIES STATIONS.

INDIAN OCEAN—COMORO ISLANDS.—MAYOTTA ISLAND.

*Uniform System of Buoyage.*

THE French Government has given notice, dated 17th December, 1892, that the buoyage of North and South Channels, Mayotta (Mayotte) Island, is now in accordance with the French Uniform System of Buoyage, that is,—starboard hand buoys, entering from seaward, are conical with conical topmarks, and painted red; port hand buoys are conical with cylindrical topmarks, and painted black.

NOTE.—In the North Channel, Chaloupe, and Congo buoys are of large size, the others are smaller. Duamuni Buoy (starboard hand buoy) has been altered in position and now lies in approxi-