

survey by Lieutenant H. C. Lockyer, R.N., Her Majesty's ship "Fearless," has shown that a rocky shoal, with $4\frac{1}{2}$ fathoms least water on it, exists in Port Surbi, Almiros Bay, where seven fathoms has heretofore been shown:—

This shoal, extending about three-quarters of a cable in an E. by N. $\frac{1}{2}$ N. and W. by S. $\frac{1}{2}$ S. direction, with six to eight fathoms close around, lies with the north-west point of Mijella Peninsula bearing N. 29° E., distant one mile, and Mijella Fort S. 69° E.

Approximate position, lat. 39° 10' 20" N., long. 22° 52' 50" E.

[Variation 6° Westerly in 1893.]

This Notice affects the following Admiralty Charts:—Grecian Archipelago, No. 2836b; Gulf of Volo, No. 1556. Also, Mediterranean Pilot, Vol. IV, 1892, page 303.

No. 110.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

AUSTRALIA—EAST AND NORTH COASTS.

Queensland—Storm Signals at Certain Stations.

THE Government of Queensland has given notice, that on 12th January, 1893, storm signals, as undermentioned, would be established at the following stations:—

1. Cape Moreton, in approximately, lat. 27° 2' S., long. 153° 29' E.
2. Sandy Cape, in approximately, lat. 24° 42' S., long. 153° 17' E.
3. Bustard Head, in approximately, lat. 24° 14' S., long. 151° 47' E.
4. Cape Capricorn, in approximately, lat. 23° 29½' S., long. 151° 15' E.
5. Flat-top Island, in approximately, lat. 21° 9½' S., long. 149° 16½' E.
6. Cape Bowling Green, in approximately, lat. 19° 20' S., long. 147° 26' E.
7. Cape Cleveland, in approximately, lat. 19° 11' S., long. 147° 1' E.
8. Port Douglas, in approximately, lat. 16° 28½' S., long. 145° 27½' E.
9. Cooktown, in approximately, lat. 15° 28' S., long. 145° 15½' E.
10. Thursday Island, in approximately, lat. 10° 35' S., long. 142° 13' E.
11. Kimberley (Karumba), in approximately, lat. 17° 27' S., long. 140° 56' E.

A cone, point downwards, indicates that strong winds are probable from S.S.W. or South, through S.E., to East or E.N.E.

A ball under a cone (point downwards) indicates that strong winds are probable from W.N.W. or West, through S.W., to South or S.S.E.

A cone, point upwards, signifies that strong winds are probable from N.N.W. or North, through N.E., to East, or E.S.E.

A ball under a cone, point upwards, signifies that strong winds are probable from N.N.E. or North, through N.W., to West or W.S.W.

Storm signals are made from the quarters of the yard arm; the balls and cones are of large size, and must not be mistaken for tidal signals, which are made from the yard arm.

This Notice affects the following Admiralty Charts:—Danger Point to Cape Moreton, No. 1029 (1); Moreton Bay to Sandy Cape, No. 1068 (1, 2); Moreton Bay, No. 1670a (1); Sandy Cape to Keppel Isles, No. 345 (2-4); Keppel Bay and Islands, No. 363 (4); Percy Isles to Whitsunday Island, with plan of Pioneer River Approach, No. 347 (5); Whitsunday Island to Magnetic Island, No. 348 (6, 7); Magnetic Island to Double Point, No. 2349 (7); Cleveland Bay, No. 1102 (7); Double Point to Cape

Tribulation, No. 2350 (8); Cape Grafton to Hope Islands, No. 2924 (8); Hope Islands to Turtle Group, No. 2923 (9); Cook Harbour, No. 1350 (9); Albany Pass to Booby Island, No. 437 (10); Normanby Sound and Prince of Wales Channel, No. 691 (10); Gulf of Carpentaria, No. 1043 (11); Gulf of Carpentaria, with plan of Norman River Entrance, No. 1807 (11). Also, Australia Directory, Vol. II, 1889, pages 115, 153, 164, 178, 245, 286, 289, 328, 337, 432, 524; Supplement, 1892, relating to Australia Directory, Vol. II, pages 16, 17, 19, 50; Australia Directory, Vol. III, 1881, page 47; and Hydrographic Notice, No. 10 of 1886, relating to Australia Directory, Vol. III, page 8.

No. 111.—CHANNEL AND WESTERN STATION.

IRELAND—EAST COAST.—DUNDRUM BAY.

St. John's Point—Intended Alteration in Character of the Light, and Establishment of a Fog Signal.

THE Commissioners of Irish Lights have given notice, that on or about 1st July, 1893, the existing light at St. John's Point Lighthouse will be discontinued, and that from the same lighthouse, but at a greater height, a powerful group flashing red light will be exhibited, showing a group of about three flashes in quick succession every minute.

Approximate position, lat. 54° 13½' N., long. 5° 39½' W.

An auxiliary fixed light will be exhibited from a window of the lighthouse, showing white from the bearing of N. 84° E., through east, to S. 76° E., and red from S. 76° E. northward towards the land.

Also, that on the same date, a powerful fog siren will be established at St. John's Point Lighthouse, which, during thick or foggy weather, will be sounded as follows:—Blast two and a half seconds, silence five seconds, blast two and a half seconds, followed by silence for fifty seconds.

This notice affects the following Admiralty Charts:—Ireland, No. 1824a; Irish Channel, No. 1825a; Lough Carlingford to Lough Larne, No. 45. Also, List of Lights, Part I, 1892, No. 791; and Sailing Directions for the Coast of Ireland, Part I, 1885, page 138.

No. 112.—CHINA STATION.

JAPAN.—INLAND SEA.—SIMONOSEKI STRAIT.

Shoals Southward of Kanabuse Beacon.

INFORMATION has been received of the existence of two shoals, each with $3\frac{1}{2}$ fathoms water on it, lying southward of Kanabuse (Fisherman Rock) Beacon, also northward and southward respectively of the "Best track through" Simonoseki Strait, as shown on the Admiralty Chart:—

1. The northern shoal lies with Kanabuse Beacon bearing N.E. $\frac{1}{4}$ N., distant $1\frac{1}{2}$ cables, or in approximately lat. 33° 58' 20" N., long. 130° 58' 35" E.

2. The southern shoal lies with Kanabuse Beacon bearing N.N.E., distant $2\frac{1}{2}$ cables, or about one cable south of the northern shoal.

[Variation 5° Westerly in 1893.]

This Notice affects the following Admiralty Chart:—Simonoseki Strait, No. 532. Also, China Sea Directory, Vol. IV, 1884, page 434.

ERRATUM.

IN Notice to Mariners, No. 97 of 1893, on intended lights in the Chenal du Four, 16th line of page 2, for 47° read 48°.