

This rock (Belknap Rock) is stated to be a pinnacle with 17 feet water on it. The ship was aground forward, with 6 fathoms water amidships and under the stern. The rock is reported to lie with Semione Islet bearing about W.S.W., and Sto Kong Islet N. by W., Wly.

Approximate position, lat. $4^{\circ} 38\frac{1}{2}'$ N., long. $108^{\circ} 4\frac{1}{2}'$ E.

[Variation 3° Easterly in 1893.]

This Notice affects the following Admiralty Charts:—China Sea, No. 2660a; Natuna Islands, No. 1348. Also, China Sea Directory, Vol. II, 1889, page 67.

No. 231.—ALL STATIONS.

ENGLAND—SOUTH COAST.—SOUTHAMPTON WATER.

Empress Dock—Lights on Entrance Piers.

THE Southampton Dock Authorities have given notice, that on 13th May, 1893, the white light on the South Pier Head at the entrance to Empress Dock will be replaced by a green light. A white light is shown from the North Pier Head. These lights will be visible through an arc of 112° , or from the bearing of N. 17° E., through north, to S. 85° W., and are elevated 26 feet above high water (20 feet above the ground).

[Variation 17° Westerly in 1893.]

This Notice affects the following Admiralty Plan of Continuation of Southampton Water, on Sheet No. 2040. Also, List of Lights, Part I, 1893, No. 71; Channel Pilot, Part I, 1886, pages 185–187; and Supplement, 1891, relating to Channel Pilot, Part I, page 30.

No. 232.—MEDITERRANEAN STATION.

MEDITERRANEAN.—ADRIATIC—GULF OF FIUME.

Fiume—Alterations in Harbour Lights.

THE Austrian Government has given notice, that on 21st April, 1893, consequent on the submarine works in progress for the extension of Maria Theresa Mole at Fiume, the lights previously shown from its outer extremity would be discontinued, and that similar lights (fixed white above fixed red) would be exhibited from a light-vessel moored about one cable westward of its outer extremity.

The light-vessel, painted white, carries a frame ball, painted white and red, at the masthead as a day mark. Mariners must pass westward of this vessel.

Also that on 1st June, 1893, a fixed white light above a fixed red light will be shown from the quay, about midway between the outer extremity of Maria Theresa Mole and the Petroleum Port. These lights will be electric, the white light will be elevated 51 feet above the sea, the red light 41 feet.

Also, that on 1st June, 1893, the lights shown from the above-mentioned light-vessel will be altered to two fixed red lights, placed vertically, 5 feet apart.

This Notice affects the following Admiralty Chart:—Cape Promontore to Grossa Island, with Plan of Fiume, No. 2711. Also, List of Lights, Part IV, 1893, page 98, No. 584; and Mediterranean Pilot, Vol. III, 1890, pages 165, 166.

No. 233.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.

BRITISH COLUMBIA—FISHER CHANNEL.

Sunken Rock Eastward of Pointer Island.

INFORMATION has been received from Mr. J. T. Walbran, commanding the Dominion steam vessel "Quadra," dated 14th April, 1893, of the

existence of a sunken rock lying eastward of Pointer Island, west shore of Fisher Channel:—

This rock (Walbran Rock), with 12 feet on it at low water spring tides, and 4 to 10 fathoms close around; lies with the south-east extreme of Pointer Island bearing W. by N. $\frac{1}{4}$ N., distant $2\frac{1}{2}$ cables, and Brënd Point N. by E. $\frac{1}{4}$ E.

Approximate position, lat. $52^{\circ} 3' 30''$ N., long. $127^{\circ} 58' 15''$ W.

[Variation 25° Easterly in 1893.]

This Notice affects the following Admiralty Charts:—Cape Caution to Port Simpson, No. 1923b; Lama Passage and Seaforth Channel, No. 2449. Also, British Columbia Pilot, 1889, page 366.

No. 234.—ALL STATIONS.

ENGLISH CHANNEL APPROACH.—FRANCE—NORTH-WEST COAST.

Soundings Westward of Ushant.

THE French Government has recently re-sounded the area westward of Ushant (Ile d'Ouessant). The result, which is now placed upon the Admiralty Charts, is to confirm the conclusion formerly based upon the comparatively scanty soundings which before existed, viz.—that the bottom for many miles westward of the meridian of the outer dangers off Ushant is so generally level, with innumerable local irregularities, as wholly to preclude any attempt to judge the distance from the shore in thick weather by the lead alone.

It is however apparent that a ship bound north, will pass well clear of Ushant, if she takes care, by continued sounding, to keep in greater depths than 60 fathoms, but due allowance must be made for the range of tide, which near Ushant, at springs, exceeds 3 fathoms.

A little over 4 miles north-west of Ushant is a remarkable depression, 7 miles in length in a N.E. by E. and S.W. by W. direction, and $1\frac{1}{2}$ miles broad, in which the depths are from 70 to 105 fathoms.

[Variation 19° Westerly in 1893.]

This Notice affects the following Admiralty Chart:—Raz de Sein to Goulven, No. 2643. Also, Channel Pilot, Part I, 1886, pages 8–10; Channel Pilot, Part II, 1888, pages 5, 6; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, pages 15–17.

No. 235.—ALL STATIONS.

FRANCE—NORTH COAST.

PLATEAU DES MINQUIERS.

Buoys Marking the Brisants du Sud.

WITH reference to Notice to Mariners, No. 84 of 1893, and previous Notice:—

The French Government has given further notice, dated 29th April, 1893, that the bell and light buoy previously moored about one mile south-west of the Brisants du Sud, Plateau des Minquiers, has been replaced by another light buoy, without a bell, and about 26 feet high above the water.

Approximate position, lat. $48^{\circ} 54\frac{1}{2}'$ N., long. $2^{\circ} 17\frac{1}{2}'$ W.

Also, that an automatic whistle buoy, worked by compressed air, will shortly be moored in the approach to the Brisants du Sud. This danger will then be marked by two light buoys and an automatic whistle buoy.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675b; Channel Islands, No. 2669b. Also, Channel Pilot, Part II, 1888, page 133; and Supplement, 1892, relating to Channel Pilot, Part II, page 7.