

2nd October, 1893, that a green buoy, marked "Wreck" has been placed 20 fathoms eastward of the wreck of a steamer (supposed to be the "Elba"), sunk  $6\frac{1}{2}$  miles westward of the Outer Dowsing Light-vessel. The masts of the vessel show about 5 feet above-low water springs. The buoy is placed in 9 fathoms at low water spring tides, with the following bearings:—North Outer Dowsing Buoy N.  $56^{\circ}$  E., distant  $6\frac{1}{10}$  miles, and Outer Dowsing Light-vessel S.  $77^{\circ}$  E.

Approximate position, lat.  $53^{\circ} 26' 40''$  N., long.  $0^{\circ} 54' E.$

A wreck-marking vessel has been placed one cable W.S.W. of the wreck.

[Variation  $17^{\circ}$  Westerly in 1893.]

This Notice temporarily affects the following Admiralty Chart:—Blakeney to Flamborough Head, No. 1190.

#### No. 512.—PACIFIC STATION.

SOUTH AMERICA—WEST COAST.—GULF OF GUAYAQUIL.

*Reported Shoal southward of Santa Elena Point.*

THE Chilean Government has given notice, dated 4th August, 1893, of the existence of a dangerous shoal in the northern part of the Gulf of Guayaquil, southward of Santa Elena Point Light.

It lies approximately S.  $\frac{1}{2}$  W. distant three miles from Carnero Point.

Further details will be given when the spot has been examined.

Approximate position, lat.  $2^{\circ} 24' S.$ , long.  $80^{\circ} 53\frac{1}{2}' W.$

[Variation  $9^{\circ}$  Easterly in 1893.]

This Notice affects the following Admiralty Chart:—Port Paita to Ayangui Point, No. 1813. Also, South America Pilot, Part II, 1886, page 432.

#### No. 513.—BALTIC STATION.

BALTIC.—SWEDEN—SOUTH COAST.

*Wrecks in the Neighbourhood of Hanö.*

THE Swedish Government has given notice of the existence of a wreck, at the distance of about 4 miles S.S.E.  $\frac{1}{2}$  E. from Hanö Light.

Approximate position, lat.  $55^{\circ} 57' 40''$  N., long.  $14^{\circ} 55' 30'' E.$

Also, that northward of Hanö, between Laxgrundet and Hörviksören, a yacht, with mastheads about 10 feet above water, lies sunk in  $5\frac{1}{2}$  fathoms. This wreck will be marked.

Approximate position, lat.  $56^{\circ} 2' 40''$  N., long.  $14^{\circ} 47' 45'' E.$

[Variation  $9^{\circ}$  Westerly in 1893.]

This Notice temporarily affects the following Admiralty Charts:—Baltic Sea, No. 2842b; and Cape Falsterbö to Kalmar Sound, No. 2360.

#### No. 514.—EAST INDIES AND CHINA STATIONS.

INDIAN OCEAN.—SEYCHELLE ISLANDS.

PRASLIN ISLAND.

*Rock in Chevalier Bay.*

INFORMATION has been received from Lieutenant R. Johnston Stewart, commanding H.M.S. "Redbreast," of the existence of a rock off Millers Point, west extreme of Chevalier Bay.

The rock is of small extent, about 3 feet above high water, and lies with Millers Point bearing S.W.  $\frac{3}{4}$  W., distant  $1\frac{1}{4}$  cables.

Approximate position, latitude  $4^{\circ} 17' 10'' S.$ , longitude  $55^{\circ} 40' 45'' E.$

[Variation  $4^{\circ}$  Westerly in 1893.]

This Notice affects the following Admiralty Charts:—Mahe Island and Approaches, No. 1072;

and Plan of the Bay of Curieuse, No. 723. Also Sailing Directions for Islands in the Southern Indian Ocean, 1891, page 343.

#### No. 515.—BALTIC STATION.

BALTIC ENTRANCE.—THE SOUND.

*Ostindiefarer Grund Buoy—Alteration in Character effected.*

WITH reference to Notice to Mariners, No. 351 of 1893:—

The Swedish Government has given further notice, that the alteration in the buoyage of Ostindiefarer Grund has been carried out.

Ostindiefarer (East India) Grund Buoy is now a light and bell buoy, painted red, and marked "Ostindiefaregrund" in white letters. The light is an occulting white light, eclipsed about every seven and a half seconds, and elevated 12 feet above the sea.

Approximate position, latitude  $56^{\circ} 9\frac{1}{4}' N.$ , longitude  $12^{\circ} 19' E.$

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; the Kattegat, No. 2114; the Sound, No. 2115. Also, the Danish Pilot, 1885, page 128; and Revised Supplement, 1892, relating to Danish Pilot, page 22.

#### No. 516.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

CHINA SEA.—BILLITON ISLAND—CHERUCHUP (TIERUTUP) BAY.

*Shoal in Approach to Tanjong Pandan.*

WITH reference to Notice to Mariners, No. 468 of 1893:—

The Government of Batavia has given further notice, dated 17th August, 1893, of the existence of a coral head with a least depth of two fathoms lying in the approach to Tanjong Pandan, with Kalmoa Beacon bearing S.  $52^{\circ}$  E. distant  $2\frac{3}{4}$  miles, and the western extreme of Kelmanbang S.  $35^{\circ}$  W.

Approximate position, lat  $2^{\circ} 43' 10'' S.$ , long.  $107^{\circ} 35' 10'' E.$

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

This Notice affects the following Admiralty Charts:—Gaspar Strait, No. 2137. Also, China Sea Directory, Vol. I, 1886, page 352; and Supplement, 1890, relating to that volume, page 218.

#### No. 517.—NORTH AMERICA AND WEST INDIES STATION.

NEWFOUNDLAND—EAST COAST.—BONAVISTA BAY.

*Black Head Bay—Double Flashing Light on King's Cove Head.*

THE Government of Newfoundland has given notice, that on 30th August, 1893, a light would be exhibited from a lighthouse recently erected on the north head of King's Cove, western side of Black Head Bay.

King's Cove Light is a double flashing white light every five seconds, elevated 176 feet above high water (30 feet above the ground), and visible in clear weather from a distance of 14 miles.

The lighthouse is a cylindrical iron tower, about 37 feet high and painted red. A store, painted red with a black roof, situated near the lighthouse, is visible on a N.N.E. (N.  $22\frac{1}{2}^{\circ}$  E.) bearing.

Approximate position, lat.  $48^{\circ} 34' 30'' N.$ , long.  $53^{\circ} 18' 50'' W.$

NOTE.—The above light is on the Trotter-Lindberg system, and, as it will not be constantly watched, the regularity of the flashes cannot be depended upon.

[Variation  $32^{\circ}$  Westerly in 1893.]