

from the shore, at about $4\frac{1}{2}$ cables westward of the Eastern Mole of Theodosia; and that lights, to be moved forward as the work advances, are exhibited from about 60 feet within the extremity of the mole, which at present is about 1,200 feet in length:—

Theodosia Western Mole Lights are two fixed white lights, placed vertically, and visible eight miles; the upper light is elevated 14 feet above the sea, and both lights are shown from a small staff.

Approximate position, lat. $45^{\circ} 11\frac{1}{2}'$ N., long. $35^{\circ} 24'$ E.

The boat with bell, and showing two red lights, previously moored off the extremity of the Eastern Mole at Theodosia, has been withdrawn.

This Notice affects the following Admiralty Charts:—Sevastopol to Kertch Strait, No. 2233; Theodosia, on Sheet, No. 2221. Also, List of Lights, Part IV, 1893, No. 962, page 170; and Sailing Directions for the Dardanelles, Sea of Marmara, Bosphorus, and Black Sea, 1893, page 257.

No. 649.—MEDITERRANEAN STATION.
SEA OF AZOV.

Gulf of Azov—Sunken Wreck South-westward of Krivaia Spit.

ALSO, that a vessel lies sunk in a depth of 18 feet, the masts showing above water, with Krivaia Spit Beacon bearing N.E. by E. $\frac{1}{4}$ E. (N. 59° E.), distant $9\frac{3}{4}$ miles; and Mariupol Southern Lighthouse, N.W. by W. $\frac{3}{4}$ W. (N. 65° W.). A particoloured spar buoy, surmounted by a flag, would be placed near this wreck.

Approximate position, lat. $46^{\circ} 57\frac{3}{4}'$ N., long. $37^{\circ} 56\frac{1}{2}'$ E.

[Variation 1° Easterly in 1893.]

This Notice affects the following Admiralty Chart:—Sea of Azov, No. 2234. Also, Sailing Directions for the Dardanelles, Sea of Marmara, Bosphorus, and Black Sea, 1893, page 282.

No. 650.—NORTH SEA AND BALTIC STATIONS.
NORTH SEA.

Ymuiden Harbour Approach—Sunken Wreck.

THE Netherlands Government has given notice, dated 8th December, 1893, that the wreck of the barque "Hellas" lies sunk, with some of the spars standing under water, in a position with Egmont aan Zee Lighthouse bearing E. $\frac{1}{2}$ N. (N. 84° E.), distant $8\frac{3}{4}$ miles; and Ymuiden Lighthouse S.S.E. $\frac{3}{4}$ E. (S. 31° E.).

Approximate position, lat. $52^{\circ} 34' 10''$ N., long. $4^{\circ} 23' 50''$ E.

A black can buoy has been placed about a third of a cable northward of the wreck.

[Variation 15° Westerly in 1893.]

This Notice affects the following Admiralty Charts:—Scheveningen to Ameland, &c., No. 2322. Also, North Sea Pilot, Part IV, 1892, pages 142, 143.

No. 651.—BALTIC STATION.
BALTIC ENTRANCE.—AALBORG BAY.
Intended Light and Bell Buoy North-eastward of Tangen Bank.

THE Danish Government has given notice, dated 6th December, 1893, that a light and bell buoy will shortly be placed north-eastward of Tangen Bank:—

Tangen Bank north-east buoy will be a light and bell buoy, painted red, with "Tangen" on it in white letters; showing a flashing white light every fifteen seconds (duration of flash, five seconds; eclipse ten seconds), elevated 12 feet

above the sea, and visible about 7 miles in clear weather.

Approximate position, lat. $56^{\circ} 39'$ N., long. $10^{\circ} 56'$ E.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; the Kattegat, No. 2114. Also, Danish Pilot, 1885, page 52; and Revised Supplement, 1892, relating to Danish Pilot, page 16.

No. 652.—CAPE, EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS.
CHINA—S.E. COAST.

HONG KONG APPROACH.

Gap Rock—Permanent Light Re-exhibited.

WITH reference to Notice to Mariners, No. 589 of 1893:—

The Government of Hong Kong has given notice, dated 3rd November, 1893, that the permanent light has been re-exhibited from Gap Rock Lighthouse, but owing to the damage to the lens the intervals are still irregular.

Gap Rock Light is a flashing white light every thirty seconds, the duration of the flash being about five seconds.

Approximate position, lat. $21^{\circ} 48' 50''$ N., long. $113^{\circ} 56' 20''$ E.

This Notice affects the following Admiralty Charts:—China Sea, Nos. 2661a, 2661b; Hui Ling San Harbour to Hong Kong, No. 2212; Approaches to Hong Kong, No. 1180. Also, List of Lights, Part V, 1893, No. 404*; China Sea Directory, Vol. III, 1884, page 81; and Revised Supplement, 1891, relating to China Sea Directory, Vol. III, page 3.

No. 653.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.—WASHINGTON.

(1.) *Strait of Georgia—Alteration in Patos Island Fog Signal.*

WITH reference to Notice to Mariners No. 548 (1) of 1893:—

The United States Government has given notice, dated 2nd December, 1893, that the following alteration had been made in the fog signal on Alden Point, Patos Island:—

Patos Island Fog Signal consists of a Daboll Trumpet, which, during thick or foggy weather, will give blasts of two seconds duration, separated by silent intervals of eighteen seconds.

Approximate position on Chart No. 2689, lat. $48^{\circ} 47' 15''$ N., long. $122^{\circ} 58' 40''$ W.

(2.) *Haro Strait—Alteration in Stuart Island Fog Signal.*

Also, with reference to Notice to Mariners, No. 548 (2) of 1893:—

That the following alteration has been made in the fog signal on Turn Point, Stuart Island:—

Turn Point Fog Signal consists of a Daboll Trumpet, which during thick or foggy weather, will give blasts of three seconds duration, separated by silent intervals of twenty-seven seconds.

Approximate position on Chart No. 2689, lat. $48^{\circ} 41' 20''$ N., long. $123^{\circ} 14' 30''$ W.

This Notice affects the following Admiralty Charts:—Haro and Rosario Straits, No. 2689; Haro Strait and Middle Channel, No. 2840. Also, List of Lights, Part VI, 1893, page 52; and British Columbia Pilot, 1888, pages 102, 57.

No. 654.—CHANNEL AND WESTERN, NORTH SEA AND BALTIC STATIONS.
ENGLAND—EAST COAST.—HARWICH APPROACH AND RIVER THAMES.

Alterations in Buoyage.

THE Trinity House, London, has given notice,