

to Kam Ranh Bay, No. 1261. Also, China Sea Directory, Vol. II, 1889, page 440.

No. 157.—ALL STATIONS.

NORTH SEA.

*Sunken Wreck in Approach to Hook of Holland Canal.*

INFORMATION has been received from the Marine Superintendent of the Union Steamship Company, that the Commander of the steamer "Gaul" reports having passed, on 26th March, 1894, a sunken wreck, with the stern showing about 9 feet above water, and the fore part sunk, lying about six miles E. by S. (S. 79° E.) from Maas Light-vessel, or approximately in lat. 52° 1½' N., long. 4° 2½' E.

[Variation 15° Westerly in 1894.]

This Notice temporarily affects the following Admiralty Charts:—Dover and Calais, &c., No. 1406; Mouths of the Maas, No. 122. Also, North Sea Pilot, Part IV, 1892, page 136.

No. 158.—CHINA AND PACIFIC STATIONS.

JAPAN.—GULF OF TOKYO.

*Fort constructing northward of Kannon Saki.*

INFORMATION has been received that the fort in course of construction in a position with Kannon Saki Lighthouse bearing S. by E. (S. 11° E.), distant 1½ miles, and Saru Sima West, has now attained an elevation of upwards of 13 feet above high water.

The light buoy, showing a fixed red light, formerly moored southward, is now moored eastward of the fort.

Approximate position, fort, lat. 35° 17' 10" N., long. 139° 43' 35" E.

[Variation 4° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Kii Channel to Tokyo, No. 996; Gulf of Tokyo or Yedo, No. 2657. Also, China Sea Directory, Vol. IV, 1894 (now in the press), page 300.

No. 159.—BALTIC STATION.

BALTIC ENTRANCE.—KIEL BAY.

*Stoller Grund Light-vessel—Alteration in Fog Signal.*

WITH reference to Notice to Mariners, No. 441 of 1893:—

The German Government has given further notice, dated 24th March, 1894, that, during thick or foggy weather, the siren on board Stoller Grund Light-vessel will give two blasts (high, low), each of two seconds duration, separated by an interval of six seconds, and followed by silence for thirty seconds, thus:—high note, two seconds; silence, six seconds; low note, two seconds; silence, thirty seconds.

Should the siren be out of order, two guns, with an interval of thirty seconds between them, will be fired every fifteen minutes; and in addition a bell will be sounded, in several short followed by three longer strokes, every two minutes.

Should a vessel be seen standing into danger, two guns will be fired every three minutes; the bell will be sounded; and flag signals of the International Code hoisted.

Approximate position, lat. 54° 30' 20" N., long. 10° 17' 25" E.

This Notice affects the following Admiralty Plans:—Kiel Bay, No. 2117; Kiel Fiord, No. 33. Also, List of Lights, Part II, 1894, No. 407a; Danish Pilot, 1885, pages 292-294; and Revised Supplement, 1892, relating to Danish Pilot, pages 51, 92 (No. 407a).

No. 160.—PACIFIC STATION.

SOUTH AMERICA—WEST COAST.—PERU.

*Lobos de Tierra.—Sunken Rock and Positions of Piers.*

INFORMATION has been received from the Liverpool Underwriters Association that, in September, 1893, the ship "Valdivia," touched a rock, with a depth of 17 feet on it, and 4½ fathoms around, lying near the north-east coast of Lobos de Tierra, in a position with the extreme north-east point of that Island bearing N. ½ E. (N. 5° E.), distant 5 cables.

Approximate position on Chart No. 1335, lat. 6° 23' 20" S., long. 80° 49' 25" W.

Also the northern pier of Lobos de Tierra is situated at the small point one cable north-westward of the position of the above rock; and the southern pier at the middle of the point at the south end of Juanchuquita Bay.

[Variation 10° Easterly in 1894.]

This Notice affects the following Admiralty Charts:—Chicama River to Port Paita, with plan of Lobos de Tierra, No. 1335. Also, South America Pilot, Part II, 1886, page 414.

No. 161.—ALL STATIONS.

ENGLAND—SOUTH COAST.

*Portland Harbour—Intended Alteration in Light on Extremity of Breakwater.*

WITH reference to Notice to Mariners, No. 578 of 1893:—

Further notice is given that, about 15th June, 1894, a flashing light of increased power will be substituted for the fixed red light now shown from the extremity of Portland Breakwater:—

Portland Breakwater Light will be a flashing red light every five seconds, thus:—flash, one second; darkness, four seconds; visible from a distance of about 13 miles in clear weather.

Approximate position, lat. 50° 35' 5" N., long. 2° 24' 40" W.

Further notice will be given when this light has been established.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675b; Portland to Owers, No. 2450; Weymouth and Portland, No. 2255; Portland Harbour, No. 2268. Also, List of Lights, Part I, 1894, No. 33; and Channel Pilot, Part I, 1893, page 187.

No. 162.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.

*Ostende—Night Towing Regulations.*

THE Belgian Government has given notice that, on 1st March, 1894, the following regulations, relating to night towing, came into operation at Ostende:—

1. Application should be made at the Pilot Office between 9h. A.M. and noon, or from 2h. P.M. to 6h. P.M., by Owners or Masters of vessels desiring to be towed out of the port.

At night the requisition should be made to the Chief Pilot at the sluices or at the entrance to the port or to the Master of the tug, which is kept with steam up in the fairway near the entrance to the fishermen's creek.

2. The night signal for a tug, by vessels approaching the port, is a blue light shown three times at short intervals; this signal should be repeated until answered from the dike by one of the following signals:—

(a) A red light indicates:—The signal has been seen, and the tug will be informed.

(b) Two red lights indicate:—There is no tug available.