

buoy, painted black and white in horizontal stripes, with staff and ball, and showing an occulting white light, will shortly be placed for a month close to Sheerness Middle Buoy, at the eastern end of Sheerness Middle.

Approximate position, lat $51^{\circ} 28' 5''$ N., long. $0^{\circ} 48' 20''$ E.

This Notice temporarily affects the following Admiralty Charts:—River Thames Entrance, &c., No. 1607; Sea Reach, No. 1185. Also, North Sea Pilot, Part III, 1889, pages, 332, 391.

No. 185.—NORTH SEA, AND BALTIC STATIONS.

NORTH SEA.

Elbe River—Regulations for Cuxhaven Road.

THE German Government has given notice that, on 22nd March, 1894, the following regulations, came into operation at Cuxhaven:—

1. Steamers and sailing vessels in tow proceeding seaward must keep the northern side of the fairway when passing Cuxhaven.

2. Steamers and sailing vessels in tow proceeding up the Elbe must keep the southern side of the fairway when passing Cuxhaven.

3. Such vessels wishing to land a pilot, or other person, or to communicate with the shore, should hoist a flag half-mast at the foremast by day, or show a flare-up light at the bow by night.

In reply to this signal the steamer "Alte Liebe" of Cuxhaven will come alongside to take the pilot, or receive the message for the shore.

The charge for each person or message conveyed in this manner is three marks.

This Notice affects North Sea Pilot, Part IV, 1892, pages 204–206.

No. 186.—PACIFIC STATION.

CENTRAL AMERICA.—GULF OF FONSECA.

Port La Union—Shoal Reported North-Westward of Chicarene Point.

INFORMATION has been received that Lieutenant F. E. Green, U.S.N., reports that the shoal, on which the steamer "Colima" struck, is about a cable in extent, with depth of $3\frac{1}{2}$ fathoms on it at low water, and lies with Chicarene Point bearing S.S.E. $\frac{1}{2}$ E. (S. 28° E.), distant $9\frac{1}{2}$ cables; and Chuchita (Speck) Island N.E. by E. $\frac{1}{4}$ E. (N. 59° E.).

Approximate position, lat. $13^{\circ} 18' 20''$ N., long. $87^{\circ} 47' 30''$ W.

[Variation 6° Easterly in 1894.]

This Notice affects the following Admiralty Chart:—Gulf of Fonseca, No. 1960.

No. 187.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—MASSACHUSETTS.—BOSTON BAY.

Intended Alteration in Minot Ledge Light.

THE United States Government has given notice that, on or about 30th April, 1894, the light shown from Minot Ledge, south side of entrance to Boston Bay, will be altered from fixed white to flashing white:—

Minot Ledge Light will be a second order, group flashing white light, showing three irregular groups of flashes, separated by intervals of three seconds, with an interval of fifteen seconds between each series of groups, the whole occupying a period of thirty seconds thus:—one flash; eclipse of three seconds; four flashes; eclipse of three seconds; three flashes; eclipse of fifteen seconds.

This is intended to indicate the number 143.

During the last week in April the fixed light

at present shown from Minot Ledge Lighthouse will be reduced in power to about one-third of its previous strength.

Approximate position, lat. $42^{\circ} 16' 10''$ N., long. $70^{\circ} 45' 35''$ W.

This Notice affects the following Admiralty Charts:—Bay of Fundy to Block Island, No. 2492; Fletchers Neck to Cape Cod, No. 2482; Boston Harbour, No. 2871. Also, List of Lights, Part VII, No. 578; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 50.

No. 188.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—MAINE.

Portsmouth Harbour—Leading Light on Seavy Island.

THE United States Government has given notice, that on or about 10th April, a light would be exhibited on the south-west point of Seavy Island, which in line with the existing Seavy Island Light leads in the channel northward of the shoal ground extending northward from Goat Island.

Seavy Island Front Leading Light is a fixed white lantern light, elevated 15 feet above high water, and shown from a white post, situated E. $\frac{1}{2}$ S. (S. 83° E.), distant 90 feet from the red post from which the existing light is shown.

Approximate position, lat. $43^{\circ} 4' 25''$ N., long. $70^{\circ} 44' 15''$ W.

[Variation 13° Westerly in 1894.]

This Notice affects the following Admiralty Plan:—Portsmouth Harbour, No. 2487. Also, List of Lights, Part VII, 1894, No. 554a; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 34.

No. 189.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.

BRITISH COLUMBIA.

Sunden Rocks in Nodales and Cardero Channels.

INFORMATION has been received from the Government of the Dominion of Canada, that Mr. J. T. Walbran, Commander of the steamer "Quadra," reports the existence of the under-mentioned rocks in Nodales and Cardero Channels:—

1. Hemming Bay.—A rock of small extent, with a depth of 6 to 7 feet on it, and not marked by kelp, lies with Jackson Point bearing about N.E. (N. 45° E.), distant $3\frac{1}{2}$ cables; and south extreme southern Lee Island S.E. by E. (S. 56° E.)

Approximate position on Chart No. 580, lat. $50^{\circ} 23' 40''$ N., long. $125^{\circ} 24'$ W.

A rock, which nearly dries, lies a quarter of a cable off-shore half a mile west from Johns Point, and southward of Chaune Island, Cardero Channel.

Approximate position on Chart No. 580, lat. $50^{\circ} 27'$ N., long. $125^{\circ} 22' 10''$ W.

3. A sunken rock lies about a quarter of a mile S.W. (S. 45° W.) from the southern projection of Steep Point, west side of Stuart Island, Cardero Channel.

Approximate position on Chart No. 580, to be considered doubtful, lat. $50^{\circ} 24' 10''$ N., long. $125^{\circ} 11'$ W.

4. There is no passage northward of the small island lying E. $\frac{3}{4}$ N. (N. 86° E.), distant 7 cables from Greene Point, Cardero Channel; rocks which dry at low water lie between that Island and the islands a quarter of a mile eastward of it.

Approximate position on Chart No. 580, lat. $50^{\circ} 26' 40''$ N., long. $125^{\circ} 32' 30''$ W.