

now a least depth of 25 feet at low water, and on the south-east portion a least depth of 24 feet at low water, bottom sand.

From the north-west extreme of the shoal, taking 5 fathoms as the limit, Pirie Point Lighthouse bears South, distant  $2\frac{2}{3}$  cables; and Chevalier Point E.  $\frac{1}{2}$  N. (N.  $88^{\circ}$  E.); and from the south-east extreme Pirie Point Lighthouse bears S. by W.  $\frac{1}{2}$  W. (S.  $16^{\circ}$  W.), distant  $1\frac{6}{10}$  cables; and Coal Stacks Pier extremity W. by N.  $\frac{1}{2}$  N. (N.  $73^{\circ}$  W.).

Approximate position, south-east extreme shoal, lat.  $12^{\circ} 38' 25''$  N., long.  $43^{\circ} 24' 50''$  E.

[Variation  $4^{\circ}$  Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Red Sea, No. 8e; Perim Island, No. 2592; Perim Harbour on No. 923. Also, Red Sea and Gulf of Aden Pilot, 1892, pages 253–255.

No. 275.—CHANNEL AND WESTERN, NORTH SEA, BALTIC, MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN—ITALY.

Capri—Temporary Alteration in Carena Point Light.

THE Italian Government has given notice, dated 16th May, 1894, that owing to damage to the light apparatus, the light shown from Carena Point Lighthouse, south-west extreme of Capri, has been temporarily altered from a flashing to a fixed white light.

Approximate position, lat.  $40^{\circ} 32' 5''$  N., long.  $14^{\circ} 11' 55''$  E.

Further notice will be given when the flashing light is again exhibited.

This Notice temporarily affects the following Admiralty Charts:—Mediterranean Sea, Nos. 449; 2158a; 2158b; Adriatic Sea, No. 1440; Civita Vecchia to Policastro, No. 160; Gulf of Naples, No. 1728. Also, List of Lights, Part IV, 1894, No. 361; and Mediterranean Pilot, Vol. II, 1885, page 209.

ERRATUM.

In Notice to Mariners No. 159 of 1894, on the fog signal on board Stoller Grund Light-vessel; for, two blasts (high, low), each of two seconds' duration, separated by an interval of six seconds, and followed by silence of thirty seconds, thus:—&c., read, two blasts (high, low), each of two seconds' duration, separated by an interval of two seconds, and followed by silence of thirty-four seconds, thus:—high note, two seconds; silence, two seconds; low note, two seconds; silence, thirty-four seconds.

No. 276.—CHINA STATION.

SUMATRA—WEST COAST.

Reef Westward of Pulo Mansalar.

THE Government of Batavia has given notice, dated 20th April, 1894, that the Commander of the Netherlands vessel-of-war "Sumatra" reports the existence of a reef, on which the sea breaks, lying about 8 miles westward of the west end of Pulo Mansalar.

Approximate position on Plan No. 855, lat.  $1^{\circ} 40' N.$ , long.  $98^{\circ} 18' E.$

This Notice affects the following Admiralty Charts:—Sumatra, West Coast, Sheet I, No. 2760; Tapanuli Bay, &c., on Sheet No. 855. Also, China Sea Directory, Vol. 1, 1886, page 179; and Supplement, 1890, relating to China Sea Directory, Vol. I, page 193.

No. 277.—NORTH AMERICA AND WEST INDIES STATION.

CENTRAL AMERICA—EAST COAST.—GULF OF HONDURAS.

Honduras Bay—Shoal Off Palma Point.

THE United States Government has given notice, dated 12th May, 1894, of the existence of a shoal, situated off Palma Point at the entrance of St. Thomas Bight, Honduras Bay:—

The shoal has a depth of 16 feet over it, with 4 to 5 fathoms around, it is about 300 feet in extent, and lies in a position where  $4\frac{1}{2}$  fathoms are charted; with Palma Point bearing S.S.W.  $\frac{1}{4}$  W. (S.  $25^{\circ}$  W.), distant one mile, and Santo Tomas (the village at the head of the bay), S.  $\frac{1}{2}$  E. (S.  $5^{\circ}$  E.).

Approximate position, lat.  $15^{\circ} 46' 35''$  N., long.  $88^{\circ} 38' 15''$  W.

[Variation  $6^{\circ}$  Easterly in 1894.]

This Notice affects the following Admiralty Charts:—Cape Gracias a Dios to Belize, No. 1219; Honduras Gulf, No. 1573. Also, West India Pilot, Vol. I, 1893, pages 401 and 402.

No. 278.—NORTH AMERICA AND WEST INDIES STATION.

NOVA SCOTIA—SOUTH COAST.—BARRINGTON BAY.

Additional Light shown from Barrington Bay Light-vessel.

THE Canadian Government has given notice that from the 1st June, 1894, an additional light will be shown from Barrington Bay Light-vessel:—

In addition to the fixed white light, which will in future be exhibited at an elevation of 45 feet above the sea, a fixed red light is exhibited 20 feet below the upper or white light. In clear weather the white light should be visible from a distance of 12 miles, and the red light 6 miles.

Approximate position, lat.  $43^{\circ} 31' 5''$  N., long.  $65^{\circ} 34' 25''$  W.

This Notice affects the following Admiralty Charts:—Cape Sable to Sambro Island, No. 730; Bay of Fundy, Sheet I, No. 352; Baccaro Point to Pubnico Harbour, No. 339. Also, List of Lights, Part VII, 1894, No. 418; and Sailing Directions for the South-east Coast of Nova Scotia and Bay of Fundy, 1894, page 214.

No. 279.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

GULF OF MEXICO.—MISSISSIPPI RIVER.

South-West Pass Lighthouse Destroyed by Fire.

TELEGRAPHIC information, dated 25th May, 1894, has been received from Her Majesty's Consul at New Orleans, that South-west Pass Lighthouse, Mississippi River, has been destroyed by fire.

Approximate position, lat.  $28^{\circ} 58' 30''$  N., long.  $89^{\circ} 23' 30''$  W.

This Notice temporarily affects the following Admiralty Charts:—Gulf of Mexico, No. 392; Coasts of Louisiana and Texas, No. 1639; Cape San Blas to Vermilion Bay, No. 1467; Breton Sound to Dernière Island, No. 1638. Also, List of Lights, Part VII, No. 962; and West India Pilot, Vol. I, 1893, page 527.