

[Variation (1) 4° (2) 3° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Gulf of Bothnia, Nos. 2252, 2302. Also, Baltic Pilot, 1888, pages 335, 365.

No. 379.—WHITE SEA STATION.

WHITE SEA—ARKHANGEL BAY.

*North Dvina River Entrance—Dredging Operations on Berëzov Bar.*

THE Russian Government has given notice, dated 22nd June, 1894, that dredging operations are being carried on for deepening Berëzov Bar, North Dvina River Entrance, and vessels entering must pass eastward of the dredger:—

The area being dredged is marked by spar buoys carrying black flags; red buoys are also moored over the dredger's anchors, and other spar buoys with flags or topmarks will be placed as necessary to mark the operations. Vessels are prohibited from navigating or anchoring within the area marked by these buoys.

Steam-vessels (and sailing-vessels if possible) approaching the bar must sound a prolonged whistle, when a flag will be hoisted by the dredger to show that the channel is clear; speed must also be reduced when passing the dredger.

This Notice temporarily affects the following Admiralty Charts:—White Sea, No. 2273; Arkhangel Bay, No. 2280. Also, White Sea Pilot, 1887, pages 151, 152.

No. 380.—BALTIC STATION.

BALTIC—RUSSIAN SHORE.

*Libau Southern Approach—Amended Position of Wreck of "Vernon."*

WITH reference to Notice to Mariners, No. 170 of 1894 and previous Notice:—

The Russian Government has given further notice, dated 5th July, 1894, that the wreck of the "Vernon," which has a depth of one foot over it, has been found to be situated on the edge of the five fathom line, in lat. 56° 21' 50" N., long. 20° 55' 10" E., or nearly a mile southward of the position previously given.

A spar buoy, painted black and white in stripes, and surmounted by two black brooms, points towards each other, is moored in a depth of 7½ fathoms, S.W. by W. (S. 56° W.), distant half a mile from the wreck.

[Variation 6° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842b; Memel to Libau, No. 2371. Also, Baltic Pilot, 1888, pages 186–189.

No. 381.—ALL STATIONS.

ENGLAND—EAST COAST.—RIVER THAMES APPROACH.

(1.) *Kentish Knock Light-vessel—Alteration in Fog Signal.*

WITH reference to Notice to Mariners, No. 270 of 1894:—

The Trinity House, London, has given further notice, dated 17th July, 1894, that the fog signal on board the Kentish Knock Light-vessel has been altered from two short blasts every two minutes to one blast of seven and a half seconds duration every three minutes.

Approximate position, lat. 51° 38' 50" N., long. 1° 39' 55" E.

(2.) *Sunk Light-vessel—Intended Alteration in Fog Signal.*

Also that, at the latter end of October, 1894, the fog signal on board the Sunk Light-vessel will be changed from a gong to a siren, which, during thick or foggy weather, will give two blasts (low, high) in quick succession every minute, thus:—blast, two and a half seconds; silence, two and a

half seconds; blast, two and a half seconds; silence, fifty-two and a half seconds.

Approximate position, lat. 51° 50' 40" N., long. 1° 30' 25" E.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; English Channel, No. 1598; North Foreland to Orfordness, No. 1610; Kentish Knock, &c., to West Swin, No. 1975. Also, List of Lights, Part I, 1894, Nos. 148, 146; and North Sea Pilot, Part III, 1889, pages 262, 305.

No. 382.—CHINA STATION.

CHINA SEA—TONG KING GULF.

*Halong Bay Approach—Amended Particulars of Rock Westward of Union Island.*

WITH reference to Notice to Mariners No. 336 of 1894:—

The French Government has given further notice, dated 11th July, 1894, that an examination of the locality has been made by Captain Collas, French vessel-of-war "Mutine," with the following result:—

The rock, of small extent, with a least depth of 10 feet on it, 7½ fathoms to the westward, and foul ground to the eastward, lies about W. by S. ½ S. (S. 73° W.) distant three-quarters of a cable from the south-western islet westward of Saddle Mountain.

Approximate position, lat. 20° 46' 50" N., long. 107° 5' 55" E.

[Variation 2° Easterly in 1894.]

This Notice affects the following Admiralty Chart:—Approaches to Port Courbet, &c., No. 1169. Also, China Sea Directory, Vol. II, 1889, page 484.

No. 383.—EAST INDIES STATION.

GULF OF MARTABAN.

RANGOON RIVER ENTRANCE.

*New Channel Eastward of Spit Sand and Alterations in Buoyage.*

THE Government of India has given notice, dated 26th June, 1894, that a recent survey of the Western Channel, entrance to Rangoon River, shows that a new channel has opened out, which is now named Spit Channel, and consequently the following alterations have been made in the buoyage north-eastward of Spit Sand:—

1. Spit Channel is half a mile wide and carries a depth of 21 feet at low water springs, with the exception of a small patch of 18 feet, which lies nearly in mid-channel with Elephant Point Obelisk bearing W. by N. ½ N. (N. 69° W.), distant 1¼ miles; and Grove Point Beacon N.N.E. ¾ E. (N. 31° E.)

Approximate position, lat. 16° 28' 0" N., long. 96° 21' 20" E.

The western side of Spit Channel is marked by three buoys.

2. Lower Spit Buoy (black can) has been moved to the north-westward and now lies with Elephant Point Obelisk bearing N.N.W. ¼ W. (N. 28° W.), distant 3¼ miles; and Eastern Grove Lighthouse N.N.E. (N. 23° E.)

3. Spit Tongue Buoy is a black can buoy, surmounted by a staff and cylinder, moored with Elephant Point Obelisk bearing N.W. ½ W. (N. 50° W.), distant 2¼ miles; and Eastern Grove Lighthouse, N.N.E. ¾ E. (N. 31° E.)

4. Upper Spit Buoy (black can) has been moved to the south south-westward, and is now moored with Elephant Point Obelisk bearing N.W. by W. ½ W. (N. 63° W.), distance nearly 1¼ miles; and Eastern Grove Lighthouse N.E. ¾ E. (N. 49° E.)