

foundation, and situated N. 76° E., distant 885 feet, from the rear light.

c. The southern front light will be a fifth order, catoptric, fixed red light, visible from S. 73° W. through west, to N. 89° W., a distance of eight miles in clear weather; it will be elevated 17 feet above the sea, and shown from a post, 15 feet in height, and situated N. 89° E., distant 803 feet, from the rear light.

The rear light in line with the northern front light will indicate the north side, and in line with the southern front light will indicate the south side, of the channel northward of Normanshage.

2. Near Roneklint, south side of Faxö Bay, a rear light and two front lights will be shown:—

a. The rear light will be a fifth order, catoptric, fixed white light, visible from S. 5° W. to S. 25° W., a distance of ten miles in clear weather; it will be elevated 32 feet above the sea, and shown from a post 24 feet in height.

Approximate position, lat. 55° 7' 30" N., long. 12° 7' 50" E.

b. The western front light will be a fourth order, catoptric, fixed green light, visible from S. 7° W. to S. 23° W., a distance of eight miles in clear weather; it will be elevated 16 feet above the sea, and shown from the gable of a brown, wooden building, 14 feet high, with a masonry foundation, and situated N. 12° E., distant 2,242 feet from the rear light.

c. The eastern front light will be a fifth order, catoptric, fixed red light, visible from S. 6° W. to S. 24° W., a distance of eight miles in clear weather; it will be elevated 16 feet above the sea, and shown from a post, 15 feet high, and situated N. 18° E., distant 2,240 feet from the rear light.

The rear light in line with the western front light will indicate the west side, and in line with the eastern front light the east side, of the channel between Normanshage and Middle Ground.

These lights will be unwatched and therefore cannot be implicitly relied on.

[Variation 11° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; Femern to Bornholm, No. 2150. Also, List of Lights, Part II, 1894, page 130; Danish Pilot, 1885, pages 168–173; and Revised Supplement, 1892, relating to Danish Pilot, page 82.

ERRATUM.

In Notice to Mariners No. 390 of 1894, for Variation 7° Westerly in 1894, read Variation 7° Easterly in 1894.

No. 448.—BALTIC STATION.

BALTIC ENTRANCE—THE SOUND.

(1.) *Amended Depth on Sunken Rock Westward of Hven.*

WITH reference to Notice to Mariners No. 408 of 1894:—

The Danish Government has given further notice, dated 8th August, 1894, that the least depth on the pinnacle rock lying with Hven Principal Lighthouse bearing E. by N. $\frac{5}{8}$ N. (N. 72° E.), distant 2½ miles, or approximately in lat. 55° 53' 40" N., long. 12° 36' 35" E., is only 26 feet.

(2.) *Bredgrunden Light not Exhibited.*

With reference to Notice to Mariners No. 187 of 1893:—

As the latest Swedish Charts and Light Lists do not show the light on Bredgrunden Shoal, northward of Falsterho Point, the damage done by ice, in March, 1893, must have been considerable, and the light is now removed from the British Admiralty Charts.

Approximate position, lat. 55° 28' 5" N., long. 12° 49' 10" E.

[Variation (1) 11° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a (1); the Kattegat, No. 2114 (1); the Sound, No. 2115; Femern to Bornholm, No. 2150 (2); Cape Falsterbö to Kalmar Sound, No. 2360 (2). Also, List of Lights, Part II, 1894, No. 502a; Danish Pilot, 1885, pages 143, 144, 162; and Revised Supplement, 182, relating to Danish Pilot, pages 31, 82.

No. 449.—BALTIC STATION.

BALTIC—STOR STRÖM WESTERN APPROACH. *Sunken Rock between Kirke and Vene Grounds.*

THE Danish Government has given notice, dated 8th August, 1894, of the existence of a pinnacle rock, with a depth of 14 feet on it, lying about 4 cables eastward of Kirke ground bell buoy, or approximately in lat. 55° 6' 20" N., long. 11° 23' 55" E.

This Notice affects the following Admiralty Chart:—Femern to Bornholm, No. 2150. Also, Danish Pilot, 1885, page 211.

No. 450.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.

Texel—Intended Establishment of Uniform System of Buoyage.

WITH reference to Mariners No. 160 of 1892:—

The Netherlands Government has given further notice, dated 9th August, 1894, that the uniform system of buoyage adopted for the coast of the Netherlands, as given in pages 17, 18 of North Sea Pilot, Part IV, 1892, would shortly be carried out in the Texel and channels to the eastward.

Red conical buoys will first be substituted for the white buoys.

This Notice affects the following Admiralty Chart:—Scheveningen to Ameland, No. 2322; Texel, No. 124. Also, North Sea Pilot, Part IV, 1892, pages 17, 18, 156–159.

No. 451.—CAPE AND EAST INDIES STATIONS.

AFRICA—EAST COAST.

(1.) *Innambán River—Beaconage and Buoyage.*

INFORMATION has been received through H.B.M. Consul at Mozambique, dated 6th July, 1894, that the undermentioned alterations have been made in the beacons and buoys in Innambán River:—

1. The beacon previously situated between Double Bush Summit and Conspicuous Tree Summit has been moved to the southward, and now stands with Double Bush (three trees) Summit, bearing N. by E. $\frac{1}{4}$ E. (N. 14° E.), distant 1½ cables; and Mafarun Island E.S.E. (S. 67° E.); or approximately in latitude 23° 43' 15" S., long. 35° 21' 0" E.

This beacon in line with the Pedestal northward of Linga Linga Point, bearing W. by S. $\frac{1}{2}$ S. (S. 73° W.), leads over the bar of Innambán River.

2. A buoy, painted red, is moored seaward of Innambán River on the leading line for crossing the bar, in a position with Kosh Δ bearing W. by N. $\frac{7}{8}$ N. (N. 69° W.), distant $6\frac{1}{10}$ miles; and Barrow Hill S. by W. (S. 11° W.).

3. A buoy, painted black, is moored on the western side of the channel, in a position with Pedestal bearing S.W. by W. $\frac{7}{8}$ W. (S. 66° W.), distant 8½ cables; and Kosh Δ N. by W. $\frac{5}{8}$ W. (N. 18° W.).

4. The red buoy opposite the last (3) has been moved to the north-eastward and is now moored with Pedestal bearing W. $\frac{1}{2}$ S. (S. 84° W.), distant