

nearly  $1\frac{6}{10}$  miles; and Algoa Point Clump N.  $\frac{1}{4}$  W. (N.  $3^\circ$  W.).

5. The buoy, moored E.  $\frac{2}{3}$  N. (N.  $83^\circ$  E.), distant  $1\frac{2}{10}$  miles from Linga Linga Point  $\Delta$ , has been altered in colour from red to black.

6. The red buoy, southward of Linga Linga Point, has been moved to the south-west, and is now moored with Linga Linga Point  $\Delta$  bearing N.  $\frac{1}{4}$  E. (N.  $3^\circ$  E.), distant  $1\frac{1}{3}$  miles: and Mafarun Island S.E. by E.  $\frac{7}{8}$  E. (S.  $66^\circ$  E.).

7. A buoy, painted black, is moored on the western side of the channel, in a position with Obra (55) bearing N.W.  $\frac{2}{3}$  N. (N.  $35^\circ$  W.), distant  $10\frac{1}{2}$  cables; and White House S.W.  $\frac{1}{2}$  W. (S.  $50^\circ$  W.).

The bank near the red buoy on the opposite side of the channel to this buoy (7) is reported to be shifting.

(2.) *Kilimán River—Beacons Northward of Tangalane Point.*

Also, that two triangular beacons have been erected northward of Tangalane Point, eastern side of entrance to Kilimán River:—

The rear beacon, 80 feet in height, is situated with Tangalane Point Light bearing South, distant one mile; and Red Tiled House W. by N.  $\frac{1}{4}$  N. (N.  $76^\circ$  W.) or approximately in lat.  $18^\circ 0' 25''$  S., long.  $36^\circ 58' E.$

The front beacon, 23 feet in height, is situated W. by N.  $\frac{1}{4}$  N. (N.  $76^\circ$  W.), distant 262 feet from the rear beacon.

These beacons in line bearing E. by S.  $\frac{1}{4}$  S. (S.  $76^\circ E.$ ) lead through Militáo Channel.

[Variation (1)  $21^\circ$  (2)  $16^\circ$  Westerly in 1894.]

This Notice affects the following Admiralty Plan:—Innambán and Kilimán Rivers, No. 650. Also, Africa Pilot, Part III, 1889, pages 198–200, 219–221; and Revised Supplement, 1892, relating to Africa Pilot, Part III, pages 11, 12, 44, 45.

No. 452.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.  
NOVA SCOTIA—HALIFAX HARBOUR APPROACH.  
*Buoys marking Dangerous Area Eastward of Thrumcap Shoal.*

INFORMATION has been received that the Lieutenant-General Commanding H.M. Troops in Canada has given notice that, owing to the extreme range of the Lee-Metford or Magazine rifle, it has been found necessary to indicate more clearly the area, seaward, of Macnab Island, liable to be struck by spent or ricochet bullets.

The limit of the dangerous area is marked by four spar buoys, painted red and each surmounted by a red and white cross, moored in a line between Thrumcap Shoal and Devil Island.

From the eastern buoy Devil Island Western Lighthouse bears E. by S. (S.  $79^\circ E.$ ), distant  $7\frac{1}{3}$  cables; and south-east extreme Lawler Island North; thence the buoys are moored in a line trending W. by S. (S.  $79^\circ W.$ ), at distances of  $2\frac{1}{2}$  cables apart, the western buoy being moored with Devil Island Western Lighthouse bearing East, distant  $14\frac{2}{3}$  cables; and Thrumcap Centre N.N.W. (N.  $22^\circ W.$ ); or approximately in lat.  $44^\circ 34' 10'' N.$ , long.  $63^\circ 29' 30'' W.$

NOTE.—Any vessel or boat passing inside these buoys during the hours of practice incurs serious risk, and no attempt should, under any circumstances, be made to cross the above area as long as the red flag is hoisted at the south end of Macnab Island. The buoys will be withdrawn after the annual Musketry course, and replaced when necessary.

This Notice affects the following Admiralty

Chart:—Approach to Halifax, No. 2320. Also, Sailing Directions for the South East Coast of Nova Scotia, &c., 1894, page 129.

No. 453.—MEDITERRANEAN STATION.  
MEDITERRANEAN—SPAIN—SOUTH COAST.  
*Port Malaga—Light at End of East Mole*  
*Re-exhibited.*

WITH reference to Notice to Mariners, No. 217 of 1894:—

The Spanish Government has given further notice that, on 8th July, 1894, the light at the extremity of the East Mole was re-exhibited.

Malaga East Mole Light is a sixth order, fixed red light, elevated 26 feet above high water, and visible from a distance of 10 miles in clear weather.

Approximate position, lat.  $36^\circ 42' 10'' N.$ , long.  $4^\circ 24' 40'' W.$

This Notice affects the following Admiralty Plan:—Port Malaga, No. 1848. Also, List of Lights, Part IV, 1894, No. 19; and Mediterranean Pilot, Vol. I, 1894, page 81.

No. 454.—BALTIC STATION.  
BALTIC—SOUND AND BELTS.

(1.) *Intended Lights.*

THE Danish Government has given notice that, during the year 1894, the undermentioned lights will be exhibited:—

a. Aalborg Bay—Mariager Fiord.—Als Odde Light will be a sixth order, dioptric fixed red light, visible from S.  $2^\circ W.$ , through west and north, to S.  $68^\circ E.$ , a distance of 6 miles in clear weather; it will be elevated 26 feet above the sea, and shown from a post, 22 feet high, situated on the north side of the entrance to Mariager Fiord.

Approximate position, lat.  $56^\circ 42' 20'' N.$ , long.  $10^\circ 19' 45'' E.$

This light will not be constantly watched.

b. Langeland.—Frank Klinte (Cliff) Light will be a fifth order, dioptric, fixed white light, visible from N.  $49^\circ E.$ , through east and south, to S.  $49^\circ W.$ , a distance of 9 miles in clear weather; it will be elevated 50 feet above the sea, and shown from the gable of a white building, 11 feet in height, and situated on the north-west point of Langeland.

Approximate position on Plan No. 2116, lat.  $55^\circ 9' 40'' N.$ , long.  $10^\circ 56' 10'' E.$

This light will not be constantly watched.

(2.) *Alteration in Colour of Vestborg Point Lighthouse.*

Also, that shortly, Vestborg Lighthouse, south-west point of Samsö, will be altered in colour from red to white.

Approximate position, lat.  $55^\circ 46' 30'' N.$ , long.  $10^\circ 33' 15'' E.$

[Variation (1a)  $12^\circ$  (1b)  $11^\circ$  Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; the Kattegat, No. 2114 (1a); Great and Little Belts, No. 2116 (1b). Also, List of Lights, Part II, 1894, pages 86, 120, No. 383; Danish Pilot, 1885, pages 51, 197, 73.

No. 455.—BALTIC STATION.

BALTIC ENTRANCE—KATTEGAT.

*Göteborg Southern Approach—Shoals Eastward of Outer Tistlarne.*

A SWEDISH Chart, recently published, shows two shoals eastward of Outer Tistlarne, western side of southern approach to Askims Fiord and Göteborg:—

1. A shoal, with a depth of  $2\frac{1}{2}$  fathoms on it, lies with Matskär Beacon bearing W. by S.  $\frac{1}{2}$  S. (S.  $73^\circ W.$ ), distant 7 cables; and south-west