

flashing light every thirty seconds, elevated 212 feet above the sea, and visible in clear weather from a distance of 16 miles.

The lighthouse, 22 feet high, is constructed of wood, rectangular in shape, and painted white.

Approximate position on Chart No. 140, lat. 33° 18' 20" N., long. 129° 10' 25" E.

This Notice affects the following Admiralty Charts:—Western coasts of Kiusiu and Nipon, No. 358; Korean Archipelago, southern portion, No. 104; Nagasaki to Karatsu, No. 359; Hira I. and Goto Islands, No. 140. Also List of Lights, Part V, 1894, page 114; and China Sea Directory, Vol. IV, 1894, page 444.

#### No. 589.—NORTH SEA AND BALTIC STATIONS.

##### NORWAY.

##### *Intended Alterations in Time Signals.*

Information has been received through H.B.M. Consul-General, Christiania, that on 1st January, 1895, with the adoption of Mid-European mean time (mean time of long. 15° E.) in Norway, the time signals at Christiania, Bergen, and Trondhjem, will each be given at noon, Mid-European mean time, corresponding to 23h. Om. Os. Greenwich mean time.

The correct positions of the Observatories are:—

Christiania, latitude 59° 54' 44" N., longitude 10° 43' 33" E.

Bergen, lat. 60° 23' 53" N., long 5° 18' 35" E.

Trondhjem, latitude 63° 25' 48" N., longitude 10° 22' 45" E.

And not as stated at page 30 of Time Signal Book, 1892.

The telegraphic time signals, sent on Sundays and Wednesdays to all the Norwegian telegraph stations, will be given respectively at the same times as hitherto.

This Notice affects the following Admiralty Charts:—Christiania Fiord, northern portion, No. 1974; Christiania Harbour, No. 1039; Bergen, No. 1121; Trondhjem Bay, No. 2295. Also, List of Time Signals, 1892, pages 30, 31; Norway Pilot, Part I, 1888, page 298; and Norway Pilot, Part II, 1894, pages 29, 199, 324.

#### No. 590.—BALTIC STATION.

##### BALTIC—SWEDISH SHORE.

##### *Norrköping Bight—Intending Leading Lights South-east of Arko.*

THE Swedish Government has given notice that, on 1st November, 1894, leading lights will be exhibited from lighthouses recently erected on rocks south-eastward of Arko, southern side of Bråwiken:—

Viskär, the rear leading light, will be a double flashing white light, elevated 57 feet above the sea, and visible from a distance of 13 miles in clear weather.

The lighthouse is a white tower, with a red dwelling near.

Approximate position on Chart No. 2361, lat. 58° 28' 55" N., long. 16° 59' 25" E.

Stora Utterklabben, the front leading light, will be a catadioptric, fixed light, showing white seaward; green from N. 63° E. to N. 73° E.; white from N. 73° E. to N. 75° E.; red from N. 75° E., through east, to S. 3° E.; green from S. 3° E., through south, to S. 16° W.; and white from S. 16° W. to S. 29° W. It will be elevated 26 feet above the sea, and visible in clear weather from a distance of 10 miles.

The lighthouse is cylindrical in shape, and painted white.

Approximate position on Chart No. 2361, lat. 58° 28' 45" N., long. 17° 0' 0" E.

The above lights in line, bearing N. 65° W., will lead in the channel from seaward, until Lundo Light is visible.

They will be discontinued whenever the anchorage or the harbour is blocked with ice.

Stora Utterklabben Light will not be constantly watched, and therefore must not be implicitly relied on.

[Variation 7° Westerly in 1894.]

This Notice affects the following Admiralty Chart:—Öland to Landsort, No. 2361. Also, List of Lights, Part II, 1894, page 224; and Baltic Pilot, 1888, page 109.

#### No. 591.—NORTH SEA STATION.

##### NORTH SEA.

##### *Derelict Vessel North-Westward of Borhum Fat.*

INFORMATION has been received through the Board of Trade that the Master of the steam-vessel "Buda" of Leith reports having passed, at 10 A.M., 22nd October, 1894, in lat. 54° 40' N., long. 5° 0' E., the remains of an abandoned vessel, believed to be the "Wilhelmina." The derelict, either a brig or schooner, was floating light; with bowsprit, jibboom and about 20 feet of the mainmast standing, and some spars floating alongside. The hull was painted black, with a white streak, and a white boat was lashed on the main hatch.

This vessel presents a danger to navigation.

This Notice temporarily affects:—North Sea Pilot, Part IV, 1892, pages 33–35.

#### No. 592.—CHANNEL AND WESTERN, AND NORTH AMERICA, AND WEST INDIES STATIONS.

##### UNITED STATES—FLORIDA.—GULF OF MEXICO. *Cape San Blas Lighthouse injured and Light discontinued.*

THE United States Government has given notice, dated 13th October, 1894, that in a recent gale, Cape San Blas Lighthouse was badly undermined, and the lightkeeper's dwellings were washed away. The light (flashing red and white) has consequently been discontinued.

Approximate position, lat. 29° 39½' N., long. 85° 21½' W.

This Notice affects the following Admiralty Charts:—Gulf of Mexico, No. 392; Cape San Blas to Vermilion Bay, No. 1467; Tortugas Cays to Cape San Blas, No. 1274. Also, List of Lights, Part VII, 1894, No. 936; and West India Pilot, Vol. I, 1893, page 551.

#### No. 593.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

##### BRITISH COLUMBIA.

##### *Strait of Georgia—Fog Signal near Entrance Island Lighthouse.*

THE Government of the Dominion of Canada has given notice, that, on 8th September, 1894, a fog signal was established on Entrance Island, south side of Strait of Georgia:—

Entrance Island Fog Signal consists of a horn, worked by steam and compressed air, which, during thick or foggy weather, gives blasts of eight seconds duration with intervals of forty-five seconds between them.

The fog signal house is a rectangular, white, wooden building, with a brown roof, situated close eastward of the lighthouse. The horns face north-east, and are elevated about 20 feet above high-water mark. A white, wooden, water-tank house stands behind the fog-signal house.