

he rescued the crew from a disabled Norwegian barque (laden with pitch pine) which when left was leaking badly, partially dismasted, and with rudder gone.

This derelict must be considered dangerous to shipping.

This Notice temporarily affects the following Admiralty Charts:—Atlantic Ocean, No. 2059; eastern portion, No. 2060a.

No. 131.—CHINA, AND PACIFIC STATIONS.

JAPAN—GULF OF TOKYO.

Passage Between Hasiri Mizu and Third Fort Re-opened to Navigation.

WITH reference to Notice to Mariners No. 34 of 1895:—

The Japanese Government has given further notice, dated 4th January, 1895, that vessels are now permitted to pass between Hasiri Mizu (Hashirimidzu) Point and Fort No. 3 (Daisan Kaiho), to the northward of that point.

Approximate position on Chart No. 2657, Fort No. 3, lat. $35^{\circ} 17' 10''$ N., long. $139^{\circ} 43' 35''$ E.

This Notice affects the following Admiralty Chart:—Gulf of Tokyo or Yedo, No. 2657. Also, China Sea Directory, Vol. IV, 1894, pages 300, 304.

No. 132.—NORTH SEA STATION.

NORTH SEA.

Heligoland—Ice Signals at Lighthouse.

THE German Government has given notice, dated 16th February, 1895, that vessels passing Heligoland may obtain from the lighthouse, by signal, information as to the condition of the ice in the district adjoining Heligoland.

Approximate position, lighthouse, lat. $54^{\circ} 11'$ N., long. $7^{\circ} 53'$ E.

This Notice affects List of Lights, Part II, 1895, No. 227. Also, North Sea Pilot, Part IV, 1892, page 194.

No. 133.—ALL STATIONS.

ENGLAND—SOUTH COAST.

Hamoaze—Dredging Operations on Cremill Shoal.

MARINERS are warned that dredging operations are about to be undertaken on the Cremill Shoal, and that to avoid the dredgers or the moorings, vessels proceeding into Hamoaze should keep the Breakwater Lighthouse open twice its own breadth of Ravensness Point S. $\frac{1}{2}$ W. (S. 4° W.), until the clearing mark for the Rubble Bank is on, viz.:—the north-east angle of the Brewery Store in line with the south-west angle of Winter Villa, S.E. by E. $\frac{1}{2}$ E. (S. 62° E.).

In the course of the dredging operations it will be necessary to blast certain portions of the shoal. When blasting charges are about to be exploded a red flag will be hoisted on board the dredger ten minutes before the explosion takes place, and kept flying until the charge has been fired. A steam whistle will also be sounded continuously on board the dredger from five minutes before until the charge has been fired.

The dredger will carry at night two red lights in lieu of the ordinary anchor light.

No. 134.—PACIFIC STATION.

UNITED STATES—WASHINGTON.

Semiamoo Bay—Alteration in position of Buoy Westward of Tongue Spit.

THE United States Government has given notice, dated 9th February, 1895, that the buoy (iron, spat, red, No. 2), westward of Tongue Spit, has been moved about $3\frac{1}{2}$ cables south-south-

westward, and now lies in a depth of 24 feet, with Tongue Point pole bearing N.E. by E. $\frac{1}{2}$ E. (N. 62° E.), distant $8\frac{1}{2}$ cables; and Campbell River entrance N. $\frac{1}{2}$ W. (N. 1° W.).

Approximate position, lat. $48^{\circ} 59' 15''$ N., long. $122^{\circ} 47' 20''$ W.

[Variation 23° Easterly in 1895.]

This Notice affects the following Admiralty Charts:—Haro and Rosario Straits, No. 2689. Semiamoo Bay, &c., No. 2627. Also, British Columbia Pilot, 1888, page 126.

No. 135.—PACIFIC, AND SOUTH-EAST AMERICA STATIONS.

SOUTH AMERICA.—CHILE.

Intended Lights on Mocha Island.

THE Chilean Government has given notice, dated 17th December, 1894, that two lighthouses are in course of erection, one on the east side, and the other on the west side of Mocha Island, from which lights will be exhibited:—

1. Point Anegadiza (that point being the eastern and not the southern extreme of Mocha Island) light will be visible from N. 3° W., through west and south, to S. 53° E.

The lighthouse is on a hill, 108 feet high, situated close southward of Point Anegadiza.

Approximate position on plan No. 1305, lat. $38^{\circ} 23' 15''$ S., long. $73^{\circ} 52' 40''$ W.

2. Morro de las Torrecillas (the prominent point at the middle of the west side of the island) light will be visible from N. 54° W., through north and east, to S. 12° E.

The lighthouse is on the summit of the point.

Approximate position on plan No. 1305, lat. $38^{\circ} 22' 50''$ S., long. $73^{\circ} 57' 15''$ W.

[Variation 18° Easterly in 1895.]

This Notice affects the following Admiralty Charts:—Cape San Antonio to Tucapel Point, No. 1374; Mocha Island, No. 1305. Also, List of Lights, Part VII, 1895, page 30; and South America Pilot, Part II, 1886, pages 273, 274.

No. 136.—CAPE, AND EAST INDIES STATIONS.

AFRICA—EAST COAST.

Pemba Island—Disappearance of Buoys in Port George.

INFORMATION has been received from Commander H. M. C. Festing, Her Majesty's ship "Blonde," dated 30th January, 1895, that all the buoys (5), previously moored in Weti Harbour, Port George, have disappeared.

Approximate position, western buoy, lat. $5^{\circ} 4' 10''$ S., long. $39^{\circ} 40' 40''$ E.

This Notice affects the following Admiralty Plan:—West Coast of Pemba Island, No. 1812. Also Africa Pilot, Part III, 1889, page 394; and Revised Supplement, 1892, relating to Africa Pilot, Part III, page 65.

No. 137.—CHANNEL AND WESTERN, AND ALL FOREIGN STATIONS.

NORTH ATLANTIC OCEAN.

Derelict Vessels.

INFORMATION has been received through the Board of Trade that the Master of the steam-vessel "Assyrian" reports that, at noon, 17th February 1895, in lat. $53^{\circ} 37'$ N., long. $23^{\circ} 49'$ W., he rescued the crew from the timber-laden barque "Louise" of Abo, which was left water-logged and dismasted, with the deck awash.

Also, that the Master of the steam-vessel "Catalonia" reports that, at 4h. 30m. p.m., 18th February 1895, in lat. $50^{\circ} 59'$ N., long. $13^{\circ} 26'$ W., he rescued the crew of the timber-