

laden Norwegian barque "Lindsay," which was left leaking badly, and with rudder gone.

It is possible, from the nature of the cargo, that these vessels will float for some time.

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

No. 138.—EAST INDIES, AUSTRALIA, AND PACIFIC STATIONS.

AUSTRALIA—SOUTH COAST.

Port Phillip—Alterations in Lights in Hobson Bay.

THE Government of Victoria has given notice that, on 4th March, 1895, Gellibrand Point Light-vessel (flashing white light) would be withdrawn, and replaced by a circular light-vessel, painted red, with a cylindrical, iron tower, painted white, and showing the undermentioned light:—

Gellibrand Point Light-vessel light is a fourth order, dioptric, fixed red light, elevated 38 feet above the sea, and visible from a distance of 10 miles in clear weather.

Approximate position, lat. $37^{\circ} 52' 45''$ S., long. $144^{\circ} 54' 50''$ E.

The fog signal on board this light-vessel will be as heretofore, viz., a fog horn and explosive rocket, sounded and fired alternately every five minutes.

Also, that on the same date the light shown from the extremity of Williamstown Breakwater Pier would be altered from a fixed red to a fixed white light.

Approximate position, lat. $37^{\circ} 52'$ S., long. $144^{\circ} 55' 5''$ E.

This Notice affects the following Admiralty Charts:—Port Phillip, No. 11716; Hobson Bay and River Yarra, No. 624. Also, List of Lights, Part VI, 1895, Nos. 671, 672; Australia Directory, Vol. I, 1884, page 331; and Revised Supplement, 1889, relating to Australia Directory, Vol. I, page 108.

No. 139.—CAPE, EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC, AND SOUTH-EAST AMERICA STATIONS.

RIO DE LA PLATA.

Alteration in Piedras Point Light-vessel Light.

WITH reference to Notice to Mariners No. 390 of 1894:—

The Argentine Government has given further notice that, on 1st March, 1895, the light shown from Piedras Point Light-vessel would be altered, in order to prevent confusion between it and Indio Point Light-vessel light, from a flashing to a fixed white light.

Approximate position, lat. $35^{\circ} 29' 15''$ S., long. $56^{\circ} 49' 30''$ W.

This Notice affects the following Admiralty Chart:—Santa Catherina Island to Rio de la Plata, No. 2522; Rio de la Plata, No. 2544; Monte Video to Buenos Aires, No. 1749. Also, List of Lights, Part VII, 1895, No. 78a; and South America Pilot, Part I, 1893, page 251.

No. 140.—CHINA AND AUSTRALIA STATIONS.

AUSTRALIA—EAST COAST.

Capricorn Group—Coral Patch Southward of Fitzroy Reef.

THE Government of Queensland has given notice, dated 11th January, 1895, that the Harbour-master at Rockhampton reports the existence of a coral patch, with depths of 5 to 11 fathoms on it, lying with the southern point of Fitzroy Reef bearing N. $\frac{1}{2}$ E. (N. 6° E.), distant $1\frac{1}{2}$ miles; or

approximately in lat. $23^{\circ} 40\frac{1}{2}'$ S., long. $152^{\circ} 9'$ E.

[Variation 8° Easterly in 1895.]

This Notice affects the following Admiralty Charts:—Coral Sea and Great Barrier Reef, Sheet I, No. 2763; Sandy Cape to Keppel Isles, No. 345. Also, Australia Directory, Vol. II, 1889, page 189.

No. 141.—CHANNEL AND WESTERN, AND ALL FOREIGN STATIONS.

NORTH ATLANTIC OCEAN.

Derelict Westward of Entrance to English Channel. INFORMATION has been received through the Board of Trade that the Master of the steam-vessel "Monomoy" reports that, at 10.30 a.m., 18th February 1895, in lat. $49^{\circ} 28'$ N., long. $16^{\circ} 20'$ W., he rescued the crew of the timber-laden German barque "Hedwig," which was left leaking and partially waterlogged. This vessel is directly in the track of transatlantic steam traffic.

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

No. 142.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.

Sunken Wreck Westward of Borkum Light-vessel.

INFORMATION has been received through the Board of Trade that the Master of the steam-vessel "Warrington" reports that at 2h. p.m., 24th February, 1895, when 30 miles W. by N. $\frac{1}{2}$ N. (N. 73° W.) from Borkum Light-vessel, or approximately in lat. $53^{\circ} 51'$ N., long. $5^{\circ} 28'$ E., he passed a topmast with a yard across, apparently attached to a sunken wreck.

[Variation 14° Westerly in 1895.]

This Notice temporarily affects the following Admiralty Charts:—North Sea, No. 2339; Southern portion, No. 2182a; Scheveningen to Ameland, No. 2322.

No. 143.—NORTH SEA AND BALTIC STATIONS.

ENGLAND—EAST COAST.

Yarmouth Approaches—Buoyage, and Decreased Depths near Inner Shoal.

(1.) THE Trinity House, London, has given notice, dated 18th February, 1895, that South Winterton Ridge Buoy (spherical, black and white in horizontal stripes, &c.), has been moved about South, half a mile, from its previous position, and now lies in a depth of 9 fathoms at Low Water Springs, with Would Light-vessel bearing N.W. by W. $\frac{3}{4}$ W. (N. 60° W.), distant $9\frac{1}{10}$ miles; and Cross Sand Light-vessel S.W. $\frac{1}{4}$ S. (S. 43° W.); or approximately in lat. $52^{\circ} 47' 35''$ N., long. $2^{\circ} 2' 30''$ E.

(2.) Also, that Inner Shoal Buoy has been moved about north-east, $1\frac{1}{2}$ cables, and now lies in a depth of 20 feet at Low Water Springs, with Lowestoft Low Lighthouse bearing N. by W. $\frac{1}{2}$ W. (N. 17° W.), distant 3 cables; and Kirkley Church W.S.W. (S. 67° W.); or approximately in lat. $52^{\circ} 28' 45''$ N., long. $1^{\circ} 46' 15''$ E.

NOTE.—The channel between Inner Shoal and Lowestoft Ness has decreased in depth to 18 feet at Low Water Springs.

[Variation 16° Westerly in 1895.]

This Notice affects the following Admiralty Charts:—Orford Ness to Blakeney, No. 1630; Yarmouth and Lowestoft Roads, No. 1543 (2). Also, North Sea Pilot, Part III, 1889, pages 249, 255, 238, 239.

By command of their Lordships,
W. J. L. Wharton, Hydrographer,
Hydrographic Office, Admiralty, London,
24th February to 4th March, 1895,