

It is marked on its south-east side by a plain red and white spar buoy.

8. A rock, now named Moriaberg, with a depth of 3 feet on it, and of small extent, lies near the track marked south-eastward of Domarklubben, in approximately lat. $62^{\circ} 1' 35''$ N., long. $21^{\circ} 16' 5''$ E.

It is marked by a plain red and white spar buoy.

9. A rock, now named Harrgrundstredje, with a depth of 11 feet on it, lies with Ittergrund Lighthouse bearing S. 80° E., distant nearly 7 cables, or approximately in lat. $61^{\circ} 58' 55''$ N., long. $21^{\circ} 16' 30''$ E.

It is marked by a plain white spar buoy.

10. A rock, now named Ittergrund Krypgrund, with a depth of 2 fathoms on it, lies with Ittergrund Lighthouse bearing N. 51° E., distant about 6 cables, or approximately in lat. $61^{\circ} 58' 25''$ N., long. $21^{\circ} 17' 0''$ E.

It is marked by a red and white spar buoy, surmounted by a cross.

[Variation 5° Westerly in 1895.]

This Notice affects the following Admiralty Chart:—Nystad Light to Stor Fiurd, No. 2298. Also, Baltic Pilot, 1888, page 348.

No. 583.—GULF OF BOTHNIA.—ÅLAND ISLANDS.

New Rock Southward of S. Skälskär Lighthouse.

THE Russian Government has given notice, dated 5th October, 1895, of the existence of a rock found in a recent survey, and now named Ackusgrund, with a depth of 6 feet on it, $1\frac{1}{2}$ cables in extent north and south, and $1\frac{1}{2}$ cables broad, lying with Skälskär Lighthouse bearing N. 5° W., distant $1\frac{1}{2}$ miles, or approximately in lat. $60^{\circ} 23' 35''$ N., long. $19^{\circ} 36' 15''$ E.

It is marked on its south-east side by a red spar buoy, surmounted by one up-turned broom.

[Variation 6° Westerly in 1895.]

This Notice affects the following Admiralty Chart:—Hangö Head to South Quarcken, No. 2297. Also, Baltic Pilot, 1883, page 112.

No. 584.—INDIAN OCEAN.

CHAGOS ARCHIPELAGO.

New Shoal reported on Great Chagos Bank.

INFORMATION has been received that the Master of the schooner "Earnest" reports the existence of a coral patch, with a depth of three to four feet on it, lying in approximately lat. $6^{\circ} 17' S.$, long. $72^{\circ} 12' E.$

Further particulars of this danger will be published if they can be obtained.

This Notice affects the following Admiralty Charts:—Indian Ocean, northern portion, No. 748*b*; Chagos Archipelago, No. 3. Also, Sailing Directions for Islands in the Southern Indian Ocean, 1891, page 369.

No. 585.—BALTIC ENTRANCE—KATTEGAT.

Falkenberg Approach—Light on Stutarne Beacon.

THE Swedish Government has given notice that, on 1st October, 1895, a fixed red light of small power, elevated 15 feet above the sea, and visible 5 miles in clear weather, would be shown from the beacon on Stutarne, in approximately, on Chart No. 2114, latitude $56^{\circ} 58' 35''$ N., longitude $12^{\circ} 25' 30''$ E.

This light will be exhibited annually from 1st August to 15th May.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842*a*; the Kattegat, No. 2114. Also, List of Lights, Part III, 1895, page 12; and Danish Pilot, 1885, page 25.

No. 586.—UNITED STATES—WASHINGTON.

Juan de Fuca Strait—Intended Beacon Light in Nee'ah Bay.

THE United States Government has given notice that, on 31st October, 1895, a fixed white lantern light, elevated 16 feet above high water, will be shown from an arm on a white post, situated on Baaddah (Mee Na) Point, the eastern point of Nee'ah Bay.

Approximate position, lat. $48^{\circ} 22' N.$, long. $124^{\circ} 35\frac{1}{2}' W.$

This Notice affects the following Admiralty Chart:—Juan de Fuca Strait, with Plan of Nee'ah Bay, No. 1911. Also, List of Lights, Part VII, 1895, page 52; and British Columbia Pilot, 1888, page 22.

No. 587.—SCOTLAND—WEST COAST.

FIRTH OF CLYDE.

Sunken Wreck East-South-East of Toward Point.

THE Clyde Lighthouse Trustees have given notice that the steam-vessel "Wallachia" lies sunk in a position dangerous to navigation, with Toward Point Lighthouse bearing about W.N.W., distant one mile, or approximately in lat. $55^{\circ} 51\frac{1}{2}' N.$, long. $4^{\circ} 57' W.$

This wreck is marked, by day, by a green buoy, with the word wreck on it; and by night by the steam-vessel "Torch," showing two white lights, placed horizontally, 6 feet apart.

NOTE.—It will be observed that these lights are not those usually displayed by wreck-marking vessels.

[Variation 20° Westerly in 1895.]

This Notice temporarily affects the following Admiralty Charts:—Firth of Clyde and Loch Fyne, No. 2159; Arran Island to Gare Lock, &c., No. 2131. Also, Sailing Directions for the West Coast of Scotland, 1894, page 71.

No. 588.—ENGLAND—WEST COAST.

MORECAMBE BAY.

Fleetwood Approach—Intended Alterations in Buoyage.

THE Harbour-Master of Fleetwood has given notice, that between 30th November, 1895, and about the end of the year 1895, gas buoys (4), each showing a fixed light, will be substituted for the undermentioned buoys in the River Wyre, approach to Fleetwood, the alterations commencing with the Fairway Buoy:—

1. Fairway Buoy, moored with Fleetwood High Lighthouse bearing S. $\frac{1}{2}$ E., distant $2\frac{3}{10}$ miles; or approximately in lat. $53^{\circ} 57' 50'' N.$, long. $3^{\circ} 2' 10'' W.$

2. No. 2 Buoy, black can, moored on the eastern side of the channel, with Fleetwood High Lighthouse bearing South, distant nearly $1\frac{1}{10}$ miles.

3. No. 3 Buoy, red conical, moored on the western side of the channel, with Fleetwood High Lighthouse bearing S. $\frac{1}{2}$ E., distant $1\frac{1}{10}$ miles.

4. No. 8 Buoy, black can, moored on the eastern side of the channel, with Fleetwood High Lighthouse bearing S. $\frac{1}{2}$ W., distant $3\frac{1}{2}$ cables.

[Variation 19° Westerly in 1895.]

This Notice affects the following Admiralty Plan:—Morecambe Bay, No. 2010. Also, Sailing Directions for the West Coast of England, 1891, page 369.