

Further notice is given that Pinup Reach Buoy, conical red, has been replaced in its position E. by S. $\frac{1}{2}$ S. (S. 73° E.), distant $13\frac{1}{2}$ cables, from Lock Entrance to Chatham Basin.

Also, that a temporary beacon, consisting of a pile, surmounted by a black basket, 8 feet above high water ordinary springs, has been erected in a position bearing S. 3° E., distant 730 yards, from Folly Beacon.

This new beacon is a mark for navigating Pinup Reach in place of Friday Mill, recently pulled down.

NOTE.—The above buoy and beacon may be altered in position after the survey of the channel recently dredged through Pinup Reach is completed.

[Variation 16° Westerly in 1896.]

This Notice affects the following Admiralty Plan:—Bishop's Ness to Rochester, No. 1834. Also, North Sea Pilot, Part III, 1889, page 398; and Supplement, 1894, relating to that work, page 44.

No. 102.—BALTIC—RUSSIAN SHORES.

Alterations in Uniform System of Buoyage.

THE Russian Government has given notice that, on 13th January, 1896, the undermentioned Uniform System of Buoyage would be adopted for all dangers on the Russian shores of the Baltic and Gulf of Finland:—

Spar Buoys.

1. A white spar, surmounted by a black broom, point downwards, marks the north side of a danger.

2. A red spar, surmounted by a red broom, point upwards, marks the south side.

3. A red and white spar, surmounted by two red brooms, points away from each other, marks the east side.

4. A black and white spar, surmounted by two black brooms, points together, marks the west side.

5. A red and white spar, surmounted by a red cross, with a black ball under it when near an outer danger, but without the black ball when within the Skerries, marks a danger that may be passed on either side.

6. Certain buoys will be surmounted by a skeleton ball below the broom, painted when on the east or west side of a danger the same colour as the spar, and on the north or south side the colour of the broom, to distinguish these buoys from others near them, or to render them more distinct.

Other Buoys.

7. Other than spar buoys will in every case be surmounted by a staff, with the same topmarks and colouring as the spar buoys described above, with reference to the side of a danger on which the buoy is placed; these buoys will be painted similarly to the staff attached to each.

This Notice affects the Baltic Pilot, Part II, 1888, and Supplement, 1893, relating to the Baltic Pilot.

No. 103.—CHINA—EAST COAST.

Amoy Harbour—Sunken Rock Eastward of South End of Kulangseu.

INFORMATION has been received from Captain S. H. Login, Her Majesty's ship "Centurion," of the existence of a rock, on which the German vessel-of-war "Kaiser" recently touched, in the fairway of Amoy Inner Harbour:—

This rock, now named Kaiser Rock, is a pinnacle with a depth of 21 feet on it at low water springs and 4 to 5 fathoms close around, lying with the centre of the English Consulate bearing W. $\frac{1}{4}$ N. (N. 87° W.), distant $5\frac{1}{10}$ cables; and Pillar Rock N. $\frac{3}{4}$ E. (N. 7° E.).

Approximate position, lat. 24° 26' 35" N., long. 118° 4' 35" E.

[Variation nil in 1896.]

This Notice affects the following Admiralty Charts:—Amoy Harbour and Approaches, No. 1767; Amoy Inner Harbour, No. 1764. Also, China Sea Directory, Vol. III, 1894, page 179.

No. 104.—WEST INDIES—HONDURAS GULF.

Honduras Bay—Temporary Beacons on Ox Tongue Shoal.

INFORMATION has been received, dated January, 1896, that the Commander of the United States surveying-vessel "Dolphin" has recently erected three beacons, each consisting of a tripod of piles, surmounted by a cage and signals, for surveying purposes, on Ox Tongue Shoal, Honduras Bay:—

1. The Western Beacon is about 38 feet in height above the sea, and situated on the western extreme of the shoal in a depth of 18 feet, with Cape Three Points bearing N.E. $\frac{1}{2}$ N. (N. 39 E.), distant $5\frac{6}{10}$ miles; and Mangrove Point E. by S. (S. 79° E.); or approximately in lat. 15° 53' 55" N., long. 88° 42' 15" W.

2. The Second Beacon, about the same height as (1), is on the south side of the shoal in a depth of 14 feet, with Cape Three Points bearing north, distant $4\frac{1}{2}$ miles; and Mangrove Point E. by S. $\frac{3}{4}$ S. (S. 75° E.).

3. The Third Beacon, somewhat smaller than (1), is on the south side of the shoal in a depth of 17 feet, with Cape Three Points bearing N. by W. $\frac{1}{4}$ W. (N. 17° W.), distant $5\frac{1}{2}$ miles; and Mangrove Point E. by S. $\frac{1}{4}$ S. (S. 76° E.).

NOTE.—These beacons will be left standing when the survey is completed, and they may possibly remain as marks for several years.

[Variation 5° Easterly in 1896.]

This Notice affects the following Admiralty Charts:—Cape Gracias a Dios to Belize, No. 1219; Honduras Gulf, &c., No. 1573. Also, West India Pilot, Vol. I, 1893, page 401.

No. 105.—SANDWICH ISLANDS.

(1.) Adoption of Standard Time.

INFORMATION has been received that, on 13th January, 1896, standard mean time of the meridian of 157° 30' W., equivalent to 10h. 30m. slow of Greenwich mean time, was adopted throughout the Sandwich Islands.

The time signals at Honolulu are now given at noon and 1h. 30m., standard mean time, equivalent to 10h. 30m. and midnight Greenwich mean time on the same day.

(2.) Kauai (Atooi) Sunken Rock near Wahiawa Harbour.

Also, of the existence of a rock, with a depth of 7 feet on it, reported to lie about one mile offshore near Wahiawa Harbour, or approximately in lat. 21° 52' 30" N., long. 159° 31' 30" W.

This Notice affects the following Admiralty Charts:—Sandwich Islands, No. 1510; Honolulu Harbour, No. 1378. Also, Sailing Directions for the Pacific Islands, Vol. II, pages 408, 439, 447; and List of Time Signals, 1895, No. 154, page 62.

No. 106.—BAY OF BENGAL—WEST SHORE.

Sunken Wreck North-Eastward of Point Calimere.

THE Government of India has given notice, dated 16th January, 1896, that a vessel lies sunk, with three masts showing above water in a depth