

NOTE.—No vessel should attempt to pass between these two red lights.

This Notice affects the following Admiralty Plan:—Horta and Pim Bays on Sheet, No. 1940. Also, List of Lights, Part IV, 1896, No. 521; Africa Pilot, Part I, 1890, page 39; and Hydrographic Notice, No. 1 of 1893, relating to Africa Pilot, Part I, page 2.

No. 312.—**TUNG HAI OR EASTERN SEA.**
Bank Reported 150 Miles Eastward of Chusan Archipelago.

INFORMATION has been received that the Commander of the P. and O. steam-vessel "Shanghai" reports that, on 10th April, 1896, in approximately lat. $30^{\circ} 1' N.$, long. $125^{\circ} 9' E.$, he obtained two soundings with a patent lead, each of 9 fathoms, black mud bottom, nearly a mile apart; and at about a mile further westward the ship was stopped and a sounding of 24 fathoms, black mud, was got with the deep sea lead.

This Notice affects the following Admiralty Charts:—Hongkong to Gulf of Lian Tung, No. 1262; Amoy to Nagasaki, &c., No. 2412. Also, China Sea Directory, Vol. III, 1894, page 518.

No. 313.—**BLACK SEA.**

(1.) *Sea of Azov—Shoal Eastward of Berdiansk Point.*

THE Russian Government has given notice, dated 16th May, 1896, of the existence of a shoal with a depth of 13 feet on it, lying with Lower Berdiansk Lighthouse bearing S. $83^{\circ} W.$, distant 3 miles.

Approximate position, lat. $46^{\circ} 38\frac{1}{2}' N.$, long. $36^{\circ} 52' E.$

A buoy will be placed near this shoal as soon as possible.

(2.) *Kherson or Dniepr Bay—Light Westward of Sari Kamishi.*

Also, that, on 1st June, 1896, a small light, showing red and white flashes alternately, elevated 143 feet above the sea, 8 feet above the ground, and visible from N. $49^{\circ} E.$, through north, to N. $87^{\circ} W.$, would be exhibited from a lighthouse, situated about a mile westward of Sari Kamishi, north side of Dniepr Bay.

The lighthouse is a small wooden structure, painted yellow.

Approximate position, on Plan No. 2379, latitude $46^{\circ} 37' 30'' N.$, longitude $31^{\circ} 50' 35'' E.$

As this light is not constantly watched it cannot be implicitly relied on.

[Variation (1) nil, (2) 2° Westerly in 1896.]

This Notice affects the following Admiralty Charts:—Sea of Azov, No. 2234 (1); Berdiansk Road on Sheet No. 2209 (1); Odessa to Sevastopol, No. 2232 (2); Southern Approach to Kherson Bay, No. 2380 (2); Bug River, No. 2378 (2); Kherson or Dniepr Bay, No. 2379 (2). Also, List of Lights, Part V, 1896, page 176; and Sailing Directions for Dardanelles, Sea of Marmara, &c., 1893, pages 286, 221.

No. 314.—**IRELAND—WEST COAST.**

Killary Bay Approach—Sunken Rock South-westward of Inishdegilmore.

IN continuation of Notice to Mariners, No. 306 of 1896:—

Further information has been received from Staff-Captain W. F. Maxwell, R.N., dated 7th June, 1896, of the existence of a pinnacle rock, of very small extent, with a depth of 5 fathoms on it at low water; lying with Inishdegilmore Summit (96) bearing N. $58^{\circ} E.$, distant $5\frac{1}{2}$ cables; and Doonee Island Beacon S. $67^{\circ} E.$

Approximate position, lat. $53^{\circ} 37' 45'' N.$, long. $9^{\circ} 55' 25'' W.$

The beacons on Inishbarna and Doonee Island in line, bearing S. $59^{\circ} E.$, lead about 2 cables northward of this rock.

[Variation 22° Westerly in 1896.]

This Notice affects the following Admiralty Plan:—Ballynakill and Killary Bays, No. 2706. Also, Irish Coast Pilot, 1893, page 391.

No. 315.—**BALTIC—SWEDISH SHORE.**
Stockholm Approach—Intended Light-vessel South-eastward of Almas Grund.

THE Swedish Government has given notice, dated 3rd June, 1896, that a light-vessel will very shortly be moored in a position about $3\frac{1}{2}$ miles, S.E. by E. (S. $55^{\circ} E.$) from Almas (Alma) Grund:—

Alma Grundet Light-vessel will show a sixth order, dioptric, fixed red light, from a lighthouse between the masts.

This light-vessel will be painted red, upper part light yellow, with the word "Almagrundet" on it in large white letters; and will have two masts, the foremast carrying a red ball at the masthead as a daymark.

Approximate position, lat. $59^{\circ} 9' 0'' N.$, long. $19^{\circ} 8' 15'' E.$

Also, the fog signal on board this light-vessel will consist of a steam siren which, during thick or foggy weather, will give two short-blasts in quick succession every minute.

Should the siren not be ready when required, a bell will be rung.

Also, a gun will be fired on board this light-vessel if a vessel is seen to be standing into danger.

[Variation 6° Westerly in 1896.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842b; Landsort to the Gulf of Bothnia, No. 2362. Also, List of Lights, Part III, 1896, page 146; and Baltic Pilot, Part II, 1888, page 120.

No. 316.—**GULF OF BOTHNIA—SWEDISH SHORE.**

Shoal South-Westward of Rödkallen.

THE Swedish Government has given notice, dated 3rd June, 1896, of the existence of a shoal, with a depth of 18 feet on it, lying south-westward of Rödkallen, near the southern fairway to Lulea, or in approximately lat. $65^{\circ} 15' 0'' N.$, long. $22^{\circ} 17' 30'' E.$

A spar buoy, painted black and white, and surmounted by two black balls, will be placed on the eastern side of this shoal.

This Notice affects the following Admiralty Charts:—Gulf of Bothnia, No. 2252; Tome Point, &c., to Tauvö, No. 2302. Also, Baltic Pilot, Part II, 1888, page 336.

No. 317.—**ENGLAND—WEST COAST.**

Alterations in Buoyage.

THE Trinity House, London, has given notice, dated 5th June, 1896, that the undermentioned alterations have recently been made in the buoyage on the West Coast of England:—

1. Bideford Approach:—

Bideford Bar Buoy (conical, black) has been moved, and now lies in a depth of 6 feet at low water springs, with Bideford High Lighthouse bearing S.E. $\frac{1}{4} E.$, distant $16\frac{1}{2}$ cables; and Saunton Court N.E. $\frac{1}{2} E.$

Approximate position, lat. $51^{\circ} 4' 55'' N.$, long. $4^{\circ} 14' 20'' W.$

2. Caldy Road:—

a. North Highcliff Buoy (can, red and white chequered), marking the northern edge of High-