

light, elevated 14 feet above the sea, and shown from a wooden pedestal on a pile structure, situated on the southern side of the river, in a depth of 5 feet, N. 54° E., distant 800 yards, from St. John's River Lighthouse.

The rear light will be a fixed white lantern light, elevated 29 feet above the sea, and shown from a square, white, pyramidal, wooden structure, situated on the bank of the river, S. 86° W., distant 1,700 yards, from the Mayport Front Light.

These (Mayport) lights in line, bearing S. 86° W., lead from the Pilot Town (1) lights in line to the Fort George Creek (3) lights in line.

### 3. Fort George Creek Lights :—

The front light will be a fixed red lantern light, elevated 13 feet above the sea, and shown from a triangular, pyramidal, pile structure, painted black, surmounted by a square, black daymark; situated on the northern side of the river, in a depth of 5 feet, N. 20° E., distant 1,370 yards from St. John's River Lighthouse.

The rear light will be a fixed red lantern light, elevated 21 feet above the sea, and shown from a triangular, pyramidal, pile structure, painted white, and surmounted by a square, white daymark; situated in Fort George Creek, N. 68° W., distant 400 yards, from the Front Fort George Creek Light.

These (Fort George Creek) lights, in line lead from the Mayport (2) lights in line, bearing N. 68° W., to a position in the river near Pilot Town.

[Variation 2° Easterly in 1896.]

This Notice affects the following Admiralty Chart :—St. Andrew Sound, to St. John's River, No. 853. Also, List of Lights, Part VIII, 1896, page 150; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 201.

### No. 453.—UNITED STATES—NEW JERSEY.

*North-East Five Fathom Bank Light-vessel Replaced, and Buoy Withdrawn.*

WITH reference to Notice to Mariners, No. 384 of 1896 :—

The United States Government has given further notice that, on 27th July, 1896, North-East Five Fathom Bank Light-vessel, No. 44 (fixed red and white lights, and other particulars as given in List of Lights, Part VIII, 1896, No. 723), was replaced; and the whistle buoy, temporarily moored in her position, was withdrawn.

Approximate position, on Chart No. 2563, lat. 38° 57½' N., long. 74° 29½' W.

This Notice affects the following Admiralty Charts :—Halifax to the Delaware, No. 2670; Great Egg Harbour to Albemarle Sound, No. 266; Delaware River Entrance, No. 2563. Also, List of Lights, Part VIII, 1896, No. 723; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 144.

### No. 454.—NEWFOUNDLAND—WEST COAST.

*Dangers between Roche Harbour and Cow Head.*

INFORMATION has been received from Staff-Commander W. Tooker, R.N., in charge of Newfoundland survey, that ledges connect Indrie Shoal with Whale Rocks; also that the coast from Roche Harbour to Cow Head is so much in error, as shown on the charts, that a vessel's position cannot be fixed by cross bearings in this locality until the charts have been corrected from the survey now in progress.

Great caution is therefore necessary when in the above vicinity.

Approximate position, Indrie Shoal, latitude 49° 44½' N., longitude 57° 58' W.

This Notice affects the following Admiralty Charts :—Codroy Road to Cow Head Harbour, No. 283; Cow Head Harbour of St. Geneviève Bay, &c., No. 284. Also, Newfoundland and Labrador Pilot, 1887, pages 321, 322; and Revised Supplement, 1894, relating to that work, page 53.

### No. 455.—NORWAY—SOUTH COAST.

*Frederikstad Approach—Sunken Rock North-Eastward of Tie'.*

THE Norwegian Government has given notice, dated July, 1896, of the existence of a sunken rock, on which the steam-vessel "Jeanne d'Arc" struck, situated in the fairway north-westward of Mökke lassene, in approximately lat. 59° 6' 20" N., long. 10° 58' 55" E.

This Notice affects the following Admiralty Chart :—Christiania Fiord, &c., No. 230. Also Norway Pilot, Part I, 1888, page 270.

### No. 456.—SPAIN—EAST COAST.

*Rosas Bay—Amendment to Plan No. 1615.*

NOTICE is given that some impressions of Plan of Rosas Bay, on Sheet No. 1615, have been accidentally issued with an erroneous scale; the scale being given as 5.5 inches to the nautical mile, whereas the true scale is 2.75 inches to the nautical mile; or precisely half the scale represented in the erroneous impressions.

### No. 457.—UNITED STATES—NEW YORK.

*New York Approach—Gas Buoys in East Channel.*

THE United States Government has given notice that, on or about 5th August, 1896, the undermentioned alterations would be made in the buoyage of East Channel :—

1. No. 2 Spar Buoy, on the northern side of East Channel, is replaced by a gas buoy, painted red, with number 2 in white on it, and showing a fixed red light.

Approximate position, lat. 40° 31' 5" N., long. 73° 58' 55" W.

2. No. 4 Spar Buoy, on the northern side of East Channel, is replaced by a gas buoy, painted red, with number 4 in white on it, and showing a fixed red light.

Approximate position, lat. 40° 31' 35" N., long. 74° 0' 5" W.

This Notice affects the following Admiralty Chart :—Approaches to New York, No. 2491. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 128.

### No. 458.—ENGLAND—EAST COAST.

*River Medway—Intended Gas Buoys.*

THE Conservators of the River Medway have given notice, dated 12th August, 1896, that four gas buoys, each showing an occulting white light, are to be placed in the undermentioned approximate positions in the River Medway :—

1. Southward of Stoke Shelf.
2. North-westward of Bishops Spit.
3. Westward of Upper Mussel Buoy.
4. Near Pinup Reach Buoy.

Further notice will be given when the exact positions of the buoys, and other particulars, are known.

This Notice affects the following Admiralty Charts :—River Medway, Sheet I, No. 1833; Sheet II, No. 1834. Also, North Sea Pilot, Part III, 1889, pages 397–399.