

## NOTICES TO MARINERS.

(Nos. 622 to 635 of the year 1897.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

## No. 622.—BRAZIL.

*Maranham Bay and San Luiz Harbour—Alterations in Buoyage.*

THE following information, dated 22nd September, 1897, relating to alterations in the buoyage of Maranham Bay and San Luiz Harbour, has been received from Commander E. P. Ashe, Her Majesty's ship "Basilisk":—

1. Cerca Bank Buoy, formerly moored at the north-east end of Cerca Bank, has been withdrawn.

Approximate position, lat.  $2^{\circ} 27' 30''$  S., long.  $44^{\circ} 18' 10''$  W.

2. The wreck buoy, formerly moored in a position bearing W. by S.  $\frac{1}{4}$  S., distant 2 miles, from St. Marcos Lighthouse, has been withdrawn, the wreck being reported to be no longer dangerous.

3. The buoy, previously moored nearly half a mile E.N.E. of the above wreck buoy (2), and the two buoys marking the southern side of the channel near the entrance, have been withdrawn.

4. A black, conical buoy is moored on the northern side of the entrance to the channel, in a position with Areia Point Lighthouse bearing about E.S.E., distant  $3\frac{1}{2}$  cables.

5. A red, conical buoy is moored nearly in mid-channel in a position with S. Francisco Point bearing about N.E.  $\frac{1}{2}$  E., distant  $1\frac{1}{2}$  cables; the black buoy, formerly moored on the east side of the channel near this position, has been withdrawn.

There is a mooring buoy in mid-channel about 2 cables northward of buoy (5), and another mooring buoy in mid-channel about 2 cables southward of buoy (5).

[Variation  $8^{\circ}$  Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Maranham to Pernambuco, No. 528, with Plan of Maranham Bay; San Marcos or Maranham, &c., No. 535. Also, South America Pilot, Part I, 1893, pages 454-460.

## No. 623.—NORTH SEA—JUTLAND.

*Thybo Rön—Intended Alterations in Lights.*

THE Danish Government has given notice, that, during the year 1897, the undermentioned alterations will be made in the lights at Thybo Rön:—

Leading lights will be shown from the beacons on the northern side of Thybo Rön:—

1. The rear light, shown from the eastern beacon, will be a sixth order, dioptric, fixed red light, elevated 55 feet above high water, and visible from all directions, except in a small arc when bearing W.S.W., from a distance of 5 miles in clear weather.

Approximate position on Chart No. 2842a, lat.  $56^{\circ} 43' 20''$  N., long.  $8^{\circ} 14' 40''$  E.

2. The front light, shown from the western beacon, will be a sixth order, dioptric, fixed red light, elevated 10 feet above high water, and visible over an arc of  $55^{\circ}$  on either side of the beacons in line, from a distance of 4 miles in clear weather.

The above lights in line will lead over Havrevæn, outside Thybo Rön channel.

3. When the above lights are exhibited, Thybo Rön Light-vessel (fixed red light), moored within the entrance, will be withdrawn.

This Notice affects the following Admiralty Plan:—Lümfjord, No. 2325. Also, List of Lights, Part II, 1897, page 80, No. 288; and North Sea Pilot, Part IV, 1892, pages 243, 244.

## No. 624.—FRANCE—NORTH COAST.

*Calais Harbour—Intended Fog Signal on East Pier.*

THE French Government has given notice, that on 1st January, 1898, a fog signal will be established at the extremity of Calais East Pier:—

Calais East Pier fog signal will consist of a trumpet, worked by compressed air, and capable of being started at any time required, which, during thick or foggy weather, will give two blasts of the same note every minute, thus:—blast, three seconds; silence, three seconds; blast, three seconds; silence, fifty-one seconds.

Approximate position, lat.  $50^{\circ} 58' 20''$  N., long.  $1^{\circ} 50' 30''$  E.

This Notice affects the following Admiralty Charts:—Calais to the River Schelde, No. 1872; Dover Strait, &c., No. 1895; Calais Road, No. 2556. Also, List of Lights, 1897, Part II, No. 4; Part IV, No. 13; North Sea Pilot, Part IV, 1892, page 57; Supplement, 1896, relating to that work, page 9; and Channel Pilot, Part II, 1897, page 582.

## No. 625.—ENGLAND—SOUTH COAST.

*Dawlish—Alteration in Colour of Fishing Lights.*

INFORMATION has been received from the Trinity House, London, dated 13th October, 1897, that the colour of the fishing lights at Dawlish has been altered from fixed red to fixed green.

These lights, two in number, are 50 feet apart, in line when bearing N.  $59^{\circ}$  W., and situated at the south-western end of the esplanade, the front light in a position bearing S.  $73^{\circ}$  W., distant  $1\frac{1}{10}$  cables, from the extremity of Dawlish Pier.

Approximate position, lat.  $50^{\circ} 34' 35''$  N., long.  $3^{\circ} 28' 0''$  W.

The words "Fishing Light during season," written on the plan against the end of Dawlish Pier, should be expunged.

[Variation  $18^{\circ}$  Westerly in 1897.]

This Notice affects the following Admiralty Plan:—Exmouth Harbour, No. 2290. Also, List of Lights, Part I, 1897, No. 28a; and Channel Pilot, Part I, 1893, page 169.

## No. 626.—CHINA SEA—FORMOSA CHANNEL.

*Pescadores Islands—Sunken Rock Westward of North Island.*

THE Japanese Government has given notice, dated 5th August, 1897, of the existence of a sunken rock named Oko Sho, about a cable in length and three-quarters of a cable broad, with a depth of two fathoms on it at low water springs, situated in a position with centre of North Island bearing E.  $\frac{1}{2}$  S., distant  $2\frac{2}{5}$  miles, and Niu Point, Pehu Island, S.  $\frac{1}{4}$  E.

Approximate position, lat.  $23^{\circ} 45' 55''$  N., long.  $119^{\circ} 32' 30''$  E.

[Variation nil in 1897.]

This Notice affects the following Admiralty Charts:—Formosa Island and Strait, No. 1968; the Brothers to Ockseu Island, No. 1760; Pescadores Islands, No. 1961. Also, China Sea Directory, Vol. III, 1894, page 216.

## No. 627.—RED SEA.

STRAITS OF BAB EL MANDEB.

*Non-existence of Shoal Southward of Ras al Ara.*

WITH reference to Notice to Mariners No. 734 of 1896, on the report of the German steam-vessel "Sophie Rickmers" having touched on soft bottom, in a position with Ras al Ara bearing N.  $\frac{3}{4}$  E., distant about 8 miles; or