

light from the summit of the north-west point of Belo Poulo (Parapola) Islet:—

The Hellenic Government has given further notice, that the light (flashing white) is obscured through an arc of 23° , or between the bearings of N. 10° W. and N. 33° W., and not from N. 10° E. to N. 13° W., as previously stated.

[The bearings are magnetic. Variation 7° Westerly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
9th June, 1885.

This Notice affects the following Admiralty Charts:—Port Pola and the Brioni Islands, No. 202 (1); Grecian Archipelago, No. 2836a (2). Also, Admiralty List of Lights in the Mediterranean, 1885, No. 580; Mediterranean Pilot, Vol. III, 1880, page 115; and Mediterranean Pilot, Vol. IV, 1882, page 23.

NOTICE TO MARINERS.

(No. 104).—SOUTH-WEST PACIFIC OCEAN.

NEW BRITAIN—NORTH COAST.

Shoal Northward of Cape Lambert.

THE German Government has published the following information—on the authority of the Commander of the German vessel of war, "Elizabeth,"—of the existence of a shoal, lying with Cape Lambert, New Britain, bearing S. by E. $\frac{1}{2}$ E., distant about 19 miles:—

This shoal, seen from the "Elizabeth" at 2h. p.m., 24th November, 1884, consists of several rocks above water, and shoal patches, extending apparently over an area of about 2 miles. The position, by observations, of the north extreme of this danger is given in lat. $3^{\circ} 50' S.$, long. $151^{\circ} 33\frac{1}{2}' E.$

NOTE.—It is considered that this shoal is identical with Legelis Shoals, previously reported in lat. $3^{\circ} 55' S.$, long. $151^{\circ} 40' E.$, or about 7 miles S.E. by E. of the position now given.

[The bearings are magnetic. Variation 6° Easterly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
9th June, 1885.

This Notice affects the following Admiralty Charts:—Australia, northern portion, No. 2759a; New Hanover, New Ireland, New Britain, No. 764. Also, Sailing Directions for Pacific Islands (Western Groups), Vol. I, 1885, page 122.

NOTICE TO MARINERS.

(No. 105).—NORTH SEA.

(1.) *Terschelling Bank Light-Vessel—Proposed temporary Withdrawal.*

THE Netherlands Government has given notice, dated 23rd May, 1885, that it is proposed, probably shortly, to withdraw Terschelling Bank Light-vessel temporarily from her station, in order to provide her with new cables.

NORTH ATLANTIC OCEAN.—FÆROE ISLANDS.

(2.) *Monk Rock fallen away, now just awash.*

The Danish Government has given notice that Monk Rock, situated about three miles southward of the south point of Suderoe, Færoe Islands, and which formerly rose about seventy feet above the sea, has, during the last year, gradually fallen away, so that very little of the rock is now visible above water.

NOTE.—Monk Rock will now probably be difficult to make out, and may be mistaken for one of the three rocky ledges, named Fleeserne, lying about half a mile eastward of it.

BALTIC ENTRANCE—THE KATTEGAT.

(3.) *Aalborg Bay—Wreck-marking Vessel withdrawn.*

Also, with reference to Notice to Mariners, No. 71, of 28th April, 1885, on a wreck-marking vessel having been placed one cable eastward of the steam-vessel "Bernhard," sunk in four fathoms off Mariager Fiord Entrance, Aalborg Bay, with Als Church bearing N. 72° W., distant $5\frac{1}{2}$ miles.

Further notice has been given that the "Bernhard" has been removed, and the wreck-marking vessel withdrawn.

[The bearing is magnetic. Variation $12\frac{1}{2}^{\circ}$ Westerly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
9th June, 1885.

This Notice affects the following Admiralty Charts (1 temporarily):—Scheveningen to Ameland, No. 2322 (1); Færoe Islands, No. 117 (2); the Kattegat, No. 2114 (3). Also, Admiralty List of Lights in the North Sea, 1885, No. 130a; North Sea Pilot, Part IV, 1878, page 179; and Danish Pilot, 1853, page 47.

NOTICE TO MARINERS.

(No. 106).—IRELAND—SOUTH-EAST COAST.

Tuskar Rock Light—Intended Alteration in Character, and Temporary Light-Vessel.

WITH reference to Notice to Mariners, No. 34, of 26th February, 1885, on intended alteration in the character of Tuskar Rock Light, and that during the alteration a light-vessel would be placed S. 55° E., distant one mile from the rock:—

The Commissioners of Irish Lights have given further notice, that the light-vessel has been moored in that position, and that on 1st June, 1885, a light was exhibited from the vessel similar in character to that previously shown from Tuskar Rock, which light was then discontinued.

The present rocket fog signal on the rock is discontinued, but will be maintained from the light-vessel.

The light-vessel carries as day marks, two half globes (circular parts uppermost) at the mainmast head, and is moored in 29 fathoms, with the following mark, bearings, and distances:—

Ballytrent Mill Stump, open northward of Tuskar Rock Lighthouse, N.W. by W.

Lucifer Shoals Light-vessel, N.N.E. $\frac{1}{4}$ E., distant $9\frac{1}{2}$ miles.

Barrels Rock Light-vessel, W. by S., distant $8\frac{1}{2}$ miles.

Tuskar Rock, N. 55° W., distant one mile.

[The bearings are magnetic. Variation $21\frac{1}{4}^{\circ}$ Westerly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
9th June, 1885.

This Notice affects the following Admiralty Charts:—British Islands to Mediterranean Sea, No. 1; English Channel, No. 1598; Ireland, No. 1824a; Irish Channel, with plan of Wexford South Bay, No. 1825b; Wexford to Wicklow, No. 1787; Brattin Head to Wexford, No. 2049. Also, Admiralty List of Lights in the British Islands, 1885, No. 528; and Sailing Directions for the Coast of Ireland, Part I, 1877, page 74.