

fathoms water, with Damietta Lighthouse bearing W. by S. $\frac{3}{4}$ S., distant about 10 miles.

Position (to be considered doubtful), latitude $31^{\circ} 35' N.$, longitude $32^{\circ} 14' E.$

CAUTION.—As the distance of the wreck from the shore is very doubtful, care should be exercised when passing Damietta Lighthouse on the above bearing.

[The bearing is magnetic. Variation 4° West-erly in 1889.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
3rd September, 1889.

This Notice temporarily affects the following Admiralty Charts:—Damietta to El Arish, No. 2573; Alexandria to Port Said, No. 2630. Also, Mediterranean Pilot, Vol. II, 1885, page 273.

NOTICE TO MARINERS.

(No. 321 of the year 1889.)

ENGLAND—WEST COAST.—MILFORD HAVEN.

(1.) *Great Castle Head—Black Vertical Stripe on Lighthouses.*

THE Trinity House, London, has give notice, dated 29th August, 1889, that with a view of rendering Great Castle Head Lighthouses, Milford Haven, more distinctly visible during the day, a black vertical stripe has been painted on both structures.

RAMSEY SOUND.

(2.) *South Bishop Lighthouse—Fog Bell Discontinued.*

Also, dated 28th August, 1889, that the fog bell at South Bishop Lighthouse is discontinued.

The explosive fog signal, giving two reports every fifteen minutes, will be continued as heretofore.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
3rd September, 1889.

This Notice affects the following Admiralty Charts:—English Channel, No. 1598 (2); Ireland, General, No. 1824a (2); Irish Channel, No. 1825b (2); South Coast of Ireland to Land's End, No. 1123 (2); Bristol Channel to New Quay, No. 1410 (2); Ramsey Sound, with Bishops and Clerks, No. 1482 (2). Also, Admiralty List of Lights in the British Islands, 1889, Nos. 639, 636; Sailing Directions for the Bristol Channel, 1884, page 61; and Sailing Directions for the West of England, 1884, page 16.

NOTICE TO MARINERS.

(No. 322 of the year 1889.)

RED SEA—WESTERN SHORE.

Shoal reported Eastward of Scilla Shoals.

INFORMATION has been received from Lloyd's Agents at Port Said, that the Commander of the British Steam-vessel "Tagus" has reported having grounded on a shoal (Tagus Shoal) lying about $2\frac{1}{2}$ miles eastward of Scilla Shoals.

Position, as given, lat. $13^{\circ} 1' N.$, long. $43^{\circ} 14' E.$

By command of their Lordships,
W. J. L. Wharton, Hydrographer,
Hydrographic Office, Admiralty, London,
4th September, 1889.

This Notice affects the following Admiralty Charts:—Red Sea, Nos. 2523, 8e; Jebel Teir to Perim Island, No. 143. Also, Red Sea Pilot, 1883, page 139; and Revised Supplement, 1889, relating to Red Sea Pilot, page 31.

NOTICE TO MARINERS.

(No. 323 of the year 1889.)

BALTIC ENTRANCE.

THE KATTEGAT—ANHOLT ISLAND.

Provisional Light on Ostebakken.

WITH reference to Notice to Mariners, No. 273 (1), of 8th August, 1889, on the intended exhibition of a fixed white and red light from a lighthouse erected on Ostebakken, western side of Anholt Island:—

The Danish Government has given further notice, that on 24th August, 1889, a provisional light was exhibited, which is visible through the same arcs, and has the same colours as the intended permanent light, but is of less power.

The provisional light is a fixed white and red light, showing white from the bearing of S. $53^{\circ} E.$ (southward of which it is obscured by Nordstrands Klint) to S. $45^{\circ} E.$; red from S. $45^{\circ} E.$ to S. $30^{\circ} E.$ over N.W. reef); white from S. $30^{\circ} E.$ to S. $25^{\circ} W.$ It is obscured by a hill from S. $25^{\circ} W.$ to S. $45^{\circ} W.$, and shows white from S. $45^{\circ} W.$ to S. $68^{\circ} W.$ It is elevated 84 feet above the sea.

The lighthouse is constructed of wood.

Position, lat. $56^{\circ} 42' 40'' N.$, long. $11^{\circ} 33' 55'' E.$

[The bearings are magnetic, and are given from seaward. Variation 11° West-erly in 1889.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
4th September, 1889.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; the Kattegat, No. 2114. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1889, page 78; and Danish Pilot, 1885, page 113.

NOTICE TO MARINERS.

(No. 324 of the year 1889.)

BALTIC—SWEDISH COAST.—STOCKHOLM—NORTHERN APPROACH.

(1.) *Shoal between Tyfö Lighthouse and Karingen Rock Beacon.*

THE Swedish Government has given notice, dated 14th August, 1889, that the Swedish vessel of war "Vanadis" (drawing about 19 feet) touched on a shoal lying in mid-channel between Tyfö Lighthouse and Karingen Rock Beacon.

Approximate position, lat. $59^{\circ} 46\frac{1}{2}' N.$, long. $19^{\circ} 7' E.$

GULF OF BOTHNIA—NORTHERN SHORE.

(2.) *Sunken Rock between Sandskär and Gunnaren.*

Information has been received from Mr. Frederick Lowery, Master of the British steam-vessel "Milan" (drawing about 20 feet), of that vessel having struck and passed over a sunken rock lying about midway between the northern extreme of Sandskär and Gunnaren.

Approximate position as given, lat. $65^{\circ} 37' N.$, long. $23^{\circ} 42\frac{1}{2}' E.$

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
4th September, 1889.

This Notice affects the following Admiralty Charts:—Hango Head to South Quarken, No. 2297 (1); Landsort to the Gulf of Bothnia, No. 2362 (1); Gulf of Bothnia, No. 2252 (2); Tome Point to Tauvö Gulf, No. 2302 (2). Also, Baltic Pilot, 1888, pages 127, 341.