

house, Rangoon River approach, to Rangoon, was being carried out:—

The Fairway Buoy is painted black and white in horizontal bands.

Starboard hand buoys entering the river are painted red; port hand buoys entering are painted black.

This Notice affects the following Admiralty Charts:—Bassein River to Pulo Penang, No. 830; Koronge Island to White Point, No. 823; Irrawaddy River, No. 2135; Rangoon River and Approaches, No. 833. Also, Bay of Bengal Pilot, 1887, pages 285, 289-292.

No. 268.—CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.  
SULU OR MINDORO SEA.—PALÁWAN ISLAND—SOUTH-EAST COAST.

*Dangerous Shoal Eastward of Ursula Island.*  
INFORMATION has been received, through the Board of Trade, that on 9th February, 1892, the British barque "Argyll" was totally wrecked on a dangerous shoal lying eastward of Ursula Island, south-east coast of Paláwan Island:—

The position of this shoal (Argyll Shoal), as determined by the Commander of the Spanish gun vessel "Mariveles," is with Ursula Island bearing N. 72° W., distant about five miles, or in approximately lat. 8° 18½' N., long. 117° 35' E.

NOTE.—As this part of the Sulu Sea is imperfectly surveyed, and many uncharted dangers may exist, Mariners should navigate in the locality with caution.

[Variation 2° Easterly in 1892.]

This notice affects the following Admiralty Charts:—China Sea, No. 2660b; Paláwan Island, No. 967. Also, China Sea Directory, Vol. II, 1889, page 282.

No. 269.—CAPE, EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS.  
CHINA SEA.

*Shoal Spots on Macclesfield Bank.*

A RECENT examination by Commander W. U. Moore, Her Majesty's surveying-vessel "Penguin," of the western rim of Macclesfield Bank, has disclosed many spots shoaler than heretofore charted.

The general result of the survey, which embraced 95 miles of the western rim of the bank, shows that the average breadth of the rim is about three miles, and that the depths over it are 6 to 33 fathoms.

In the lagoon itself, the shoalest head, five fathoms, was found.

Until publication of the full survey, the following spots should be noted:—

Cathay Shoal, reported by the Peninsular and Oriental Company's steamer "Cathay" (see Notice to Mariners, No. 497 of 1891), is 9 cables in length in a north and south direction, and 8 cables wide. On the shallowest part, in the centre, not less than 7 fathoms could be found. This shoal east is in lat. 15° 54' N., long. 113° 58½' E.

Walker Shoal, situated in the lagoon of the atoll, is circular in shape, and three-quarters of a mile in diameter. The shoalest spot, 5 fathoms, in the centre, is in lat. 15° 55' N., long. 114° 28½' E. The general depths over this shoal are 7 to 8 fathoms.

Oliver Shoal, in lat. 16° 4¼' N., long. 114° 29¼' E., was not examined in detail, but a depth of 6 fathoms was obtained on it. Shoaler water probably exists in the locality.

NOTE.—Attention is called to Notice to Mariners, No. 560 of 1891, in which vessels are cautioned not to cross Macclesfield Bank, but to

navigate "between Macclesfield Bank and Bombay Reef."

This Notice affects the following Admiralty Charts:—China Sea, Nos. 2661a, b; Macclesfield Bank, No. 270. Also, China Sea Directory, Vol. II, 1889, pages 23, 108, 109; and China Sea Directory, Vol. III, pages 35, 36.

No. 270.—CHANNEL AND WESTERN AND ALL FOREIGN STATIONS.

NORTH ATLANTIC OCEAN.

AZORES—SAN MIGUEL.

*Ponta Delgada—Harbour Lights.*

THE following information concerning the harbour lights at Ponta Delgada, San Miguel, has been received, dated 30th May, 1892:—

1. The white light on the buoy near the extremity of the breakwater in progress has been replaced by a fixed red light.

2. The lighthouse near the centre of the breakwater, from which is shown a fixed red light, will be moved to the eastern extremity of the breakwater, when it is completed.

3. The white light at the Custom House is not visible seaward owing to the progress of the breakwater, and is only of use to vessels and boats in the harbour.

NOTE.—Vessels entering the harbour at night, should approach to a convenient distance eastward of the light buoy near the extremity of the breakwater, and signal for a pilot, and are recommended not to enter without one.

This Notice affects Admiralty Plan of Ponta Delgada, on sheet, No. 1854. Also, List of Lights, Part III, 1892, Nos. 519, 520; and Africa Pilot, Part I, 1890, page 53.

No. 271.—CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

AFRICA—EAST COAST.

*Kilimán River Entrance—Fairway Buoy placed.*

INFORMATION has been received from Commander F. Finnis, Her Majesty's ship "Swallow," dated 12th May, 1892, that a Fairway Buoy has been placed outside the bar at Kilimán River Entrance, with Tangalene Point Flagstaff, bearing N. by E. ½ E., distant five miles. The buoy is spherical, painted black and white in horizontal stripes, and surmounted by a staff and cage.

Approximate position, lat. 18° 6' S., long. 36° 58' E.

NOTE.—No. 3 buoy (see Notice to Mariners, No. 184 of 1892) was not in position in April, 1892.

CAUTION.—The buoys in Kilimán River cannot be relied on.

[Variation 16° Westerly in 1892.]

This Notice affects the following Admiralty Charts:—Lower Zambesi and Shiré Rivers, No. 1577; River Zambesi to Mozambique Harbour, No. 1810; Kilimán River, on sheet, No. 650. Also, Africa Pilot, Part III, 1889, page 219; and Supplement, 1890, relating to Africa Pilot, Part III, page 30.

No. 272.—CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

SULU ARCHIPELAGO.

BORNEO—NORTH-EAST COAST.

DARVEL BAY—NORTH SHORE.

*Shoal Eastward of Darvel Peninsula.*

INFORMATION has been received from Commander A. M. Field, Her Majesty's surveying-vessel "Egeria," dated 2nd May, 1892, of the existence of a narrow coral shoal lying off the north shore of Darvel Bay:—