

[Variation 2° Easterly in 1892.]

This Notice affects the following Admiralty Charts:—China Sea, No. 1263; Southern portion, No. 2660b; Palawan Island, No. 967; Balabac Strait, No. 948. Also, List of Lights, Part V, 1892, page 72; and China Sea Directory, Vol. II, 1889, pages 206, 210.

#### No. 363.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—MASSACHUSETTS.

*Pollock Rip Shue—Wreck Marked by Light Buoy.*

THE United States Government has given notice, that on 27th July, 1892, a gas buoy, painted black, and exhibiting a fixed white light, was placed to mark the wreck of the yacht "Alva," which lies sunk in Pollock Rip Shue, in a position about half-a-mile S. by W.  $\frac{1}{4}$  W. from the Bell Buoy at the northern end of Broken Part of Pollock Rip, and with Pollock Rip Light-vessel bearing S.W.  $\frac{1}{4}$  W.

The wreck lies in a depth of  $4\frac{1}{2}$  fathoms, with masts and funnel standing, and the rail nearly awash at low water.

Approximate position, latitude  $41^{\circ} 33' 15''$  N., longitude  $69^{\circ} 54' 25''$  W.

[Variation 12° Westerly in 1892.]

This Notice temporarily affects the following Admiralty Charts:—Nantucket Shoals to Block Island, No. 2890; Monomoy or Old Stage Harbour, No. 2489. Also, Sailing Directions for the Principal Ports in the United States, 1882, page 70; and Hydrographic Notice, No. 7 of 1888, page 12.

#### No. 364.—CHANNEL AND WESTERN STATION.

IRELAND—SOUTH COAST.—DUNGARVAN HARBOUR.

*Shoal at Entrance and Alterations in Buoyage.*

INFORMATION has been received, through the Board of Trade, of the existence of a shoal, with a depth of 5 to 6 feet on it and about a cable in extent, lying on the northern side of Dungarvan Bay, with Ballinacourty Lighthouse bearing E. by N.  $\frac{3}{4}$  N. distant  $2\frac{1}{2}$  cables from its centre.

Approximate position, lat.  $52^{\circ} 4' 15''$  N., long.  $7^{\circ} 33' 45''$  W.

Also that the Channel to Dungarvan, entering from seaward, is marked on the starboard side by conical buoys painted black; and on the port side by can buoys painted red. The warping buoys on both sides of the harbour are painted black.

NOTE.—The buoys are sometimes taken up for repairs, and then their positions are marked by barrels, not necessarily of the same colour as the buoys they replace.

[Variation 21° Westerly in 1892.]

This Notice affects the following Admiralty Plan:—Dungarvan Harbour, No. 2017. Also, Sailing Directions for the Coast of Ireland, Part I, 1885, page 47.

#### No. 365.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

PACIFIC OCEAN.—SANDWICH ISLANDS.—OAHU.

*Honolulu Harbour—Dredging Operations at Entrance.*

THE Hawaiian Government has given notice, that during the progress of the works for deepening the channel at the entrance to Honolulu Harbour, which are being carried on night and day, lights will be shown by the dredger at night, and the following regulations should be observed by passing vessels:—

1. The dredger shows three red lights triangularly placed, about 3 feet apart, with a white light in the centre of the triangle, at an elevation of about 30 feet above the sea.

2. A steam vessel approaching the harbour should stop at a safe distance from the dredger, and give one blast of the whistle, which will be answered by a single blast from the dredger, to be followed by three blasts from the dredger when the passage is clear, and the steamer may proceed.

A tug will be in attendance, when not otherwise engaged, to assist sailing vessels in passing the dredger.

This Notice temporarily affects the following Admiralty Charts:—Sandwich Islands, No. 1510; Honolulu Harbour, No. 1378. Also, Pacific Islands, Vol. II, 1891, pages 439–441.

#### No. 366.—NORTH SEA AND BALTIC STATION.

SCOTLAND—EAST COAST.—RIVER FORTH.

*Grangemouth—Temporary Green Lights near Entrance.*

THE Caledonian Railway Company has given notice, dated 8th August, 1892, that a cylinder is to be sunk in a position E. by S., distant 660 yards, from the lighthouse at the extremity of the east breakwater, Carron Water, south side of River Forth:—

Two fixed green lights, placed vertically 6 feet apart, the lower one elevated 15 feet above high water, will be shown from the staging during the continuance of the works.

Approximate position, lat.  $56^{\circ} 2' N.$ , long.  $3^{\circ} 40' W.$

[Variation 20° Westerly in 1892.]

This Notice temporarily affects the following Admiralty Plan:—Queensferry to Stirling, No. 114c. Also, List of Lights, Part I, 1892, page 68; and North Sea Pilot, Part II, 1885, page 242.

#### No. 367.—CHANNEL AND WESTERN STATION.

FRANCE—WEST COAST.

*Plateau du Four—Alteration in Position of Gouë Vas Bell Buoy.*

THE French Government has given notice, dated 6th August, 1892, that Gouë Vas Bell Buoy, southern end of Plateau du Four, is now moored about half a mile westward of its former position, and lies with Du Four Lighthouse bearing N.N.E.  $\frac{3}{4}$  E., distant 3 miles; and Bats Steeple E.  $\frac{1}{4}$  S.

Approximate position, lat.  $47^{\circ} 15' N.$ , long.  $2^{\circ} 39' W.$

[Variation 17° Westerly in 1892.]

This Notice affects the following Admiralty Chart:—Bourgneuf to I. de Groix, No. 2646. Also, Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, pages 77, 84.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
13th to 19th August, 1892.

#### THE RAILWAY AND CANAL TRAFFIC ACT, 1888.

Proposed Revision of Tolls and Charges for Merchandise Traffic.

The River Avon.

NOTICE is hereby given that, pursuant to the Railway and Canal Traffic Act, 1888, the Proprietors of the Lower Avon Navigation, have submitted to the Board of Trade a proposed revised classification of merchandise traffic, and