

No. 531.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

UNITED STATES—FLORIDA:

Cape Canaveral—Intended Temporary Alteration in Light.

THE United States Government has given notice, that on 23rd October, 1893, Cape Canaveral Permanent Light (white flashing every minute) will be temporarily discontinued, and in lieu therefore a provisional light will be exhibited from the position of the old lighthouse, pending the removal of that lighthouse and its erection on a site one mile to the westward:—

Cape Canaveral Provisional Light will be a fourth order white flashing light every ten seconds, elevated 57 feet above high water, and visible from a distance of 13 miles in clear weather. It will be shown from a framework structure, painted black.

Approximate position, lat. $28^{\circ} 27' N.$, long. $80^{\circ} 31\frac{1}{4}' W.$

This Notice temporarily affects the following Admiralty Charts:—West India Islands and Caribbean Sea, sheet I, No. 761; Gulf of Mexico, No. 392; Sapelo Sound to Little Bahama Bank, No. 269. Also, List of Lights, Part VII, 1893, No. 919; Sailing Directions for the East Coast of the United States, 1852, page 202; and West India Pilot, Vol. II, 1887, page 566.

No. 532.

WHITE SEA.

Gulf of Onega Entrance—Shoal North-Eastward of Anzersk.

THE Russian Government has given notice, dated 10th September, 1893, of the existence of a shoal north-eastward of Anzersk, in the approach to the eastern entrance to the Gulf of Onega:—

This shoal is about 1 mile in extent, W.N.W. and E.S.E., has depths of 5 to 7 fathoms, rock bottom, around, and a least depth of 18 feet on it, situated near the east end, with Kalkouey (the east extreme of Anzersk) bearing S. by E. $\frac{1}{4}$ E. (S. 14° E.), distant $3\frac{1}{2}$ miles; and Troitski Point W. by S. (S. $78\frac{3}{4}^{\circ}$ W.); or approximately in lat. $65^{\circ} 12' 15'' N.$, long. $36^{\circ} 17' 40'' E.$

[Variation 5° Easterly in 1893.]

This Notice affects the following Admiralty Charts:—White Sea, No. 2278; Sheet VI, No. 2274; Sheet VIII, No. 2276. Also, White Sea Pilot, 1887, page 201.

No. 533.—CAPE AND EAST INDIES STATIONS.

AFRICA—EAST COAST.—RIVER PUNGUE.

Buoyage.

INFORMATION has been received through the Foreign Office, dated July, 1893, that the buoyage of the entrance to the River Pungue is now arranged as follows:—

Nos. 1, 2, 3, 4, and 5 Buoys are painted red, and should be left on the port hand entering from seaward.

Nos. 6 and 7 Buoys are painted black, and should be left on the starboard hand entering from seaward.

No. 5 Buoy is moored on the south side of the entrance to River Buzio, in a position with Massique Point bearing N. by W. (N. $11\frac{1}{4}^{\circ}$ W.), distant $1\frac{1}{2}$ miles; and Chirora Palm Grove W. by S. $\frac{1}{2}$ S. (S. 73° W.).

Approximate position, latitude $19^{\circ} 55' 5'' S.$, longitude $34^{\circ} 48' 15'' E.$

No. 6 Buoy marks the 8 feet shoal lying north-westward of No. 4 Buoy.

No. 7 Buoy is moored with Massique Point bearing W. by N. $\frac{1}{2}$ N. (N. 73° W., distant $1\frac{1}{10}$ miles; and Point Jea Lighthouse N.E. by E. $\frac{1}{2}$ E. (N. $57\frac{3}{4}^{\circ}$ E.)

In entering keep the port hand buoys close on board.

NOTE.—The following caution has been placed on the Admiralty Plan of River Pungue, No. 1003:—Depths in channel and the position of shoals vary; and caution must be observed in using this plan.

[Variation 19° Westerly in 1893.]

This Notice affects the following Admiralty Charts:—Delagoa Bay to River Zambesi, No. 648; River Pungue, No. 1003. Also, Africa Pilot, Part III, 1889, page 208; and Revised Supplement, 1892, relating to Africa Pilot, Part III, pages 13, 14.

No. 534.—BALTIC STATION.

BALTIC ENTRANCE.—THE SOUND.

Copenhagen Approach—Intended Fog Signal on Middlegrund Fort.

THE Danish Government has given notice, dated 11th October, 1893, that a fog-signal will very shortly be established on the south-east angle of Middlegrund Fort, eastern side of entrance to Konge Deep:—

The signal will be a horn, worked by hand, which during thick or foggy weather will give one blast every two minutes.

Approximate position, lat. $55^{\circ} 43' 10'' N.$, long. $12^{\circ} 40' 20'' E.$

This Notice affects the following Admiralty Chart:—The Sound, No. 2115. Also, List of Lights, Part II, 1893, No. 474*; Danish Pilot, 1885, page 147; and Revised Supplement, 1892, relating to Danish Pilot, page 27.

No. 535.—CHINA, AUSTRALIA, PACIFIC, AND SOUTH-EAST AMERICA STATIONS.

SOUTH AMERICA—WEST COAST.—VALPARAISO BAY.

Buoy Marking Rock South-westward of Gruesa (Piedra) Point.

INFORMATION has been received from the Chilean Government, dated 29th August, 1893, of the existence of a sunken rock south-westward of Gruesa Point, eastern side of Valparaiso Bay:—

This rock, named Ester, is of small extent, and has a depth of $3\frac{1}{2}$ fathoms on it, with 10 to 12 fathoms around; it lies with Andes Fort (Caleta Point) bearing S. by W. $\frac{1}{2}$ W. (S. $16\frac{3}{4}^{\circ}$ W.) distant $6\frac{1}{2}$ cables; and Gruesa Point N.E. $\frac{3}{4}$ E. (N. $53\frac{1}{2}^{\circ}$ E.).

Approximate position on plan No. 1314, lat. $33^{\circ} 1' 30'' S.$, long. $71^{\circ} 36' 40'' W.$

A conical buoy, surmounted by a spherical topmark, the whole painted black and white in horizontal stripes, has been placed close south-westward of Ester Rock.

[Variation 15° Easterly in 1893.]

This Notice affects the following Admiralty Plan:—Valparaiso Bay, No. 1314. Also, South America Pilot, Part II, 1886, pages 298, 300.

No. 536.—CHANNEL AND WESTERN STATION.

IRELAND—EAST COAST.—DUNDRUM BAY.

St. John's Point—Intended Alteration in Character of Light.

THE Commissioners of Irish Lights have given notice, that about 1st January, 1894, the following alteration will be made in the light exhibited from St. John's Point, eastern side of Dundrum Bay:—