

distant  $8\frac{1}{2}$  cables; and Pyramid S. by W.  $\frac{1}{4}$  W. (S.  $14^\circ$  W.).

4. A small conical buoy, painted black and numbered 2, has been moored in 6 fathoms southward of buoy No. 3, in a position with Héron Point, bearing E.  $\frac{3}{4}$  N. (N.  $81^\circ$  E.), distant  $9\frac{1}{2}$  cables; and Pyramid S. by W. (S.  $11^\circ$  W.).

5. A large flat-topped buoy, painted black and numbered 1, has been moored in 7 fathoms further southward, in a position with Héron Point, bearing N.E. by E.  $\frac{1}{4}$  E. (N.  $66^\circ$  E.), distant  $11\frac{1}{2}$  cables; and Jetty Lighthouse S.E. by S. (S.  $34^\circ$  E.).

6. A large flat-topped buoy, painted red, has been moored in  $5\frac{1}{2}$  fathoms at the south-east extreme of Météore Reef, in a position with Plateau du Héron Centre, bearing S.E.  $\frac{5}{8}$  E. (S.  $52^\circ$  E.), distant  $2\frac{5}{10}$  miles; and Manga Daffa S.W.  $\frac{3}{4}$  S. (S.  $36^\circ$  E.).

7. A large flat-topped buoy, painted red, has been moored in 6 fathoms at the east extreme of Penguin Bank, in a position with Plateau du Héron Centre, bearing S.E.  $\frac{3}{4}$  E. (S.  $53^\circ$  E.), distant 2 miles; and Manga Daffa S.W.  $\frac{1}{4}$  W. (S.  $48^\circ$  W.).

8. A small conical buoy, painted red, has been moored in  $5\frac{1}{2}$  fathoms at the east extreme of the shoal south-west of Penguin Bank, and now named Etoile Bank, in a position with Plateau du Héron centre, bearing E.  $\frac{1}{4}$  S. (S.  $83^\circ$  E.), distant  $3\frac{1}{2}$  miles; and Manga Daffa S.S.W.  $\frac{5}{8}$  W. (S.  $29^\circ$  W.).

9. A large flat-topped buoy, painted red, has been moored in 6 fathoms on the east side of the large coral bank in Jibuti Bay, in a position with Héron Point, bearing E. by N.  $\frac{1}{4}$  N. (N.  $73^\circ$  E.), distant  $14\frac{1}{2}$  cables; and Jetty Lighthouse S.E.  $\frac{1}{4}$  E. (S.  $48^\circ$  E.). This replaces the former conical red buoy.

10. A small conical buoy, painted red, has been moored in  $5\frac{1}{2}$  fathoms at the east extreme of the southern coral reef in Jibuti Bay, in a position with jetty lighthouse bearing E. by S.  $\frac{1}{4}$  S. (S.  $76^\circ$  E.), distant  $7\frac{1}{4}$  cables; and Héron Point N.E.  $\frac{3}{8}$  E. (N.  $49^\circ$  E.).

[Variation  $4^\circ$  Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Red Sea, No. 8e; Jebel Jan to Seyára, No. 253a; Plan of Jibuti Bay on No. 253a (3, 4, 5, 9, 10). Also, List of Lights, Part V, 1894, page 18; and Red Sea and Gulf of Aden Pilot, 1892, pages 397–399.

#### No. 420.—PACIFIC AND SOUTH-EAST AMERICA STATIONS.

##### SOUTH AMERICA—EAST COAST.

##### BAHIA BLANCA (PORT BELGRANO).

##### *Light-vessel in Approach, and New Buoy Southward of Anchor-stock Hill.*

INFORMATION has been received through Commander Robert S. Rolleston, H.M.S. "Racer," that on 1st January, 1894, a light was exhibited from a light-vessel moored in  $5\frac{1}{2}$  fathoms at the entrance to Bahia Blanca, in a position S.  $17^\circ$  E., distant 13 miles, from Mount Hermoso Lighthouse:—

Bahia Blanca Light-vessel Light is a catadioptric, white, intermittent light, with a period of one minute, thus:—light forty-two seconds; eclipse, eighteen seconds; and is visible from a distance of 14 miles in clear weather.

The light-vessel is painted red and black in horizontal stripes, and has two masts, with a tower amidships from which the light is shown.

Approximate position, lat.  $39^\circ 11' 10''$  S., long.  $61^\circ 38' 20''$  W.

Also, a buoy, painted red, has been moored on the south side of the channel, between Nos. 7 and 8 buoys, in a position with Tripod bearing N.E.

by E.  $\frac{1}{2}$  E. (N.  $62^\circ$  E.), distant  $3\frac{7}{10}$  miles, and Punta Alta, N.W.  $\frac{3}{4}$  W. (N.  $53^\circ$  W.).

[Variation  $11^\circ$  Easterly in 1894.]

This Notice affects the following Admiralty Charts:—Rio de la Plata to Rio Negro, No. 1324; Bahia Blanca to Union Bay, No. 1329; Bahia Blanca (Port Belgrano), No. 1331. Also, List of Lights, Part VI, 1894, page 24; and South America Pilot, Part I, 1893, pages 302–306.

#### No. 421.—CHINA STATION.

##### CHINA SEA.—FORMOSA—WEST COAST.

##### *Lights at Amping and Takau Temporarily discontinued.*

TELEGRAPHIC information has been received through the Colonial Office, that on 5th August, 1894, the light at Amping (fixed white), in approximately lat.  $23^\circ 0' 20''$  N., long.  $120^\circ 9' 55''$  E.; and the light at Saracen Head, Takau (fixed white), in approximately lat.  $22^\circ 36' 35''$  N., long.  $120^\circ 16' 10''$  E., were temporarily discontinued.

This Notice temporarily affects the following Admiralty Charts:—Hongkong to Gulf of Liaw Tung, No. 1262; Formosa Island and Strait, No. 1968; West Coast of Formosa, &c., No. 2409; Harbours in Formosa Island, with Plan of Port Takau, No. 2376. Also, List of Lights, Part V, 1894, Nos. 416, 415; and China Sea Directory, Vol. III, 1894, pages 251, 247.

#### No. 422.—CHANNEL AND WESTERN, AND ALL FOREIGN STATIONS.

##### CENTRAL AMERICA.—PANAMA—NORTH COAST.

##### *Point Manzanillo—Delay in Exhibition of Light.*

WITH reference to Notice to Mariners No. 337 of 1894, and previous Notice:—

Information has been received, dated 29th July, 1894, that the light on Isla Grande, near Manzanillo Point will not be exhibited until it has been altered to a red and white flashing light.

Approximate position on Chart No. 396, lat.  $9^\circ 39' N.$ , long.  $79^\circ 33' W.$

This Notice affects the following Admiralty Charts:—North Atlantic Ocean, western part, No. 2060b; West India Islands and Caribbean Sea, Sheet III, No. 763; Cape La Vela to Chagres, No. 396. Also, List of Lights, Part VII, 1894, No. 1135a; and West India Pilot, Vol. I, 1893, page 266.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,  
7th to 13th August, 1894.

#### The County Court of Lancashire, holden at Manchester.

LIST of Nautical Assessors framed under the 14th Section of "The County Courts Admiralty Jurisdiction Act, 1868":—

Captain Croft, Cork Steamship Company, Temple-chambers, Brazenose-street, Manchester.

Captain Turner, Ship Broker, 33, Brazenose-street, Manchester.

Captain Smith, German Vice-Consul, Glen-street, Old Trafford, Manchester.

Captain Gibb, Marine Surveyor, Conservative Club, Manchester.

Captain Woodhill, Messrs. Fletcher, Woodhill, and Co., 31, Brazenose-street, Manchester.

Captain Tom Pinkney, the Neptune Steamship Company, John-street, Sunderland.

Approved—*F. H. Jeune*, P.

July 31, 1894.