No. 79.—MEDITERRANEAN STATION.

FRANCE.—SOUTH COAST.

Golfe de la Napoule—Extension of Cannes Breakwater.

INFORMATION has been received from Her Britannic Majesty's Consul, Nice, dated 21st January, 1895, that the breakwater at Cannes has been extended in a S. ¼ E. (S. 1° E.) direction for a distance of about 550 feet; and works are now in progress for a further extension of the breakwater in a S.E. (S. 45° E.) direction for a distance of about 500 feet.

A spherical black buoy, surmounted by a staff and cage, marks the extremity of the works in progress, the sides of which are also marked by small cask buoys.

Approximate position, black buoy, lat. 43° 32′ 40″ N., long. 7° 1′ 20″ E.

[Variation 13° Westerly in 1895.]

This Notice affects the following Admiralty Plan:—Port Cannes, Golfe Joan and Port Antibes, No. 2822. Also, Mediterranean Pilot, Vol. II, 1885, page 71.

No. 80.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES.—FLORIDA.

Key West Island—Permanent Light Re-exhibited with Alterations.

WITH reference to Notice to Mariners No. 632 of 1894:—

The United States Government has given further notice that, on or about 5th February, 1895, Key West Island Permanent Light (fixed white with red sectors) would be re-exhibited, its elevation being altered to 90 feet above high water, and its visibility to a distance of 15 miles in clear weather. In other respects this light would be unchanged.

Also, on the same date, the provisional light (fixed white) at this lighthouse would be discontinued.

Approximate position, latitude 24° 33′ 0″ N., longitude 81° 48′ 5″ W.

This Notice affects the following Admiralty Charts:—Lower Matacumbe Bay to Boca Grande Cay, No. 1098; Key West Harbour, &c., No. 2881. Also, List of Lights, Part VII, 1894, No. 928; West India Pilot, Vol. II, 1887, page 553; and Revised Supplement, 1894, relating to West India Pilot, Vol. II, page 78.

No. 81.—CHINA STATION.

KOREA.—WEST COAST

Chemulpho Approach—Amended Particulars of Nine Foot Rock westward of White Rock.

WITH reference to Notice to Mariners No. 15 of 1895:—

The Japanese Government has given notice, dated 16th December, 1894, that the Master of the steam vessel "Shinanogawa Maru" reports having discovered a rock, with a depth of 1½ fathoms on it at low water, and 5 to 7 fathoms close around, lying with White Rock Beacon bearing N.E. by E. ½ E. (N. 62° E.) distant 3¾ cables; and summit of Humann Island N. by W. (N. 11° W.).

Approximate position, lat. 37° 13′ 30″ N., long. 126° 23′ 55″ E.

This is in all probability the rock on which the French gun-vessel "Inconstant" struck, as the position was not accurately determined at the time, but was assumed to be with White Rock Beacon bearing E. by N. (N. 79° E.), distant 1½ cables. This latter has therefore been removed from Admiralty Charts.

NOTE.—Mariners are recommended, as stated in China Sea Directory, Vol. IV, 1894, page 63, to pass eastward of White Rock.

[Variation 5° Westerly in 1895.]

This Notice affects the following Admiralty Charts:—Approaches to Seoul, No. 1258; approaches to Chemulpho Anchorage, No. 1270. Also, China Sea Directory, Vol. IV, 1894, page 59.

No. 82.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—NEW YORK.

Long Island Sound—Sands Point Light Re-exhibited.

WITH reference to Notice to Mariners, No. 612 (2) of 1894:—

The United States Government has given further notice that, on 21st January, 1895, Sands Point Light (fixed white) would be re-exhibited.

This light is elevated 68 feet above high water, and visible from a distance of 13 miles in clear weather.

Approximate position latitude 40° 51′ 50″ N., longitude 73′ 43′ 50″ W.

This Notice affects the following Admiralty Charts:—Block Island to Great Egg Harbour, No. 2480; Long Island Sound, sheet 2, No. 2755. Also, List of Lights, Part VII, 1894, No. 687; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, pages 108, 109.

No. 83.—BALTIC STATION.

BALTIC ENTRANCE—SKAGERRAK.

Sunken Wreck North-Westward of Hirtshals Lighthouse.

INFORMATION has been published in the Shipping Gazette that the master of the schooner "Aurora" reports having seen a vessel, apparently a steamer, lying sunk, with masthead and gaffs showing above water, on 2nd January, 1895, in a position about N.W. by W. ¾ W. (N. 65° W.), distant 11½ miles from Hirtshals Lighthouse, or approximately in lat. 57° 35′ N., long. 9° 35′ E.

[Variation 12° Westerly in 1895.]

This Notice temporarily affects the following Admiralty Charts:—Baltic Sea, No. 2842*a*; Skagerrak or Sleeve, No. 2289. Also, North Sea Pilot, Part IV, 1892, pages 33–35.

No. 84.—AUSTRALIA STATION.

AUSTRALIA—EAST COAST.

Brisbane—Establishment of Time Signal.

THE Government of Queensland has given notice that, on 2nd January, 1895, a time signal would be established on the Signal Tower, Wickham-terrace, Brisbane:—

Brisbane time signal consists of a ball, which will be dropped daily, except on Sundays and public holidays, being hoisted half-way up at 0h. 55m., close up at 0h. 57m., and dropped by electricity from the Survey Office Observatory at 1h. 0m. 0s. mean time of the meridian of 150° E., equivalent to 15h. 0m. 0s. Greenwich mean time, or 1h. 12m. 6·4s. local mean time.

Should the signal fail in accuracy the ball will be hoisted half-way up at once, close up at 1h. 57m., and dropped at 2h. 0m. 0s. mean time of the meridian of 150° E.

Should the ball fail to drop, it will be gradually lowered, and be dropped at 2h. 0m. 0s. mean time of the meridian 150° E.

Position, Signal Tower, lat. 27° 28′ 3″ S., long. 153° 1′ 31″ E.

This Notice affects the following Admiralty Plan:—Brisbane River, No. 1674. Also, Australia Directory, Vol. II, 1889, page 134; and List of Time Signals, 1892, page 20.