

Uniform System of Buoyage, the word "turned" should be substituted for "point" throughout Notice to Mariners, No. 102 of 1896, thus:—

1. A white spar, surmounted by a black broom, turned downwards, marks the north side of a danger; and so on.

This Notice affects the Baltic Pilot, Part II, 1888; and Supplement, 1893, relating to the Baltic Pilot.

No. 133.—SOUTH ATLANTIC OCEAN. *Ice.*

WITH reference to Notice to Mariners No. 206 of 1894, and to previous notices, respecting the large number of ice islands and bergs reported in the South Atlantic to the north-eastward of the Falkland Islands:—

Further notice is now given that the extraordinary accumulation of icebergs in this area appears to have been dispersed, as the vessels traversing this part of the Atlantic during 1895 have not reported any ice north-east of the Falklands.

It appears, therefore, unnecessary to continue to issue a special notice warning Mariners of the abnormal condition of ice in this region, as the ordinary cautions in the Passage Book; page 57 in South America Pilot, Part I, pages 36 and 37 and foot notes; and at page 33 of South America Pilot, Part II, 1895, are amply sufficient to warn the seamen to avoid the area at all times if practicable.

Icebergs are still being reported off Cape Horn.

NOTE.—This Notice has no reference to ice in Southern Indian Ocean, where bergs have been recently reported as far north as lat. 42° S., and where consequently a northern route is advisable.

No. 134.—ENGLAND—WEST COAST. *Lloyd's Signal Station on St. Ann's Head Re-established.*

WITH reference to Notice to Mariners, No. 17 of 1891:—

Further information has been received from Lloyd's, dated 2nd March, 1896, that the signal station on St. Ann's Head, northern side of entrance to Milford Haven, has been re-established.

Approximate position, lat. 51° 41' N., long. 5° 10½' W.

This Notice affects the following Admiralty Charts:—Bristol Channel, No. 1179; St. Ann's Head to St. Bride's Bay, No. 1488; Milford Haven, No. 2393. Also, List of Lights, Part I, 1896, No. 638; and Sailing Directions for the West Coast of England, 1891, page 93.

No. 135.—MAGELLAN STRAIT. *Lighthouses in Course of Erection.*

INFORMATION has been received from Captain Henry H. Dyke, Her Majesty's ship "Comus," dated 30th December, 1895, that lighthouses are now in course of erection by the Chilean Government on Dungeness (1), eastern entrance to Magellan Strait; and Evangelistas or Islands of Direction (2), western entrance to Magellan Strait.

Also, that it is intended to build a lighthouse on Havannah Point (3), western end of Cordova Peninsula.

Approximate position, Dungeness, lat. 52° 24' S., long. 68° 25½' W.

Approximate position, Evangelistas, lat. 52° 24' S., long. 75° 6' W.

Approximate position, Havannah Point, lat. 53° 10' S., long. 73° 18½' W.

It is expected that lights will be exhibited from

these lighthouses before the end of the year 1896, but further notice will be given when any particulars of the lights are known.

This Notice affects the following Admiralty Chart:—Magellan Strait, No. 554 (1, 2, 3); Second Narrows to Cape Pillar, No. 21 (2, 3); Cape Virgins to First Narrows, No. 1336 (1); English, Crooked, &c., reaches, No. 887 (3); Channels between Magellan Strait and Gulf of Trinidad, No. 23 (2). List of Lights, Part VII, 1896, page 28, No. 95; and South America Pilot, Part II, 1895, pages 86, 161, 148.

No. 136.—CUBA—NORTH COAST. *Sta. Maria Cays—Proposed Light on Cayman (Caiman) Cay.*

THE Spanish Government has given notice, dated 8th February, 1896, that it is proposed to erect a lighthouse on Cayman (Caiman) Cay, Sta. Maria Cays.

Approximate position, lat. 22° 41½' N., long. 78° 58' W.

Further notice will be given when any particulars are known.

This Notice affects the following Admiralty Charts:—West India Islands and Caribbean Sea, Sheet I, No. 761; Florida Strait, south part, No. 1217; Great Bahama Bank, No. 2009. Also, List of Lights, Part VIII, 1896, page 172; and West India Pilot, Vol. II, 1887, page 455.

*No. 137.—NORTH ATLANTIC OCEAN. *Floating Wreck North-north-west of Cape Ortegal.*

INFORMATION has been published in the Shipping Gazette that the Master of the steam-vessel "Palma" reports having passed, on 1st March, 1896, about 58 miles N.N.W. from Cape Ortegal, or approximately in lat. 44° 30' N., long. 8° 45' W., a vessel, about 175 feet long, floating bottom up, with keel awash, and apparently a cargo of lumber.

[Variation 19° Westerly in 1896.]

This Notice temporarily affects the Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, pages 15–18.

No. 138.—CHINA—EAST COAST. *Amoy Harbour—Amended Particulars of Kaiser Rock.*

WITH reference to Notice to Mariners, No. 103 of 1896:—

Further information has been received that Kaiser Rock, lying with the centre of the English Consulate bearing W. ¼ N. (N. 87° W.), distant 5½ cables, has two heads close together, and a least depth of 14 feet on it at low water springs.

A conical buoy, painted black, has been moored on the eastern side of the rock.

Approximate position, lat. 24° 26' 35" N., long. 118° 4' 35" E.

[Variation nil in 1896.]

This Notice affects the following Admiralty Charts:—Amoy Harbour and Approaches, No. 1767; Amoy Inner Harbour, No. 1764. Also, China Sea Directory, Vol. III, 1894, page 179.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
9th to 12th March 1896.

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of four hundred pounds sterling, which has been paid to us in favour of the vicarage of Barrow-on-Humber, in the county of Lincoln, and in the diocese of Lincoln, and in respect of which