

Allenby, Lyall and Co. (Aberdeen), Mrs. Seymour, Debenham and Freebody, Matheson and Son (Edinburgh).
Tailors.—Redfern and Co., Morgan and Son.
Umbrella-Makers.—Thomas Brigg, Sangster and Co.
Woollen-Manufacturers.—Pryce Jones, J. C. Smith (Caledon, Ireland), F. J. Burnett (Wales), D. W. Jones (Wales), Haddon and Son (Wellington, Somerset).
Waterproofers.—Matthews Brothers.

ARNOLD ROYLE, C.B.,

Her Majesty's Clerk of the Robes.

Robes Office, St. James's Palace,
January 1, 1897.

NOTICES TO MARINERS.

(Nos. 5 to 13 of the year 1897.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 5.—ITALY—SOUTH COAST.

Port Cotrone—New Mole Damaged and Light Temporarily Discontinued.

THE Italian Government has given notice, dated 12th December, 1896, that owing to damage to the New Mole, Port Cotrone, the exhibition of the light (fixed green) from the extremity of that mole is discontinued for an indefinite period.

Approximate position, lat. $39^{\circ} 5' 30''$ N., long. $17^{\circ} 8' 15''$ E.

Also, that vessels should exercise great caution in approaching the port, and in the present condition of the New Mole, the anchorage under it is not secure in bad weather.

This Notice temporarily affects the following Admiralty Chart:—Policastro to Cape Sta. Maria di Leuca, with Plan of Port Cotrone, No. 198. Also, List of Lights, Part V, 1896, No. 461*; and Mediterranean Pilot, Vol. II, 1895, pages 295, 296.

No. 6.—SOUTH PACIFIC OCEAN.

Amended Position of Shoal Westward of Rotumah Island.

INFORMATION has been received from the Commander-in-Chief on the Australian Station, that the shoal marked P.D., $1\frac{1}{2}$ fathoms, westward of Chilinha Point, Rotumah Island, has been examined by Her Majesty's surveying vessel "Penguin," with the undermentioned result:—

This shoal, on which the sea breaks in bad weather, has a depth of 3 fathoms on it, with deep water all round, and is situated in a position with Emery Island Summit bearing N. 16° W., distant $3\frac{2}{10}$ miles.

Approximate position, lat. $12^{\circ} 31' 10''$ S., long. $177^{\circ} 0' 15''$ E.

[Variation 9° Easterly in 1897.]

This Notice affects the following Admiralty Plan:—Rotumah Island, on Sheet No. 987. Also, Sailing Directions for the Pacific Islands, Vol. II, 1891, page 219; and Hydrographic Notice, No. 7 of 1895, relating to that work, page 7.

No. 7.—SOLOMON ISLANDS.

Ysabel Island—Reef South-Westward of Ortega Channel.

INFORMATION has been received that the Austrian vessel-of-war "Pola" reports having touched on a coral reef, with a depth of 2 to 4 fathoms on it, situated south-westward of the western entrance to Ortega Channel, in approximately lat. $8^{\circ} 25' S.$, long. $159^{\circ} 25' E.$

No bottom was obtained at a depth of 25 fathoms between this reef and the entrance to Ortega Channel. Several reefs were observed in

the locality marked "discoloured water" westward of the western entrance to Ortega Channel.

A sounding of 37 fathoms was obtained in approximately lat. $8^{\circ} 22' S.$, long. $159^{\circ} 8\frac{1}{2}' E.$

A depth of 2 fathoms has been inserted on the Admiralty chart in the position where the "Pola" touched.

This Notice affects the following Admiralty Chart:—Solomon Islands, No. 214. Also, Sailing Directions for the Pacific Islands, Vol. I, 1890, page 395.

No. 8.—SPAIN—WEST COAST.

Floating Wrecks Northward of Cape Finisterre.

INFORMATION has been published in the Shipping Gazette that, between 14th and 17th December, 1896, several capsized vessels were observed northward of Cape Finisterre, in an area comprised between lats. $43^{\circ} 45' N.$ and $44^{\circ} 5' N.$, and longs. $9^{\circ} 35' W.$ and $10^{\circ} 0' W.$

Mariners are cautioned accordingly.

No. 9.—NORTH SEA—JUTLAND.

Hanstholm—Fog Signals in Working Order.

WITH reference to Notice to Mariners, No. 758 of 1896:—

The Danish Government has given further notice that the fog-signals near Hanstholm Lighthouse are again in working order.

Approximate position, lighthouse, lat. $57^{\circ} 6\frac{1}{4}' N.$, long. $8^{\circ} 36' E.$

This Notice affects the following Admiralty Charts:—North Sea, No. 2182*b*; Baltic, No. 2842*b*; Liim Fiord, No. 2325. Also, List of Lights, Part II, 1896, No. 297; and North Sea Pilot, Part IV, 1892, page 253.

No. 10.—GULF OF MARTABAN—RANGOON RIVER.

(1.) *Alteration in Position of Spit Light-vessel.*

THE Government of India has given notice, dated 26th November, 1896, that Spit Light-vessel, Rangoon River (fixed white light) would shortly be moved, approximately, N. $\frac{1}{4}$ W., $7\frac{1}{2}$ cables.

Approximate position, lat. $16^{\circ} 27' 35'' N.$, long. $96^{\circ} 22' 5'' E.$

(2.) *Alterations in Buoyage.*

Also, that the undermentioned alterations would shortly be made in the buoyage of Rangoon River entrance:—

a. Lower Western Buoy would be replaced by a can buoy.

b. Upper Western Buoy would be replaced by a can buoy, surmounted by a staff.

c. Lower Spit Buoy would be moved westward, about 2 cables.

[Variation 3° Easterly in 1897.]

This Notice affects the following Admiralty Plan:—Rangoon River, &c., No. 833. Also, List of Lights, Part VI, 1896, No. 212*a*; Bay of Bengal Pilot, 1892, page 325; and Hydrographic Notice, No. 1 of 1895, relating to that work, page 26.

No. 11.—GULF OF BOTHNIA—SWEDISH SHORE.

Balsö Light—Intended Alteration in Character.

THE Swedish Government has given notice, that on 1st February, 1897, Balsö Light will be altered from flashing white to a group-occulting white light showing two occultations in quick succession.

Approximate position, lat. $61^{\circ} 43' 30'' N.$, long. $17^{\circ} 34' 10'' E.$

Further notice will be given when the particulars are known.