

2114. Also, List of Lights, Part III, 1898, No. 30; and Baltic Pilot, Part I, 1895, page 168.

No. 356.—GULF OF FINLAND.

Kronstadt South Channel—Temporary Alteration in London Shoals Light-Vessel and Light.

THE Russian Government has given notice, dated 3rd June, 1898, that London Shoals Light-vessel (three fixed white lights) would shortly be withdrawn for repairs, and be temporarily replaced by a light-vessel with three masts, showing a fixed white light from the mainmast; and carrying at that mast a yellow flag with blue cross, under a ball, as a daymark.

Approximate position, lat $60^{\circ} 0' 5''$ N., long. $29^{\circ} 31' 25''$ E.

Further notice will be given as necessary.

This Notice temporarily affects the following Admiralty Charts:—Gulf of Finland, No. 2191; St. Petersburg Bay, No. 2279; Kronstadt North and South Channels, No. 2215. Also, List of Lights, Part III, 1898, No. 649; and Baltic Pilot, Part II, 1896, page 293.

No. 357.—IRELAND—WEST COAST.

Isles of Arran—Buoy on Killeony Bay Bar.

THE Commissioners of Irish Lights have given notice that a conical buoy, painted red, has been moored in a depth of 3 fathoms at the extremity of the spit on the northern side of Killeony Bay Bar, east end of Inishmore.

From the buoy Straw Island Lighthouse bears S.S.E. $\frac{3}{4}$ E., distant 4 cables; and Temple Benan, Killeany, W.S.W.

Approximate position, latitude $53^{\circ} 7' 15''$ N., longitude $9^{\circ} 38' 25''$ W.

[Variation 23° Westerly in 1898.]

This Notice affects the following Admiralty Charts:—Slyne Head to Liscanor Bay, No. 2173; Isles of Arran, No. 2015. Also, Irish Coast Pilot, 1893, pages 343, 344.

No. 358.—BRAZIL.

Pernambuco Roads—Shoal Spot South-Westward of English Bank.

INFORMATION has been received through the Board of Trade that the Master of Messrs. Lampport and Holt's Steam-vessel "Galileo" (draught not given) reports having touched on a sand patch, in a position with Picão Lighthouse bearing N. 68° W., distance $5\frac{2}{10}$ cables; and Olinda Lighthouse N. 31° E.

From the above it appears that the water on the ridge which stretches off English Bank is much shoaler than is shown on the Chart.

Approximate position, lat. $8^{\circ} 3' 25''$ S., long. $34^{\circ} 51' 20''$ W.

A dotted circle, with the words "Galileo Patch, 1898," written against it, has been placed on the Chart in the above position.

[Variation 15° Westerly in 1898.]

This Notice affects the following Admiralty Plan:—Pernambuco Roads, No. 969. Also, South American Pilot, Part I, 1893, page 71.

No. 359.—AUSTRALIA—EAST COAST.

Brisbane River—Alterations in Lights and Beacons.

THE undermentioned information, dated 2nd May, 1898, relating to lights and beacons in Brisbane River, has been received from Lieutenant and Commander C. W. S. Leggatt, Her Majesty's ship "Goldfinch":—

1. A fixed white light is shown from West Beacon, on the detached, dry bank at the western side of the entrance to the river.

Approximate position, lat. $27^{\circ} 21' 55''$ S., long. $153^{\circ} 10' 20''$ E.

2. A fixed white light is shown from the white beacon situated S. by W. $\frac{3}{4}$ W., distant $3\frac{1}{2}$ cables, from the south-west angle of the Boatmen's House Enclosure, Lytton; and a fixed red light from the white beacon which in line with the first leads through Lytton Reach in direction marked C. on Chart.

These beacons and lights would shortly be moved southward of their previous positions, and then in line would lead in the channel northward of Gibson Island.

3. Two beacons, the north-eastern (front) to show a red light and the south-western (rear) a white light, which in line would lead up Lytton Reach, were in course of erection at the north-east end of Gibson Island.

4. The lights (red, front; white, rear), previously shown from the beacons on the northern side of Lytton Reach, opposite Gibson Island, have been discontinued; and in lieu thereof two white beacons, the front one showing a fixed red light and the rear a fixed white light, have been erected on the south side of the river eastward of Queensport.

These last beacons in line lead in the channel through Eagle Farm Flats.

5. Also, that the western sides of Bulimba and Humberg Reaches have recently shoaled considerably, for a distance of about 4 cables on each side from Humberg Point, and a note to that effect has been placed on the Chart.

[Variation 9° Easterly in 1898.]

This Notice affects the following Admiralty Charts:—Moreton Bay, southern part, No. 1670b; Brisbane River, No. 1674. Also, List of Lights, Part VI, 1898, No. 1233, page 200; and Australia Directory, Vol. II, 1889, pages 131–134.

No. 360.—NORTH PACIFIC OCEAN.

Reported Rock Above Water.

INFORMATION has been received that the Master of the American Missionary steam-vessel "Morning Star," reports having passed, in lat. $7^{\circ} 32' N.$, long. $173^{\circ} 13' W.$, a ragged coral rock, about a quarter of a cable in extent, and 6 to 10 feet high.

A rock, with the words "Bray Rock, 6 to 10 feet high," written against it, has been placed on the Admiralty Chart in the above position.

As islands had formerly been reported in this locality by whalers, viz., one in lat. $7^{\circ} 48' N.$, long. $173^{\circ} 12' W.$, and "Four rocks" in lat. $7^{\circ} 51' N.$, long. $176^{\circ} 6' W.$, it is probable that a reef exists in the vicinity of which the rock reported is a head above water.

This Notice affects the following Admiralty Charts:—Eastern Pacific Oceanic Soundings, No. 2935; Pacific Ocean, No. 2683; Atlantic and Indian Oceans, No. 2483; Pacific, North-East Sheet, No. 782. Also, Sailing Directions for the Pacific Islands, Vol. II, 1891, page 229.

No. 361.—BRAZIL.

Intended Adoption of Uniform System of Signals for Bar Harbours.

THE Brazilian Government has given notice that a uniform system of signals is about to be adopted for the Bar Harbours throughout Brazil, and further notice will be given when the system has been brought into operation.

This Notice affects the South American Pilot, Part I, 1893.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
25th to 28th June, 1898.