

The light is a *fixed* white light, elevated 42 feet above the river, and in clear weather should be seen from a distance of 10 miles.

Position, lat. $45^{\circ} 4' 30''$ N., long. $74^{\circ} 32' 30''$ W.

(3.) *Fixed Light on Glengarry or Stonehouse Point.*

Also, that a light is now exhibited from a lighthouse recently erected on Glengarry or Stonehouse Point.

The light is a *fixed* white light, elevated 42 feet above the river, and in clear weather should be seen from a distance of 10 miles.

Position, lat. $45^{\circ} 3' 30''$ N., long. $74^{\circ} 36' 45''$ W.

The illuminating apparatus of the above lights is catoptric or by reflectors.

All the lighthouses are square wooden buildings, 27 feet high, and painted white.

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
11th October, 1873.

This Notice affects the following Admiralty Charts:—

- (1.) Huron Lake, Georgian Bay, No. 327.
- (2.) and (3.) St. Lawrence River, Montreal to Farren's Point, No. 259 a.

NOTICE TO MARINERS.

(No. 99.)—ENGLAND—WEST COAST.

Alteration in Lightage and Buoyage of Liverpool Bay.

THE Mersey Dock and Harbour Board has given notice, that the following alterations have been made in the lightage and buoyage in Liverpool Bay, viz:—

North-west Light-vessel has been moved N.W. by W. $\frac{3}{4}$ W., and is now moored with the following marks and bearings:—

Bidston and Leasowe Lights in one, S.E. $\frac{1}{4}$ E.
Orms Head Lighthouse, W. by S. $\frac{1}{2}$ S., 16 miles.

Horse Channel Fairway Buoy, S.E. $\frac{1}{4}$ E., 8 $\frac{1}{2}$ miles.

These bearings place the light-vessel in lat. $53^{\circ} 30' 20''$ N., long. $3^{\circ} 31' 20''$ W.

Bar Light-vessel.—A light-vessel has been placed in the approach to the principal northern channel and called the *Bar Light-ship*. The vessel is rigged similarly to the other Liverpool light vessels, and exhibits a *fixed* white light.

The vessel is moored with the following bearings, viz:—

North-west Light-vessel (new position), W. by N., 8 $\frac{1}{2}$ miles.

Victoria Buoy, S.E. by S.

Queen Channel Bell Beacon, E. by S., 1 $\frac{1}{2}$ miles.

Formby N.W. Buoy, E. by N. $\frac{1}{2}$ N., 4 miles.

These bearings place the light-vessel in lat. $53^{\circ} 31' 50''$ N., long. $3^{\circ} 18' 18''$ W.

Formby Light.—The light exhibited from the Formby Light-vessel has been changed from a fixed red light to a *revolving* red light, and to distinguish this vessel by day from the other lightships the colour of the hull has been changed from red to *black*, without any riband.

Rock Channel.—The buoys in this channel have been altered as follows:—

Additional black buoys have been placed on the North side of the channel, the numbers running from No. 1 (Spencer's Spit Bell Buoy) to No. 9, the Perch Buoy, north of Rock Lighthouse. Instead of the irregular line of buoys from No. 2 to No. 5, by the new

arrangement from No. 2 to No. 7 form a straight line of buoys bearing East and West from each other, marking the steep margins of the banks on the north side of the channel. The positions of the buoys Nos. 8 and 9 are the same as those formerly Nos. 6 and 7. The red can buoys Nos. 3, 4, and 5, have been removed.

Improved fog signals will be furnished to the Bar and Crosby Light-vessels, and, as a further improvement for the navigation of the Rock Channel, it is intended to establish a powerful permanent light in place of the temporary light exhibited in connexion with the works at the North Dock wall, of both which further particulars will be given.

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
11th October, 1873.

This Notice affects the following Admiralty Charts:—

Liverpool Bay, No. 1951; and Holyhead to Liverpool, No. 1170. Also, British Lights List, No. 351: and Sailing Directions for West Coast of England, pages 129 and following.

NOTICE TO MARINERS.

(No. 100.)—ENGLAND—EAST COAST—RIVER THAMES ENTRANCE.

Alteration in Buoyage.

THE Trinity House, London, has given notice, that the following alteration has been made in the buoyage of the entrance of the River Thames:

West Sunk Buoy.—In order to improve the navigation of the East Swin a large *can* buoy, painted in *black and white vertical stripes*, has been placed about six cables from the west part of the Sunk Sand. The buoy is moored in 10 fathoms at low water springs, with the following mark and bearings, viz:—

Gunfleet Lighthouse in line with the inner end of Walton Pier, N. $\frac{3}{4}$ W.

Gunfleet Lighthouse, N. $\frac{3}{4}$ W., distance 3 $\frac{1}{2}$ miles.

Heaps Bouy, W. $\frac{1}{2}$ N., 4 $\frac{9}{10}$ miles.

Sunk Head Buoy, E. by N. $\frac{3}{4}$ N., 4 $\frac{1}{2}$ miles.

North Ooze Buoy.—Also, with reference to Notice to Mariners, No. 84, dated 11th September, 1873, on the intended establishment of a buoy on the north side of Ooze Sand, further information is further given, that a *can* buoy, painted in *black and white vertical stripes*, has been moored in 5 $\frac{3}{4}$ fathoms at low water springs, with the following mark and bearings, viz:—

The South-eastern Beacon of measured mile, in line with Great Wakeling Church, N.W. $\frac{1}{2}$ W.

East Ooze Buoy, E. by S., 1 $\frac{2}{10}$ miles.

West Ooze Buoy, W. by S. $\frac{1}{2}$ S., 2 $\frac{2}{10}$ miles.

Mouse Light-vessel, N. by E., 1 $\frac{2}{10}$ miles.

East River Middle Buoy has been changed from a "can" to a *conical* buoy, with staff and diamond.

West Girdler Buoy has been changed from a "can" to a *spherical* buoy.

Shingles Spit Buoy has been changed from a "can" to a *conical* buoy.

[All bearings are magnetic. Variation, 19° Westerly in 1873.]

By command of their Lordships,
Geo. Henry Richards, Hydrographer,
Hydrographic Office, Admiralty, London,
13th October, 1873.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598 and 2675 a;