

Middle Shipwash Buoy, S.W. $\frac{3}{4}$ S., distant 2 miles.

N.E. Bawdsey Buoy, N. by W. $\frac{3}{4}$ W., distant $2\frac{1}{10}$ th miles.

YARMOUTH AND LOWESTOFT.

(2.) *Alterations in Buoyage.*

Also, dated 10th November, 1884, that the following alterations have been made in the buoyage, approaches to Yarmouth:—

North Caister Buoy has been moved one cable eastward, and now lies in 12 fathoms, with—

Yarmouth Townhall cupola, its breadth open eastward of St. Nicholas Church tower, S.W. $\frac{3}{4}$ S.

Hemesby Church in line with the middle of Seratby-houses, N.W. $\frac{1}{2}$ N.

Cockle Light-vessel, N.E. by N., distant $1\frac{3}{10}$ th miles.

North-east Corton Buoy has been moved 4 cables N. $\frac{1}{2}$ E., and now lies in 25 feet, with—

St. Nicholas Church, Yarmouth, just open eastward of Yarmouth Jetty, N. by W. $\frac{3}{4}$ W.

A small watch house on the Denes, just open northward of North Pier Head, Yarmouth Haven, N.W. $\frac{3}{4}$ W.

Scroby Hook Buoy, E.N.E., distant 3 cables.

North Holm Buoy has been moved $2\frac{1}{2}$ cables N. by E. $\frac{1}{2}$ E., and now lies in 5 fathoms, with—

Gerleston Church tower, its width eastward of Gorleston south mill, N. $\frac{1}{2}$ W.

Lowestoft Low Lighthouse just touching the east end of the house on Lowestoft North Ness, S.S.W. $\frac{1}{4}$ W.

S.W. Corton Buoy, N.N.E. $\frac{3}{4}$ E., distant $1\frac{1}{10}$ th miles.

Holm End Buoy, S.S.E., distant 8 cables.

All depths given are at low water spring tides.

[The bearings are magnetic. Variation (1) $17\frac{1}{4}^{\circ}$; (2) 17° Westerly in 1884.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

22nd November, 1884.

This Notice affects the following Admiralty Charts:—English Channel, No. 2675a (1); North Sea, No. 2182a (1); Dover and Calais to Orfordness, No. 1406 (1); North Foreland to Orfordness, No. 1610 (1); Harwich, approaches, No. 2052 (1); Orfordness to Cromer, No. 1630 (2); Yarmouth and Lowestoft Roads, No. 1543 (2). Also, North Sea Pilot, Part III, 1882, pages 168, 174, 182, 203.

NOTICE TO MARINERS.

(No. 233.)—SCOTLAND—WEST COAST.

FIRTH OF CLYDE.

Alteration in Buoyage.

THE Trustees of the Clyde Lighthouses have given notice, dated 29th October, 1884, that the following alterations have been made in the buoyage of the Firth of Clyde:—

Portachar (Tan) Spit (Great Cumbræ), Briguid Spit (Fairlie Sands), Bogany Point (Rothesay Sound) Toward Point, Strone Point (Holy Loch), Burren Point (Loch Long), and Green Isle (Roseneath Point) Buoys are now moored in 18 feet at low spring tides.

Fairlie Patch Buoy.—The red can buoy is now moored on the south-west side of Fairlie Patch, so that vessels must pass westward of the buoy to avoid the shoal.

Toward Bank Buoy.—The red can buoy is now moored on the south-west side of Toward Bank, vessels of large draught must pass south-westward of the buoy.

Skelmorlie Bank Buoys.—A well buoy, lighted by gas, and painted red, is now moored on the

west side of Skelmorlie Bank. A black can buoy is moored on the east side of the bank. Vessels should on no account attempt to pass between these buoys.

Roseneath Patch Buoys.—A buoy, lighted by gas, and painted black, is now moored on the south side of Roseneath Patch. A red can buoy is moored on the north side of the patch. Vessels should on no account attempt to pass between these buoys.

NOTE.—Vessels passing through the Firth of Clyde towards Glasgow, should leave red buoys on the starboard hand, and black buoys on the port hand; and entering Rothesay Sound, from the Clyde by the south channel, should follow the same rule, and entering the sound by the north channel, should leave Toward Point black buoy on the starboard hand.

Vessels proceeding down the Firth of Clyde from Glasgow, should leave red buoys on the port hand, black buoys on the starboard hand; and leaving Rothesay Sound by the south channel, should leave Toward Bank red buoy on the port hand, and Bogany Point black buoy on the starboard hand, and leaving the sound by the north channel should leave Toward Point black buoy on the port hand.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

22nd November, 1884.

This Notice affects the following Admiralty Charts:—Firth of Clyde and Loch Fyne, No. 2159; Little Cumbræ to Toward Point, No. 2131; Toward Point to Whitefarland Point, No. 2132; Greenock to Dumbarton, No. 2006. Also, Sailing Directions for West Coast of Scotland, Part II, 1877, pages 283, 284, 288-291, 293.

NOTICE TO MARINERS.

(No. 234.)—ENGLAND—SOUTH-EAST COAST.

GOODWIN SANDS.

South Sand Head Light-Vessel—Alteration in Character of Light.

WITH reference to Notice to Mariners, No. 115 of 28th June, 1884, on intended alteration in the character of the light on board South Sand Head Light-Vessel, southern entrance to the Downs.

The Trinity House, London, has given further notice, dated 13th November, 1884, that the following alteration has been made:—

The light is double flashing every half minute, showing two successive flashes, one short, one long, in the following manner:—A flash of one and a half seconds' duration, an eclipse of six seconds, a flash of five seconds, followed by an eclipse of seventeen and a half seconds.

The character of the fog-horn will remain as before, viz.:—Three blasts in quick succession every two minutes; the first blast a low note, the second a high note, and the third a low note.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

24th November, 1884.

This Notice affects the following Admiralty Charts:—British Islands to Mediterranean Sea, No. 1; North Sea, Nos. 2339, 2182a; English Channel, Nos. 1598, 2675a; Dover and Calais to Orfordness, No. 1406; Dungeness to the Thames, No. 1895; the Downs, No. 1828. Also, Admiralty List of Lights in the British Islands, 1884, No. 102; and Channel Pilot, Part I, 1882, page 259.