

IRELAND—SOUTH-WEST COAST.

(3.) *Fastnet Rock and Galley Head—Signal Stations Discontinued.*

Also, that the signal stations on Fastnet Rock and Galley Head are discontinued.

[The bearing is magnetic. Variation $22\frac{1}{2}^{\circ}$ Westerly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
25th September, 1888.

This Notice affects the following Admiralty Charts:—

(1.) Scotland, West Coast, No. 2635; Ardnurchan to Summer Islands, No. 2475; Isle of Skye, No. 2551; Raasay Sound, south part, No. 2498. Also, Sailing Directions for West Coast of Scotland, Part II, 1886, page 49.

(2.) North Sea, No. 2182*b*; Scotland, East Coast, No. 2397*a*; Hartlepool to St. Abbs Head, No. 1192; St. Abbs Head to Aberdeen, No. 1407; Firth of Forth, No. 114*a*. Also, North Sea Pilot, Part II, 1885, page 205.

(3.) Ireland, No. 1824*b*; English Channel, No. 1598; Valentia to Cape Clear, No. 2424; Mizen Head to Kinsale, No. 1996. Also, Sailing Directions for the Coast of Ireland, Part I, 1885, pages 6, 19.

NOTICE TO MARINERS.

(No. 302 of the year 1888.)

NORTH AMERICA—WEST COAST.—CALIFORNIA.

(1.) *Automatic Signal Buoy off Piedras Blancas.*

THE United States Government has given notice, dated 31st August, 1888, that a buoy, fitted with an automatic whistle, has been placed with Piedras Blancas bearing N.E. by E. $\frac{3}{4}$ E., distant three-eighths of a mile.

Position, lat. $35^{\circ} 38\frac{1}{2}'$ N., long. $121^{\circ} 17'$ W.

(2.) *Automatic Signal Buoy off Point Pinos.*

Also, dated 24th August, 1888, that a buoy, fitted with an automatic whistle, and giving from twenty to thirty blasts every minute, has been placed off Point Pinos, with Outer White Rock and Point Pinos Lighthouse in line:—

The buoy, painted black and white in vertical stripes, is moored in $20\frac{1}{4}$ fathoms water, with the following bearings and distances:—

Aumento Rock, E. by S. $\frac{1}{4}$ S.

Outer White Rock, S.E. $\frac{1}{2}$ E., distant $3\frac{1}{2}$ cables.

Pyramid Point, S. $\frac{1}{2}$ W. distant $2\frac{1}{4}$ miles.

Position, lat. $36^{\circ} 38' 30''$ N., long. $121^{\circ} 56' 30''$ W.

(3.) *Automatic Signal Buoy off Santa Cruz Harbour.*

Also, dated 31st August, 1888, that a buoy, fitted with an automatic whistle, has been placed off Santa Cruz Harbour, with Santa Cruz Point Lighthouse bearing W. by N. $\frac{1}{4}$ N., distant $1\frac{1}{2}$ miles.

Position, lat. $36^{\circ} 56'$ N., long. $121^{\circ} 59'$ W.

[The bearings are magnetic. Variations 16° Easterly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
26th September, 1888.

This Notice affects the following Admiralty Charts:—San Diego Bay to Cape Mendocino, with plan of Santa Cruz Harbour, No. 2530; Pinos Point to Bodega Head, No. 229 (2); Monterey Harbour, on sheet of plans, No. 2545 (2).

NOTICE TO MARINERS.

(No. 303 of the year 1888.)

FRANCE—NORTH COAST.—CHANNEL ISLANDS.

(1.) *Minquiers Light-Vessel not at her Station.*

THE French Government has given notice,

dated 19th September, 1888, that Minquiers Light-vessel had drifted more than four miles from her station, and that the light probably is not exhibited.

The light-vessel will be replaced in position, and the light re-exhibited, when circumstances permit.

FRANCE—WEST COAST.—LES SABLES D'OLONNE APPROACH.

(2.) *Petite Barge Shoal Buoy—Alteration in Character.*

Also, that on 25th September, 1888, the bell buoy previously marking Petite Barge Shoal, approach to Les Sables d'Olonne from the westward, would be replaced by a buoy fitted with an automatic whistle.

By command of their Lordships,

W. J. L. Wharton, Hydrographer,
Hydrographic Office, Admiralty, London,
27th September, 1888.

This Notice affects the following Admiralty Charts:—Channel Islands, No. 2669*b* (1) temporarily; Sables d'Olonne to Bourgneuf, No. 2647 (2); Coubre Point to les Sables d'Olonne, No. 2648 (2). Also, Admiralty List of Lights in the British Islands, 1888, No. 53; List of Lights on the Western Coasts of Europe, 1888, No. 131; Channel Pilot, Part II, 1882, page 336; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1885, page 70.

NOTICE TO MARINERS.

(No. 304 of the year 1888.)

UNITED STATES—NEW YORK.

NEW YORK APPROACH.

Light-Buoys in Gedney Channel.

THE United States Government has given notice, that as soon as practicable, probably about the end of September, 1888, an attempt would be made to light Gedney Channel, approach to New York from the southward, by six 100-candle power incandescent electric lamps; inclosed in lanterns supported by spar buoys:—

The buoys are placed seaward of, and close to, the can and nun buoys which mark the channel, and are coloured, lettered, and numbered like those buoys. The lights of buoys, G. 1, G. 4, and G. 5 are red, and those of buoys G. 2, G. 3, and G. 6, are white.

Owing to the uncertainty of incandescent lamps, some of the lights may at times be extinguished, but it is thought that any three of them will furnish a sufficient guide through the channel, and that the arrangement of colours is such that, if any three are lighted, it will be easy to determine which they are.

By command of their Lordships,

W. J. L. Wharton, Hydrographer,
Hydrographic Office, Admiralty, London,
27th September, 1888.

This Notice affects the following Admiralty Chart:—Approaches to New York, No. 2491. Also, Sailing Directions for the principal Ports of the United States, 1882, pages 132, 133.

NOTICE TO MARINERS.

(No. 305 of the year 1888.)

AUSTRALIA—NORTH COAST.—VAN DIEMEN GULF.

Clarence Strait, Eastern Approach—Unsuccessful Search for Reported Shoal.

WITH reference to Notice to Mariners, No. 116 (2), of 1st May, 1888, on the existence of a shoal with a depth of 17 feet, on which the steam vessel "Taiyuan" was reported to have