

over, like others in the Rio de la Plata, liable to drag.

SOUTH AMERICA—CHILE.

PATAGONIAN CHANNELS.—ENGLISH NARROWS.

(2.) *Beacons on Mid Channel Island.*

Information has been received from the Chilean Government, that two beacons have been erected (one on the south point, the other on the north point) on Mid Channel Island, English Narrows:—

The beacons consist of iron tripods, surmounted by a ∇ , the seaward faces being plated with iron, the whole painted white.

The southern beacon, 14 feet high, carries an iron disc, $1\frac{1}{2}$ feet in diameter, on the upper part.

Position, lat. $48^{\circ} 58'$ S., long. $74^{\circ} 25'$ W.

The northern beacon (erected on the same spot as the old beacon) is 11 feet high.

Also, with reference to Notice to Mariners, No. 382 (2, 3, 5) of 30th October, 1889, and previous notices, on beacons and buoys in Patagonian Channels, the following particulars have been published:—

(3.) Cloyne Reef Beacon, 11 feet above high water, constructed of stones and triangular in shape, is surmounted by a tripod and framework globe. The upper portion is painted white, the rest of the structure red.

Position, lat. $51^{\circ} 59\frac{1}{4}'$ S., long. $73^{\circ} 40\frac{3}{4}'$ W.

(4.) Michael Point Shoal Buoy, cylindrical (horizontally) in shape, is painted red and white in vertical stripes, with the name "Miguel" on it in white letters upon a black ground.

Position, lat. $50^{\circ} 17\frac{1}{2}'$ S., long. $74^{\circ} 52\frac{1}{4}'$ W.

(5.) Fawn Rock Buoy, cylindrical (vertically) in shape and painted red, is surmounted by a tripod and framework globe, painted white. It is moored in 12 fathoms water, with north point of Pesca Creek bearing N. 9° E., and south extreme of Romulo Island N. 45° W.

Position, lat. $50^{\circ} 17'$ S., long. $74^{\circ} 53'$ W.

(6.) Abtao Shoal Buoy, cylindrical (horizontally) in shape, is painted red and white in vertical stripes, with the name "Abtao" on it in white letters upon a black ground. It is moored in $14\frac{3}{4}$ fathoms water, with False Point bearing N. 89° W., and Perch Islet N. 18° W., distant two cables.

Position, lat. $49^{\circ} 15'$ S., long. $74^{\circ} 22'$ W.

(7.) Gorgon Reef Beacon, 10 feet above high water, constructed of stones and triangular in shape, is surmounted by a tripod and framework globe; the whole painted white.

Position, lat. $49^{\circ} 11'$ S., long. $74^{\circ} 22\frac{1}{2}'$ W.

(8.) Talisman Rock Buoy, cylindrical in shape, is painted red and white in vertical stripes, with the name "Talisman" on it in white letters upon a black ground.

Position, lat. $48^{\circ} 55\frac{1}{3}'$ S., long. $74^{\circ} 19'$ W.

CAUTION.—As all these buoys are in unfrequented localities, no confidence can be placed on their maintaining their positions.

[The bearings are magnetic. Variation 21° Easterly in 1889.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

16th November, 1889.

This Notice affects the following Admiralty Charts:—Santa Catherina to Rio de la Plata, No. 2522 (1); Parana and Uruguay Rivers, No. 2039 (1); Rio de la Plata, No. 2544 (1); Monte Video to Buenos Aires, No. 1749 (1); Channels between the Gulf of Trinidad and Gulf of Peñas, No. 24 (2); English Narrows, No. 85 (2, 8); Victory Pass, on sheet of plans, No. 2804 (3); Molyneux Sound, on sheet of plans, No. 15 (4, 5); Crossover Island to Gorgon Reef, on sheet of plans, No. 560 (6, 7); Gray Harbour,

on sheet, No. 85. Also, Admiralty List of Lights in South America, 1889, No. 80; South America Pilot, Vol. I, 1885, page 213; South America Pilot, Part II, 1886, pages 198, 161, 172, 195, 200; and Hydrographic Notice, No. 9 of 1887, relating to South America Pilot, Part II, page 3.

NOTICE TO MARINERS.

(No. 411 of the year 1889.)

HINDUSTAN—WEST COAST.—GULF OF CATCH.

*Mandvi Light Temporarily Discontinued,
Provisional Light Exhibited.*

THE Government of India has given notice that on 20th October, 1889, Mandvi Light (fixed white, visible 18 miles) would be discontinued, pending the fitting of a new illuminating apparatus; and that on the same date, a provisional light would be exhibited from the breakwater head:—

The provisional light is a fixed white light, elevated 37 feet above high water, and should be visible in clear weather from a distance of about 9 miles.

Position, lat. $22^{\circ} 49\frac{1}{2}'$ N., long. $69^{\circ} 20\frac{1}{2}'$ E.

Further notice will be given as to the date of exhibition of the permanent light.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
16th November, 1889.

This Notice temporarily affects the following Admiralty Chart:—Gulf of Cutch, No. 43. Also, Admiralty List of Lights in South Africa, &c., 1889, No. 92; and West Coast of Hindustán Pilot, 1880, page 232.

NOTICE TO MARINERS.

(No. 412 of the year 1889.)

MEDITERRANEAN.

(1.) *Intended Light on Linosa.*

INFORMATION has been received from the Naval Commander-in-Chief on the Mediterranean Station, dated 29th October, 1889, that a lighthouse is in course of construction on the north-east point of Linosa Island; and that it is probable the light will be exhibited therefrom about the month of April, 1890.

Approximate position, lat. $35^{\circ} 52\frac{1}{2}'$ N., long. $12^{\circ} 53\frac{1}{2}'$ E.

BLACK SEA.—KRIMEA—WEST COAST.

(2.) *Cape Tarken—Fog Signal Re-established.*

With reference to Notice to Mariners, No. 240 (2), of 9th July, 1889, on the temporary discontinuance of the fog signal at Cape Tarken, pending repair of the machinery:—

The Russian Government has given further notice, dated 16th October, 1889, that the steam siren, giving a blast of two seconds duration every half minute, has been re-established.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

16th November, 1889.

This Notice affects the following Admiralty Charts:—Sardinia to Malta, No. 165 (1); Linosa, on sheet of plans, No. 193 (1); Odessa to Sevastopol, No. 2232 (2). Also, Admiralty List of Lights in the Mediterranean, 1889, page 76, No. 952; Mediterranean Pilot, Vol. I, 1885, page 297; and Black Sea Pilot, 1884, page 49.