

Further notice has been given, that on 20th February, 1890, the lights will be exhibited:—

The lights on Ali Point will be fixed red lights, placed vertically; the upper light will be elevated 65 feet above the sea, and should be visible in clear weather from a distance of 6 miles.

Position, lat. 39° 17' N., long. 26° 37½' E.

This Notice affects the following Admiralty Charts:—Grecian Archipelago, No. 2836b; Mityleni Island, No. 1665; Mosko Nisi, &c., No. 1672. Also, Admiralty List of Lights in the Mediterranean, 1889, page 136, and Mediterranean Pilot, Vol. IV, 1882, page 218.

#### No. 78.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.—OREGON.

*Columbia River Entrance—Alteration in Buoyage.*

WITH reference to Notice to Mariners, No. 397 (2) of 1888, on two buoys, Nos. 1 and 1½, having been placed near the bar, Columbia River entrance, to mark the channel over the Middle Sands:—

The United States Government has given further notice, dated 18th January, 1890, that the two undermentioned buoys have been placed on the bar, Columbia River entrance, to mark the channel over the Middle Sands; and that buoys Nos. 1 and 1½, previously marking the old channel, have been withdrawn:—

Outer Buoy, first-class can, painted black and white in vertical stripes, with the letters "M.S." in white on it, is moored in 10 fathoms at low water, with the following bearings:—

Cape Disappointment Lighthouse, N. 25° E.

Adam's Point Lighthouse, N. 88° E., distant 8½ miles.

Inner Buoy, first-class nun, painted black and white in vertical stripes, is moored in 4 fathoms at low water, with the following bearings:—

Cape Disappointment Lighthouse, N. 19° E.

Adam's Point Lighthouse, S. 85° E., distant 8 miles.

This channel should not be attempted by strangers.

Peacock Spit Buoy, No. 3, that previously marked the old channel into Baker Bay, has been withdrawn.

[Variation 22° Easterly in 1890.]

This Notice affects the following Admiralty Chart:—Cape Mendocino to Vancouver Island, No. 2531.

#### No. 79.—BALTIC STATION.

BALTIC—RUSSIAN COAST.

*Libau—Alterations in Pier Head Lights.*

WITH reference to Notice to Mariners, No. 379 (2) of 1889, on the exhibition of a fixed white light from each of the pier heads at Libau:—

The Russian Government has given notice, that on 6th November, 1889, a fixed red light was exhibited from beacons erected on each of the pier heads at Libau; the fixed white lights being discontinued:—

The northern light at Libau is elevated 32 feet above the sea and 23 feet above the ground, and is situated 44 yards from the extremity of the pier.

The southern light, elevated 31 feet above the sea and 21 feet above the ground, is situated 130 yards from the extremity of the pier.

Position, lat. 56° 31' N., long. 20° 59' E.

This Notice affects the following Admiralty Charts:—Baltic Sea, with plan of Libau, No. 2842b; Memel to Libau, No. 2371. Also,

Admiralty List of Lights on the Eastern Shores of the North Sea, &c., 1889, page 148; and Baltic Pilot, 1888, page 188.

#### No. 80.—CHINA STATION.

SULU SEA—PHILIPPINE ISLANDS.

*Basilan Strait—Reef reported in Fairway.*

INFORMATION has been received that Mr. J. G. Park, commanding the ship "Luzon," has reported that when passing through Basilan Strait the vessel touched on a coral reef, the bottom being seen.

The reef in Basilan Strait, with 21 feet on it, lies with the following mark and bearing:—

Samboanga just open eastward of Santa Cruz (Great) Island.

North end of Lanhil Island, East.

Approximate position, latitude 6° 47½' N., longitude 122° 4½' E.

[Variation 2° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Sulu Archipelago and N.E. part of Borneo, No. 2576; Sulu Archipelago, No. 928; Basilan Strait, No. 961.

#### No. 81.—AUSTRALIA STATION.

NEW ZEALAND.—MIDDLE ISLAND—WEST COAST.

THOMPSON SOUND AND DOUBTFUL INLET.—

SECRETARY ISLAND.

*Sunken Rock off Common Head.*

THE Government of New Zealand has given notice, dated 10th December, 1889, that the Master of the steamship "Omapere" has reported, that when proceeding from Thompson Sound to Doubtful Inlet, the vessel, drawing 12½ feet water, struck on a sunken rock, the position of which is uncertain, no bearings having been taken.

The position of the rock in the passage between Secretary Island and Wood Head was estimated to be a little more than one-third of the distance from Common Head, the south-east extreme of Secretary Island, to Seymour Islet, situated about 5 cables northward of Wood Head. After the vessel struck, search was made for the rock in a boat, but it could not be found, probably therefore it is a pinnacle of small extent.

Approximate position, lat. 45° 18¾' S., long. 167° 0½' E., and marked P.D. on charts.

This notice affects the following Admiralty Charts:—Foveaux Strait to Awarua River, No. 2589; Dags Sound to Caswell Sound No. 768. Also, New Zealand Pilot, 1883, page 323.

#### No. 82.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.—CALIFORNIA.

*Buchon Point—Automatic Signal Buoy*

*Withdrawn.*

WITH reference to Notice to Mariners, No. 5 (2) of 1889, that an automatic signal (whistle) buoy had been placed south-westward of Buchon Point, northward of San Luis Obispo Bay:—

Approximate position, lat. 35° 13' N., long. 120° 54' W.

The United States Government has given further notice, that the whistle buoy off Buchon Point has been withdrawn.

This Notice affects the following Admiralty Chart:—San Diego Bay to Cape Mendocino, No. 2530.

#### No. 83.—ALL STATIONS.

IRELAND—SOUTH COAST.—CORK HARBOUR.

*Temporary Experimental Light-buoy Eastward of Harbour Rock.*

WITH reference to Notice to Mariners, No.