

brooms, points together; they are placed about  $1\frac{1}{2}$  cables apart in a N.W. by W. and S.E. by E. direction, in depths of about 29 feet. The western perch is situated with Libau principal lighthouse bearing S.E. by E., distant about  $4\frac{1}{10}$  miles.

Approximate position, lat.  $56^{\circ} 33' N.$ , long.  $20^{\circ} 52' 50'' E.$

[Variation  $6^{\circ}$  Westerly in 1890.]

This Notice affects the following Admiralty Chart:—Memel to Libau, No. 2371. Also, Baltic Pilot, 1888, page 187.

No. 379.—WHITE SEA.

ARKHANGEL BAY—NORTH DVINA RIVER

ENTRANCE.

*Berëzov Bar—Dredging Operations.*

ALSO, dated 6th June, 1890, that dredging operations are being carried on for deepening the eastern side of Berëzov Bar, North Dvina River Entrance, the western side of the channel being left clear for the passage of vessels:—

The area being dredged is marked on its western side by eight perches surmounted by black flags, and vessels must pass westward of them; under no circumstances should vessels anchor in the channel near the dredging works.

Steam vessels crossing the bar must reduce their speed when passing the dredgers.

This Notice temporarily affects the following Admiralty Charts:—White Sea, No. 2273; Arkhangel Bay, No. 2280. Also, White Sea Pilot, 1887, pages 151, 152.

No. 380.—PACIFIC STATION.

SOUTH AMERICA—WEST COAST.

CHILE—CONCEPTION BAY.

(1.) *Harbour Light at Talcahuano.*

THE Chilean Government has given notice, dated 12th May, 1890, that a harbour light is now exhibited on the Government Mole Head at Talcahuano, south-west shore of Conception Bay:—

Talcahuano Harbour Light is a fixed red light of the sixth order, elevated about 26 feet above high water, and should be visible in clear weather from a distance of seven miles.

Approximate position, lat.  $36^{\circ} 42\frac{3}{4}' S.$ , long.  $73^{\circ} 6\frac{3}{4}' W.$

(2.) *Tomé Bay—Harbour Light on Mole.*

Also, of the same date, that a harbour light is now exhibited on the Mole Head in Tomé Bay, east shore of Conception Bay:—

Tomé Bay Harbour Light is a fixed red light of the sixth order, elevated about 26 feet above high water, and should be visible in clear weather from a distance of seven miles.

Approximate position, lat.  $36^{\circ} 37' S.$ , long.  $72^{\circ} 57\frac{1}{2}' W.$

This Notice affects the following Admiralty Charts:—Tucapel Point to Point Lora, No. 1286; Conception Bay, with plan of Tomé Bay, No. 1319. Also, Admiralty List of Lights in South America, 1890, page 24; and South America Pilot, Part II, 1886, pages 287, 288.

By command of their Lordships,  
W. J. L. Wharton, Hydrographer,  
Hydrographic Office, Admiralty, London,  
11th to 19th July, 1890.

NOTICE TO MARINERS.

(No. 391 of the year 1890.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 26074.

B

ENGLAND—EAST COAST.—RIVER THAMES

ENTRANCE.

*Alteration in the Positions of Kentish Knock and Long Sand Light-vessels, and Long Sand Head Bell Buoy.*

WITH reference to Notice to Mariners, No. 137 of 1890, on intended alteration in the positions of Kentish Knock and Long Sand Light-vessels, and Long Sand Head Bell Buoy:—

The Trinity House, London, has given further notice, dated 19th July, 1890, that the following alterations have been made:—

1. Kentish Knock Light-vessel has been moved one mile West of her previous position, and now lies in 11 fathoms, with:—

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

North Knock Buoy, N. by W., distant  $4\frac{1}{10}$  miles.

Approximate position, lat.  $51^{\circ} 38' 40'' N.$ , long.  $1^{\circ} 41' 55'' E.$

2. Long Sand Light-vessel has been moved one mile West of her previous position, and now lies in 13 fathoms, with:—

Kentish Knock Light-vessel (new position) S. by W.  $\frac{1}{4}$  W., distant nine miles.

Sunk Light-vessel, N.W., Westerly, distant 7 miles.

Approximate position, lat.  $51^{\circ} 47' 40'' N.$ , long.  $1^{\circ} 40' 30'' E.$

3. Long Sand Head Bell Buoy has been moved four cables West of its previous position, and now lies in  $7\frac{3}{4}$  fathoms, with:—

Long Sand Light-vessel (new position) E.  $\frac{1}{4}$  N., distant  $1\frac{8}{10}$  miles.

Sunk Light-vessel, N.W. by N., distant  $5\frac{8}{10}$  miles.

Approximate position, lat.  $51^{\circ} 47' 5'' N.$ , long.  $1^{\circ} 37' 45'' E.$

The depths given are at low water spring tides.

[Variation  $16^{\circ}$  Westerly in 1890.]

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; English Channel, Nos. 1598, 2675c; Dover and Calais to Orfordness, No. 1406; North Foreland to Orfordness, No. 1610; Kentish Knock to West Swin, No. 1975 (2, 3); Harwich Approaches, No. 2052 (3). Also, Admiralty List of Lights in the British Islands, 1890, Nos. 148, 147; and North Sea Pilot, Part III, 1889, pages 261, 262, 290.

By command of their Lordships,

W. J. L. Wharton, Hydrographer,  
Hydrographic Office, Admiralty, London,  
25th July, 1890.

NOTICE is hereby given, that a separate building, named Wesleyan Methodist Church, situate at Eden-street, in the parish of Kingston, in the county of Surrey, in the district of Kingston-on-Thames, being a building certified according to law as a place of religious worship, was, on the 18th day of July, 1890, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. 4, cap. 85, being substituted for the Wesleyan Methodist Chapel, St. James'-road, now disused.—Witness my hand this 19th day of July, 1890.

JAS. EDGELL, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Wesleyan Methodist Chapel, situate at Hucclecote, in the parish of Hucclecote, in the county of Gloucester, in the district of Gloucester, being a building certified according to law as a place of religious worship, was, on the 18th day of July, 1890, duly regis-