

[Variation 19° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Bristol Channel, No. 1179; Nash Point to New Passage, No. 2682. Also, Sailing Directions for the Bristol Channel, 1884, page 142; and Hydrographic Notice, No. 9 of 1888, relating to Sailing Directions for the Bristol Channel, page 8.

No. 505.—NORTH SEA AND BALTIC STATIONS.

NORTH SEA.—NETHERLANDS.  
WEST SCHELDE RIVER.

*Nieuwepolder Light—Increased Arc of Visibility.*

THE Netherlands Government has given notice, dated 6th September, 1890, that the arc of visibility of Nieuwepolder Light has been increased, and that the light is now visible from the bearing of S.  $\frac{1}{8}$  E. to S.W.  $\frac{1}{4}$  W.

Approximate position, lat. 51° 21' N., long. 3° 46 $\frac{1}{2}$ ' E.

[Variation 15° Westerly in 1890.]

This Notice affects the following Admiralty Chart:—River Schelde, No. 120. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1890, page 49; and North Sea Pilot, Part IV, 1887, page 120.

No. 506.—NORTH SEA, AND BALTIC STATIONS.

NORTH SEA.—GERMAN COAST.  
LISTER DEEP.—SYLT ISLAND.

*Shoal Ground North-east of Ellenbogen.*

THE German Government has given notice, dated 6th September, 1890, that shoal ground, nearly one cable in breadth, extends about 2 $\frac{1}{2}$  cables in a N.E. by E. direction from the east point of Ellenbogen; the north-eastern half of the shoal ground has about nine feet water over it, inshore of which is a depth of about 15 feet.

The position of this shoal ground is generally indicated by a tide rip, which extends a little eastward of its outer extreme. The lights on Albee Head kept in line lead close northward of the shoal ground, and the beacon buoy of Lister Ley bearing S.S.W. leads eastward of it.

Approximate position of north-east extreme, lat. 55° 3' N., long. 8° 28 $\frac{1}{2}$ ' E.

[Variation 14° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; North Sea, No. 2182a; Eider River to Blaavand Point, No. 1887. Also, North Sea Pilot, Part IV, 1887, pages 273-275.

ERRATUM.

In Notice to Mariners, No. 480 of 1890, last line, for long. 140° 36' 50" E., read long. 144° 36' 50" E.

No. 507.—CHANNEL AND WESTERN STATION.

ENGLAND.—WEST COAST.—WALES.—ANGLESEA.  
*Particulars of Sunken Rock Westward of West Mousa.*

WITH reference to Notice to Mariners, No. 405 of 1890, on the existence of a sunken rock on the foul ground surrounding West Mouse Islet, north-eastward of Carmel Head, Anglesea:—

The following information, the result of recent examination of the locality, has been received from Staff Commander W. E. Archdeacon, R.N., in charge of West Coast of England Survey:—

This rock (St. Vincent Rock), on which the British steam-vessel "Gulf of St. Vincent" struck and became a total wreck in July 1890, has 11 feet over it, and lies on the north-west extreme of

a large patch of rocky ground extending southward and westward of West Mouse Islet, with the summit of Middle Mouse in line with the northern high water extreme of West Mouse Islet bearing E.  $\frac{7}{8}$  S., distant from the latter 2 $\frac{1}{2}$  cables.

Position, lat. 53° 25' N., long. 4° 33' 35" W., or about 100 yards westward of that previously given.

There are several pinnacles on the rocky patch abovementioned, with depths of 11 to 24 feet on them, and deep gutters between.

A wreck buoy, painted green, has been placed about half a cable westward of the wreck of the "Gulf of St. Vincent," the masts of which were standing in the beginning of the present month.

NOTE.—Having regard to the broken nature of the ground in this passage, together with the rapidity of the tidal stream, it is considered unadvisable for ships of heavy draught to navigate inshore of the Skerries and Ethel Rock.

The leading mark on Admiralty Charts, Nos. 1411, 1170a, and 1413, "Holyhead Mount (Pen Gyby) in line with Carmel Head, S.W.  $\frac{7}{8}$  W. leads East of Coal Rock and West of dangers off West Mouse" should be erased.

The depths given are at low water equinoctial spring tides, or about 2 feet below that of ordinary spring tides.

[Variation 20° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—New Quay to Holyhead, No. 1411; Holyhead to Liverpool, Western Sheet, No. 1170a; Holyhead Bay, No. 1413; also, Sailing Directions for the West Coast of England, 1884, pages 91-94.

No. 508.—NORTH SEA, AND BALTIC STATIONS.

ENGLAND.—EAST COAST.—THE WASH.—LYNN CHANNEL.

*Outer Whiting Sand—Beacon Replaced, Buoy Withdrawn.*

THE King's Lynn Port Authorities have given notice, dated 6th September, 1890, that a life beacon has been replaced on Outer Whiting Sand, eastern side of Lynn Channel, with the following bearings and distance:—

Old Whiting Beacon, as previously charted, N. by E.  $\frac{1}{2}$  E. distant 4 cables.

Knock Beacon, N.W. by N.  $\frac{1}{2}$  N.

Also, that the nun buoy (painted green) which previously marked the position of the Old Whiting Beacon, has been withdrawn.

[Variation 17° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Blakeney to Flamborough Head, No. 1190; the Wash, No. 108. Also, North Sea Pilot, Part III, 1889, page 173.

No. 509.—BALTIC STATION.

BALTIC.—GERMAN COAST.—HIDDENSEE ISLAND.  
*Fog Signal at Dornbusch.*

THE German Government has given notice, dated 6th September, 1890, that a fog signal has been established at Dornbusch, on the high land at the north-west end of Hiddensee Island:—

The signal is a gun, which, during thick or foggy weather, will be fired every five minutes.

Approximate position, lat. 54° 36' N., long. 13° 7' E.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; Fernern to Bornholm, No. 2150; Rostock to Arkona Light, No. 2365. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, &c., 1890, No.