

Sailing Directions for the Pacific Islands, Vol. III (Eastern Groups), 1885, page 151; and Hydrographic Notice, No. 12 of 1888, relating to Sailing Directions for the Pacific Islands, Vol. III, page 11.

No. 566.—CHANNEL AND WESTERN,
AND ALL FOREIGN STATIONS.

BAY OF BISCAY.

Floating Wreckage.

INFORMATION has been received, that the Master of the British steam-vessel "Oakfield" reports having passed, on 3rd October, 1890, in a position dangerous to shipping, a large quantity of wreckage, including some heavy spars about 60 feet in length, when in lat. $46^{\circ} 32' N.$, long. $7^{\circ} W.$

In this locality the current is uncertain.

This Notice temporarily affects the following Admiralty Charts:—North Atlantic Ocean, No. 2060a; British Islands to Mediterranean Sea, No. 1; and Bay of Biscay, No. 1104.

No. 567.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.

BURRARD INLET.

(1.) *First Narrows—Shoal North-west of
Brockton Point.*

INFORMATION has been received from Captain E. G. Hulton, Her Majesty's ship "Amphion," of the existence of a shoal in mid-channel, north-westward of Brockton Point, eastern end of First Narrows, Burrard Inlet:—

This shoal, on which the steam-vessel "Parthia" is reported to have touched on 21st June, 1890, was subsequently examined by Lieutenant F. W. Barrett, of the "Amphion." Its extent, with depths less than five fathoms, is nearly one cable N.W. and S.E., and two-thirds of a cable N.E. and S.W.; the least depth found on it was 25 feet at low water springs, situated near the south-eastern edge of the shoal, with the eastern extreme of Brockton Point bearing S.E. $\frac{1}{2} E.$, distant $2\frac{1}{2}$ cables, and Moodyville Saw Mill N.E. by E. $\frac{2}{3} E.$

CAUTION.—Until this shoal is buoyed, vessels of heavy draught should proceed with caution in its vicinity.

Approximate position, lat. $49^{\circ} 18' 10'' N.$, long. $123^{\circ} 7' W.$

(2.) *First Narrows—Positions and Beacons
and Buoy.*

Also, Lieutenant Barrett has determined the positions of the beacons marking the edge of the bank, which dries at low water, on the northern side of First Narrows, and of the buoy marking the north-east edge of Burnaby Shoal, to be as follows:—

(1.) The West Beacon is situated with N. Pin bearing S. by W. $\frac{1}{4} W.$, distant $7\frac{1}{4}$ cables, and northern extreme of Brockton Point E. by S. $\frac{3}{4} S.$

(2.) The Middle Beacon is situated E. $\frac{2}{3} S.$, distant $4\frac{1}{2}$ cables from the West Beacon.

(3.) The East Beacon is situated with the eastern extreme of Brockton Point bearing S.E. $\frac{1}{2} E.$, distant $5\frac{1}{4}$ cables, and Moodyville Saw Mill E.N.E. Easterly.

(4.) The buoy marking the north-east edge of Burnaby Shoal is moored with the eastern extreme of Brockton Point bearing W. $\frac{3}{4} S.$, distant three cables, and Buckland Point, South.

A small white hut has been erected immediately within the eastern extreme of Brockton Point.

[Variation 23° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Vancouver Island, No. 1917; Haro and Rosario Straits, No. 2689; Fraser River and Burrard Inlet, No. 1922; Burrard Inlet, No. 922.

No. 26101.

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Also, British Columbia Pilot, 1888, pages 138, 139.

No. 568.—NORTH SEA, AND BALTIC
STATIONS.

NORTH SEA.

Floating Wreck.

INFORMATION has been received, that the Master of the steam-vessel "Pallas" reports having passed, on 3rd October, 1890, when in lat. $54^{\circ} 55' N.$, long. $5^{\circ} E.$, a barque with whole of stern washed away, deck cargo wood, no name on bow, main and mizen masts gone, ensign in fore rigging (supposed Norwegian). A small boat, painted white with red bottom, was lying amongst fore deck cargo.

This wreck presents a danger to shipping.

This Notice temporarily affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a.

No. 569.—NORTH SEA, AND BALTIC
STATIONS.

NORTH SEA.

*Floating Wreck Westward of Elbe River
Entrance.*

INFORMATION has been received, that the Master of the British steam-vessel "Emden" reports having passed, on 4th October, 1890, when about 57 miles W. by N. from Elbe River Entrance, a vessel bottom up, about 6 feet out of the water; no name was visible, and she was apparently of about 500 tons burden.

This wreck presents a danger to shipping.

Approximate position, lat. $53^{\circ} 54' N.$, long. $6^{\circ} 48' E.$

[Variation 15° Westerly in 1890.]

This Notice temporarily affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Ameland to Jade River, No. 2593.

No. 570.—BALTIC STATION.

BALTIC ENTRANCE.—SKAGERRAK OR SLEEVE.

Floating Wreck.

INFORMATION has been received, that the Master of the steam-vessel "Kopernikus" reports having passed on 5th October, 1890, in the Skagerrak or Sleeve, lat. $57^{\circ} 30' N.$, long. $9^{\circ} E.$, while on a voyage from Königsberg to Hull, the wreck of a brig, painted green, with her topsides just awash, and no name visible.

This wreck presents a danger to shipping.

This Notice temporarily affects the following Admiralty Charts:—North Sea, No. 2182b; Baltic Sea, west sheet, No. 2842a.

No. 571.—NORTH SEA AND BALTIC
STATIONS.

SCOTLAND—EAST COAST.—FIRTH OF FORTH.

Inch Garvie Light—Alteration in Position.

INFORMATION has been received, that Inch Garvie Light (flashing white) is now exhibited at the north-west low water extreme of Inch Garvie, Firth of Forth, and is situated 100 yards S.E. of Craig Spurry.

Position, lat. $56^{\circ} 0' 6'' N.$, long. $3^{\circ} 23' 10'' W.$

This light should be left to southward on passing through the northern arch of Forth Bridge.

[Variation 20° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Scotland, with plan of the head of Firth of Forth, No. 2397a; St. Abb's Head to Aberdeen, No. 1407; Firth of Forth, Nos. 114a, b. Also, Admiralty List of Lights in the British Islands, 1890, No. 308; and North Sea Pilot, Part II, 1885, page 203.