

Approximate position, latitude  $41^{\circ} 24' 25''$  N., longitude  $69^{\circ} 54' 30''$  W.

This Notice affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Bay of Fundy to Block Island, No. 2492; Nantucket Shoals to Block Island, No. 2890. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1890, page 76; and Sailing Directions for the Principal Ports of the United States, 1882, page 69.

No. 613.—ALL STATIONS.

ENGLAND.—SOUTH-WEST COAST.

*Longships—Occasional Use of Fog Bell.*

INFORMATION has been received that the fog bell on the Longships is not used, when the explosive signal is in working order.

This Notice affects the following Admiralty Charts:—South Coast of Ireland to Land's End, No. 1123; English Channel, No. 2675*a*; Trevoise Head to Dodman Point, No. 2565; Longships, on sheet, No. 2473. Also, Admiralty List of Lights in the British Islands, 1890, No. 6; Channel Pilot, Part I, 1886, page 49; and Sailing Directions for the Bristol Channel, 1884, page 4.

No. 614.—ALL STATIONS.

ENGLAND.—WEST COAST.

*St. Ives—Light on Wooden Pier Discontinued.*

WITH reference to Notice to Mariners, No. 549 of 1890, on the exhibition of a permanent light (fixed, red, white, and green) on the Inner Pier Head at St. Ives:—

Information has been received from the Harbour Authorities at St. Ives, dated 27th October, 1890, that the fixed red light formerly shown from the Outer Pier Head at that place is discontinued, the sector of red light shown from the Inner Pier Head rendering it no longer necessary; also that the light on the Inner Pier Head is exhibited throughout the year.

This Notice affects the following Admiralty Charts:—Trevoise Head to Dodman Point, No. 2565; St. Ives Bay, with Plan of St. Ives Harbour, No. 1987. Also, Admiralty List of Lights in the British Islands, 1890, No. 691; Channel Pilot, Part I, 1886, page 45; and Sailing Directions for the Bristol Channel, 1884, page 8.

No. 615.—ALL STATIONS.

ENGLAND.—EAST COAST.—HARWICH APPROACHES.

*Bawdsey Bank and Cutler Shoal—Additional Buoys.*

THE Trinity House, London, has given notice, dated 28th October, 1890, that a new conical buoy, painted black, and named "Mid Bawdsey," has been placed in seven fathoms, eastward of Bawdsey Bank, and nearly midway between N.E. and S.W. Bawdsey Buoys; it lies with the following bearings and distance:—

N.E. Bawdsey Buoy, N.E., E $\frac{1}{2}$ ly.

Middle Shipwash Buoy, S. by E.  $\frac{3}{4}$  E., distant  $2\frac{1}{8}$  miles.

Approximate position, latitude  $51^{\circ} 59' 30''$  N., longitude  $1^{\circ} 33' 50''$  E.

Also, that a new conical buoy, painted red, and named "North Cutler," has been placed in  $5\frac{1}{2}$  fathoms, at the north end of Cutler Shoal; it lies with the following mark, bearings, and distance:—

Alderton Mill in line with Martello Tower X N.N.W., W $\frac{1}{2}$ ly.

S.W. Whiting Buoy, N.E. by E.  $\frac{1}{4}$  E., distant  $2\frac{7}{16}$  miles.

Approximate position, latitude  $51^{\circ} 59' 30''$  N., longitude  $1^{\circ} 27' 55''$  E.

NOTE.—The buoy moored southward of Cutler Shoal, hitherto known as Cutler Buoy, has been surmounted with a red staff and globe, and re-named "South Cutler."

The depths given are at low water spring tides. [Variation  $16^{\circ}$  Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Dover to Orfordness, No. 1406; North Foreland to Orfordness, No. 1610; Harwich Approaches, No. 2052. Also, North Sea Pilot, Part III, 1889, pages 266, 268, 291, 292.

No. 616.—BALTIC STATION.

BALTIC—GULF OF FINLAND.—REVEL APPROACH.

*Nargen Island—Permanent Light Re-exhibited.*

WITH reference to Notice to Mariners, No. 317 of 1890, on the exhibition of a provisional light on Nargen Island, in order to alter the illuminating apparatus of the permanent light:—

The Russian Government has given further notice, that on 28th September, 1890, the permanent light was re-exhibited.

Nargen Island Light is a flashing white light, showing a flash every fifteen seconds, elevated 127 feet above the sea (115 feet above the ground), and should be visible in clear weather from a distance of about 13 miles.

The illuminating apparatus is dioptric, or by lenses, of the second order.

NOTE.—During the time Revel Stone Light-vessel is not in her station, or should she not be in her proper position, the light shown from Nargen Island Lighthouse will be a red light instead of a white light.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842*b*; Gulf of Finland, No. 2191; Port Baltic to Hogland, No. 2246. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, &c., 1890, No. 643; and Baltic Pilot, 1888, page 228.

No. 617.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

WEST INDIES.—MONA PASSAGE.—MONA ISLAND.

*Intended Flashing Light on East Point.*

INFORMATION has been received through Her Britannic Majesty's Consul, Porto Rico, of the intended exhibition of a light from a lighthouse in course of construction on East Point, Mona Island:—

East Point Light will be a flashing white light of the second order, showing flashes every two minutes, elevated 164 feet above the sea, and should be visible in clear weather from a distance of 22 miles.

Approximate position, lat.  $18^{\circ} 3\frac{1}{2}'$  N., long.  $67^{\circ} 50'$  W.

This Notice affects the following Admiralty Charts:—West India Islands and Caribbean Sea, Nos. 761, 762; San Domingo to Dominica, No. 2600; Mona Island, on sheet of plans, No. 479. Also, Admiralty List of Lights on the Eastern Coasts of North America, &c., 1890, page 140; and West India Pilot, Vol. II, 1887, pages 219–221.

No. 618.—AUSTRALIA STATION.

NEW ZEALAND.—MIDDLE ISLAND—NORTH COAST.—TASMAN (BLIND) BAY.

*Harbour Lights at Motueka.*

INFORMATION has been received from the Government of New Zealand, that the under-mentioned lights are exhibited in the small tidal