

east end of Skerries Bank, with the following marks and bearings:—

Berry Head, seen midway between Downend Point and East Blackstone Rock, N.E. $\frac{1}{2}$ N.

Start Point Lighthouse, S.W. by W. $\frac{3}{4}$ W, distant $4\frac{1}{2}$ miles.

The two northern measured mile beacons on Slipton Sands in line, N.W. by W. $\frac{1}{4}$ W.

Approximate position, lat. $50^{\circ} 16' 30''$ N., long. $3^{\circ} 33' 30''$ W.

[Variation 18° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675*b*; Dodman Point to Portland, No. 2620. Also, Channel Pilot, Part I, 1886, page 115.

No. 704.—CHINA AND PACIFIC STATIONS.

JAPAN.—SIMONOSEKI STRAIT—NORTH CHANNEL.

Beacon 1 light on Kanabuse (Fisherman Rock), Buoy withdrawn.

INFORMATION has been received from the Naval Commander-in-Chief on the China Station, that on 1st November, 1890, a harbour light would be exhibited from a beacon recently erected on Kanabuse (Fisherman Rock), North Channel, Simonosaki Strait:—

Kanabuse Light is a fixed white light, elevated 27 feet above high water, and should be visible in clear weather from a distance of three miles.

The beacon, constructed of concrete and circular in shape, is painted black and white in horizontal bands.

Approximate position, lat. $33^{\circ} 58' 25''$ N., long. $130^{\circ} 58' 40''$ E.

Also, that the buoy, previously marking Kanabuse Rock has been withdrawn.

NOTE.—Kanabuse Light is kept burning day and night, without the constant attendance of a keeper; should it be accidentally extinguished, there may be some delay in re-lighting it.

This Notice affects the following Admiralty Charts:—Western Coasts of Kiusiu and Nipon, No. 358; Seto Uchi or Inland Sea, No. 2875; Simonosaki Strait, No. 532. Also, Admiralty List of Lights in South Africa, &c., 1890, page 104; and China Sea Directory, Vol. IV, 1884, page 434.

No. 705.—NORTH SEA, AND BALTIC STATIONS.

ENGLAND—EAST COAST.

Middle Cross Sand Light-vessel.—Alteration in Explosive Warning Signals.

THE Trinity House, London, has given notice, dated 9th December, 1890, that the explosive warning signal which has hitherto been fired in thick weather from Middle Cross Sand Light-vessel, will in future be two reports in quick succession at intervals of half a minute, instead of one report as heretofore.

The signal consists of charges of cotton-powder, which, on being propelled to a height of about 300 feet, explode with a loud report similar to that of a gun.

NOTE.—Mariners are reminded that this signal is not to be regarded as an ordinary fog-signal; it will only be used when the crew of the light-vessel have reason to suppose that a vessel is approaching dangerously close to the light-vessel, and will be discontinued when the approaching vessel has passed clear.

Approximate position of light-vessel, lat. $52^{\circ} 38' 15''$ N., long. $1^{\circ} 54' 30''$ E.

This Notice affects the following Admiralty Charts:—Orfordness to Blakeney, No. 1630;

Yarmouth and Lowestoft Roads, No. 1543. Also, Admiralty List of Lights in the British Islands, 1890, No. 169; and North Sea Pilot, Part III, 1889, page 227.

No. 706.—CHANNEL AND WESTERN STATION.

IRELAND.—WEST COAST.—SLIGO HARBOUR ENTRANCE.

Oyster Island—Intended Alteration in Leading Lights.

THE Commissioners of Irish Lights have given notice, that on or about 15th February, 1891, the leading lights now exhibited on Oyster Island, Sligo Harbour Entrance, will be discontinued; and that in lieu thereof, a light will be exhibited from a lighthouse situated on the north-west end of Oyster Island, about 185 yards in a W. by N. direction from the existing northern lighthouse:—

Oyster Island Light will be a fixed light, showing white from the bearing of S. 27° E. to S. 19° E., defining the entrance channel from Pool Doy to Metalman Rock Beacon, and leading clear of Bungar Spit to the westward, and the shoal ground to the eastward; and two sectors of red light between the bearings of S. 19° E. and South, and S. 27° E. and S. 53° E. respectively, over the dangers on both sides of the entrance channel; in other directions the light will be obscured.

The lighthouse will be about 43 feet in height.

Approximate position, latitude $54^{\circ} 18' 5''$ N., longitude $8^{\circ} 34' 10''$ W.

[Variation 23° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Ireland, west coast, No. 1824*b*; Peelin Head to Downpatrick Head, No. 2440; Sligo and Ballysadare Harbours, No. 2729. Also Admiralty List of Lights in the British Islands, 1890, No. 832; and Sailing Directions for the Coast of Ireland, Part II, 1887, pages 189, 194, 195.

No. 707.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

NOVA SCOTIA—SOUTH-EAST COAST.—HALIFAX HARBOUR APPROACH.

(1.) *Sambro Ledges—Intended Automatic Signal Buoy on Outer Bank.*

THE Government of the Dominion of Canada has given notice, that it is intended, on or about 15th January, 1891, to place a buoy, fitted with an automatic whistle, near the south end of Outer Bank, Sambro Ledges, approach to Halifax Harbour from the southward:—

Outer bank automatic whistle buoy, painted black and white, in vertical stripes, will be moored in 25 fathoms water, with the following approximate bearings and distance:—

Pennant Point, N.N.W. $\frac{1}{2}$ W., distant $7\frac{1}{2}$ miles.

Outer Automatic Buoy, N.E. by E. $\frac{3}{4}$ E.

Approximate position, lat. $44^{\circ} 21' 30''$ N., long. $63^{\circ} 30' 15''$ W.

NOTE.—This buoy is intended for use as a fairway buoy, and for the purpose of aiding vessels approaching Halifax Harbour.

(2.) *Proposed Alteration in Fog Signals on Sambro Island and Chebucto Head.*

Also, that it is proposed during the spring of 1891, on a date which will be definitely determined later, to remove the steam fog whistle now on Sambro Island to Chebucto Head, and to fire signal bombs from Sambro Island during foggy weather, both stations being in the approach to Halifax Harbour.

[Variation 21° Westerly in 1890.]