

Approximate position, latitude 56° 56' 25" N., longitude 7° 28' 55" W.

Sgeir Liath Beacon Light is a quick flashing white light, showing about twenty flashes every minute, and elevated 22 feet above high water. The illuminating apparatus is of the sixth order.

Approximate position, latitude 56° 56' 40" N., longitude 7° 30' 45" W.

(2.) *Loch Muddy—Flashing Light on Weaver Point.*

Also, that on 7th December, 1891, a light would be exhibited from Weaver Point, northern side of entrance to Loch Maddy, eastern side of North Uist:—

Weaver Point Light is a quick flashing white light, showing about twenty flashes every minute, and elevated about 70 feet above high water. The illuminating apparatus is of the sixth order.

Approximate position, latitude 57° 36' 25" N., longitude 7° 6' 10" W.

(3.) *Loch Boisdale—Flashing Red and White Light on Calavay.*

Also, that on 7th December, 1891, a light would be exhibited from the eastern end of Calavay, southern side of entrance to Loch Boisdale, eastern side of South Uist:—

Calavay Light is a quick flashing red and white light, showing about twenty flashes every minute. It shows white over Loch Boisdale Anchorage and to the eastward, to the bearing N.W. $\frac{1}{2}$ W.; southward of that bearing it shows red, covering McKenzie Rock. It is elevated about 36 feet above high water, and the illuminating apparatus is of the sixth order.

Approximate position, latitude 57° 8' 30" N., longitude 7° 15' 20" W.

NOTE.—All the above lights are on the Trotter-Lindberg system, and will not be constantly watched. They are also of weak power, and hence liable to be easily obscured by fog. Mariners are therefore warned that too much reliance must not be placed on these lights.

[Variation 23° Westerly in 1891.]

This Notice affects the following Admiralty Charts:—Hebrides or Western Isles, with plans of Castle Bay and Vatersay Sound, No. 2474; Lochs Eport and Maddy, No. 2825 (2); Loch Boisdale, No. 618 (3). Also, Admiralty List of Lights in the British Islands, 1891, page 92; and Sailing Directions, West Coast of Scotland, Part I, 1885, pages 116, 154, 175.

No. 611.—CHANNEL AND WESTERN, NORTH SEA, AND BALTIC STATIONS.

ENGLAND—WEST COAST.—BRISTOL CHANNEL.

Alterations in Positions of Breaksea, and English and Welsh Grounds Light-vessels; also Additional Buoy on One Fathom Bank.

WITH reference to Notice to Mariners, No. 407 of 1891:—

The Trinity House, London, has given further notice, dated 30th November, 1891, that the following alterations have been made in the positions of Breaksea, and English and Welsh Grounds Light-vessels; also, that an additional buoy has been placed to mark One Fathom Bank, Bristol Channel:—

1. Breaksea Light-vessel has been moved 2 miles N.W. $\frac{1}{4}$ W., to a position midway between Flatholm and Nash Point Lighthouses, with a view to more effectually guard Breaksea Point, and now lies in 18 fathoms water, with Barry West Pier lighthouse well on the low part of Nells Point bearing E. by N. $\frac{3}{4}$ N., and Nash Point High Lighthouse N.W. $\frac{1}{2}$ W., distant 8 $\frac{6}{10}$ miles.

Approximate position, lat. 51° 21' N., long. 3° 20' 15" W.

2. English and Welsh Grounds Light-vessel has been moved one mile W. by N. $\frac{3}{4}$ N., so as to give a better lead to inward-bound vessels passing between Flatholm and Steepholm, also, after passing the light-vessel, to Blacknore Point, and now lies in eight fathoms water, with Crook Peak or See-Me-Not bearing S. $\frac{1}{2}$ E., and Monkstone Beacon W. $\frac{1}{2}$ S., S'y, distant 4 $\frac{1}{2}$ miles.

Approximate position, lat. 51° 26' 50" N., long. 3° 0' W.

3. A spherical buoy, painted black and white in horizontal stripes, and surmounted with a staff and triangle, has been placed in seven fathoms water off the east end of One Fathom Bank, and lies with Penarth Church bearing N.N.E. $\frac{3}{4}$ E., and Flatholm Lighthouse E. $\frac{1}{2}$ N., distant 3 $\frac{1}{10}$ miles.

Approximate position, lat. 51° 21' 5" N., long. 3° 11' 45" W.

NOTE.—One Fathom Bank Buoy is now named West One Fathom, and is surmounted with a staff and diamond.

The depths given are at low water spring tides.

[Variation 19° Westerly in 1891.]

This Notice affects the following Admiralty Charts:—Ireland, East Coast, No. 1824a; English Channel, No. 2675b; Bristol Channel No. 1179; Nash Point to New Passage, No. 2682; Cardiff and Barry Roads, No. 1182 (1, 3). Also, Admiralty List of Lights in the British Islands, 1891, Nos. 664, 669; and Sailing Directions for the West Coast of England, 1891, pages 173, 174, 179, 197, 198, 203, 204.

No. 612.—MEDITERRANEAN STATION.

MEDITERRANEAN.—GRECIAN ARCHIPELAGO.
GULF OF ATHENS.

Shoal in the Peiræus or Port Drako.

INFORMATION has been received from the Hellenic Government, that a shoal head of less than 20 feet exists in the Peiræus or Port Drako, with the Iron Chimney bearing approximately N.N.E., distant 2 $\frac{1}{2}$ cables.

[Variation 6° Westerly in 1891.]

This Notice affects the following Admiralty Plans:—The Peiræus or Port Drako, on sheet of Grecian Archipelago, No. 2836a; The Peiræus or Port Drako, No. 1520. Also, Mediterranean Pilot, Vol. IV, 1882, page 45.

No. 613.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.
BRITISH COLUMBIA—QUEEN CHARLOTTE ISLANDS.
SKIDEGATE INLET.

Amended Position of Danube Rock.

WITH reference to Notice to Mariners, No. 277 of 1891:—

Information has been received from the Government of the Dominion of Canada, dated 16th November, 1891, that Danube Rock, lying in the fairway of the inner part of Skidegate Inlet, and on which the steamship "Danube" struck, is situated N. by E. $\frac{1}{4}$ E., at the distance of 3 cables, from the north-east point of Triangle Islet.

Approximate position, lat. 53° 13' 15" N., long. 132° 11' 15" W.

[Variation 26° Easterly in 1891.]

This Notice affects the following Admiralty Plan:—Skidegate Inlet, No. 48. Also, British Columbia Pilot, 1888, page 503.