

[Variation 24° Easterly in 1894.]

This Notice affects the following Admiralty Chart:—N.E. point of Texada I. to Johnstone Strait, No. 580. Also, British Columbia Pilot, 1888, pages 197, 198, 206.

No. 190.—WEST AFRICA AND CAPE STATIONS.  
AFRICA—WEST COAST.—GORÉE ROAD (DAKAR).  
*Hulk showing Red Light North-westward of Gorée Island.*

THE French Government has given notice, dated 1st April, 1894, that the iron vessel "l'Héroïne," which shows a red light at the foremast head, is moored in mid-channel between the north point of Gorée Island and the extremity of Dakar Eastern Jetty.

Approximate position, lat. 14° 40½' N., long. 17° 24¾' W.

This Notice affects the following Admiralty Chart:—Plan of Gorée Road and Harbour, No. 1001. Also, List of Lights, Part III, 1894, page 116; and Africa Pilot, Part I, 1890, page 160.

No. 191.—CHINA AND AUSTRALIA STATION.

AUSTRALIA—EAST COAST.—INNER ROUTE.  
*Pearn Reef not shown on certain Admiralty Charts.*

NOTICE is given that Pearn Reef, reported to be a small coral patch with a depth of 12 feet on it, and lying with Halfway Island bearing N.N.E. (N. 22° E.), distant 2¼ miles, and Boydong Islet, S.E. ½ E. (S. 50° E.), is not shown on certain copies of Admiralty Chart, Cape Grenville to Booby Island, No. 2354.

The reef has been unsuccessfully searched for by Her Majesty's surveying vessel "Paluma" on two occasions, but it is believed that a small patch exists somewhere in the vicinity.

Approximate position, to be considered doubtful, lat. 11° 25' S., long. 142° 57½' E.

[Variation 5° Easterly in 1894.]

No. 192.—CHANNEL AND WESTERN STATION.

IRELAND—SOUTH COAST.—KINSALE HARBOUR.  
*Alterations in Buoyage and Leading Mark.*

THE following information relating to alterations in the buoyage of Kinsale Harbour, dated 1st April, 1894, has been received from Lieutenant and Commander A. E. Stewart, Her Majesty's ship "Albacore":—

1. The Northern Black Buoy, marking the edge of the shoal ground northward of Blockhouse Point, has been moved north-westward, and now lies with Ardbrack Church bearing E. by S. ¾ S. (S. 72° E.), distant 4¼ cables; and western bastion of James Fort S.S.W. ¼ W. (S. 28° W.).

Approximate position, lat. 51° 42' 15" N., long. 8° 30' 45" W.

2. The North-east Black Buoy, marking the edge of the shoal northward of Blockhouse Point, has been moved north-eastward, and now lies with Ardbrack Church bearing E. ¼ S. (S. 84° E.), distant 2½ cables; and Blockhouse Point S.S.W. ¾ W. (S. 27° W.).

3. The buoy, formerly moored about N. by W. (N. 11° W.) 1¼ cables from Blockhouse Point, has been withdrawn.

4. Also, Fairyfield Cottage, formerly standing southward of Ardbrack Church, has disappeared, and is consequently no longer available as a leading mark over the bar of Kinsale Harbour.

Ardbrack Church in line with the south-west

bastion of Fort Charles N. by E. ½ E. (N. 17° E) is said to lead over the bar in a depth of 15 feet:

[Variation 22° Westerly in 1894.]

This Notice affects the following Admiralty Plan:—Kinsale Harbour, &c., No. 2053. Also, Coast of Ireland Pilot, 1893, pages 54, 56.

No. 193.—ALL STATIONS.

ENGLAND—SOUTH COAST.—PORTSMOUTH HARBOUR ENTRANCE.

*Leading Marks into the Harbour and across Spit Sand.*

NOTICE is given, that the Inner Swashway Beacon, formerly standing on Southsea Common, the red beacon, formerly at the south-western end of Blockhouse Fort, and the black beacon on Gosport fortifications, having been removed; the undermentioned leading marks have been substituted for proceeding into the harbour or crossing the Spit Sand:—

1. The tower of the officers' quarters near the Fitzclarence Monument in line with the beacon (black and white) on Southsea Beach N. ¼ E. (N. 3° E.) leads over the outer bar.

2. Trinity Church Tower, Gosport, in line with the south-west corner of the high part of Blockhouse Fort, N.N.W. ¾ W. (N. 29° W.), leads over Portsmouth Inner Bar in the best water.

3. Swashway.—St. Jude's Spire, Yacht Club-house, and Lifeboat-house in line, N.E. by E. ¾ E. (N. 66° E.), lead over Spit Sand through the Swashway in the best water.

[Variation 17° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Spithead, &c., No. 2050; Portsmouth Harbour, No. 2631. Also, Channel Pilot, Part I, 1893, pages 264, 277.

No. 194.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—NEW JERSEY.

*Alteration in Position of Hereford Inlet Bell Buoy.*

THE United States Government has given notice, that, on or about 15th April, 1894, the bell buoy (black) moored eastward of the entrance to Hereford Inlet, would be moved north-north-eastward 1¼ miles, to a position with Hereford Inlet Lighthouse bearing W. ¼ S. (S. 81° W.), distant 2¾ miles; and Tatham's Life Saving Station N. ¼ W. (N. 3° W.).

Approximate position, lat. 39° 0' 50" N., long. 74° 45' W.

[Variation 5° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Delaware River, Outer Sheet I, No. 2563. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 143.

No. 195.—CHANNEL AND WESTERN, NORTH SEA, AND BALTIC STATIONS.

CHANNEL ISLANDS.—GUERNSEY.

*Little Russel—Platte Fougère Beacon Re-erected.*  
WITH reference to Notice to Mariners, No. 620 of 1893:—

Further information has been received from the Supervisor of the Harbour, Guernsey, dated 12th April, 1894, that the beacon on Platte Fougère, western side of Little Russel, has been re-erected.

Approximate position, lat. 49° 30' 50" N., long. 2° 29' 10" W.

This Notice affects the following Admiralty Charts:—Channel Islands, No. 2669a; Guernsey, Herm, and Serk, No. 262b. Also, Channel Pilot,