

northward of Sagres Point when bearing considerably westward of N.W. by N. (N. 34° W.).

Approximate position, Cape St. Vincent, lat. 37° 1' N., long. 8° 58' W.

ERRATUM.

In Notice to Mariners, No. 605 of 1894 (position of buoys in Gulf of Bothnia), Part I, for lat. 63° 33' 40" N., read lat. 65° 33' 40" N.; and for lat. 63° 33' 55" N., read lat. 65° 33' 55" N.

No. 620.—CHANNEL AND WESTERN STATION.

IRELAND—EAST COAST.

River Liffey—No. 7 Buoy Replaced by a Light-Vessel.

THE Dublin Port and Docks Board has given notice that, on 12th November, 1894, the eastern buoy on the south side of River Liffey (No. 7, red) would be withdrawn, and replaced by a light-vessel, moored E. $\frac{3}{4}$ N. (N. 82° E.) distant 250 feet from the position previously occupied by the buoy:—

River Liffey Light-vessel Light is a fixed white light.

Approximate position, lat. 53° 20' 35" N., long. 6° 10' 0" W.

Also, that during thick or foggy weather a gong will be sounded on board this light-vessel.

[Variation 20° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Dublin Bay, No. 1415; Dublin Bar, &c., No. 1447. Also, List of Lights, Part I, 1894, page 166; and Coast of Ireland Pilot, 1893, page 152.

No. 621.—ALL STATIONS.

ENGLAND—EAST COAST.

(1.) *Harwich Approach—Alteration in Sunk Light-Vessel Fog Signal.*

WITH reference to Notice to Mariners No. 381 of 1894:—

The Trinity House, London, has given further notice, dated 6th November, 1894, that the alteration in the fog signal on board the Sunk Light-vessel has been carried out:—

Sunk Light-vessel Fog Signal has been altered from a gong to a siren, which during thick or foggy weather, gives two blasts (low, high) in quick succession every minute, thus:—Blast, two and a half seconds; silence, two and a half seconds; blast, two and a half seconds; silence, fifty-two and a half seconds.

Approximate position, lat. 51° 50' 40" N., long. 1° 30' 25" E.

(2.) *River Thames Entrance—Alterations in Buoyage.*

Also, with reference to Notice to Mariners, No. 353 (3) of 1894:—

No. 2. Shingles Patch Buoy (can, black and white chequered) has been moved about a cable north-westward, and now lies in a depth of 34 feet at low water springs, with North Shingles Beacon bearing W. by N. $\frac{1}{4}$ N. (N. 76° W.), distant $1\frac{1}{2}$ miles; and South Shingles Beacon S.W., $\frac{3}{4}$ S. (S. 36° W.).

Approximate position, lat. 51° 32' 15" N., long. 1° 17' 30" E.

No. 3. Shingles Patch Buoy (can, black and white vertical stripes) has been withdrawn.

South Knoll Buoy (can, chequered red and white) has been withdrawn.

Approximate position, lat. 51° 27' 10" N., long. 1° 11' 10" E.

North Knob Buoy (conical, black) has been moved about E. $\frac{3}{4}$ N. (N. 82° E.), $1\frac{1}{2}$ cables, and now lies in a depth of 36 feet at low water springs, in a position with Maplin Lighthouse bearing

N. $\frac{1}{4}$ E. (N. 8° E.), distant nearly $3\frac{1}{2}$ miles: and N.W. Shingles Beacon E. by S. $\frac{1}{4}$ S. (S. 74° E.).

Approximate position, lat. 51° 31' 30" N., long. 1° 4' 50" E.

(3.) *The Downs—Alteration in position of Deal Bank Buoy.*

Also that Deal Bank Buoy (can, black and white chequered) has been moved $1\frac{1}{2}$ cables to the southward, and now lies in a depth of 33 feet at low water springs, with Deal Pier Lighthouse bearing W. by N. $\frac{1}{4}$ N. (N. 76° W.), distant $6\frac{1}{2}$ cables; and Kingsdown Church S.W. $\frac{5}{8}$ S. (S. 38° W.).

Approximate position, lat. 51° 18' 25" N., long. 1° 25' 40" E.

[Variation 16° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—Dover and Calais to Orfordness, &c., No. 1406 (1); Harwich Approaches, No. 2052 (1); North Foreland to Orfordness, No. 1610 (2); North Foreland to the Nore, No. 1607 (2); Dungeness to the Thames, No. 1894 (3); the Downs, No. 1828 (3). Also List of Lights, Part I, 1894, No. 146; North Sea Pilot, Part III, 1889, pages 305, 335, 340, 351, 355, 356; and Channel Pilot, Part I, 1893, page 353.

No. 622.—NORTH SEA AND BALTIC STATIONS.

NORWAY—NORTH COAST.—PORSANGER FIORD.
Amended Particulars of Shoal Northward of Paaskenes.

WITH reference to Notice to Mariners No. 526 of 1893:—

The Norwegian Government has given further notice, dated October, 1894, that there is no shoal lying with Paaskenes bearing South, distant nearly three-quarters of a mile; but that the particulars of the shoal northward of Paaskenes are as follows:—

This shoal, now named Kjøesgrund, extends one mile north-east and south-west, and is half a mile in breadth, with a least depth of 6 feet on it, and general depths of $2\frac{1}{2}$ to $6\frac{1}{2}$ fathoms, over sand and rock.

A spar buoy marks its western side, and eastward of the shoal there is a channel with a depth of 11 fathoms.

Approximate position, centre of shoal, lat. 70° 37' N., long. 25° 54' E.

This Notice affects the following Admiralty Charts:—The Naze to the North Cape, No. 1479; North Cape to Tana Fiord, 2316. Also, Norway Pilot, Part II, 1894, page 532.

No. 623.—NORTH SEA AND BALTIC STATIONS.

ENGLAND—EAST COAST.

(1.) *Tees River—Alteration in Position of No. 3 Buoy.*

THE Trinity House, London, has given notice, dated 1st November, 1894, that No. 3 Buoy (conical, black), Tees River, has been moved half a cable southward, and now lies in a depth of 10 feet at low water springs, in a position with South Gare Lighthouse bearing N.E. by E. $\frac{3}{8}$ E. (N. 60° E.), distant $7\frac{1}{4}$ cables; and Seaton Carew Church N.N.W. $\frac{1}{4}$ W. (N. 28° W.).

Approximate position, lat. 54° 38' 15" N. long. 1° 9' 0" W.

(2.) *River Humber—Obscuration of Spurn Point Lights by New Lighthouse.*

Also that a new lighthouse is in course of construction on Spurn Point, and will, on or about 10th December, 1894, obscure the light, shown from the low lighthouse, between the bearings of N. 72° W. and N. 76° W.; and, from some time