

NOTICES TO MARINERS.

(Nos. 1146 to 1171 of the year 1910.)

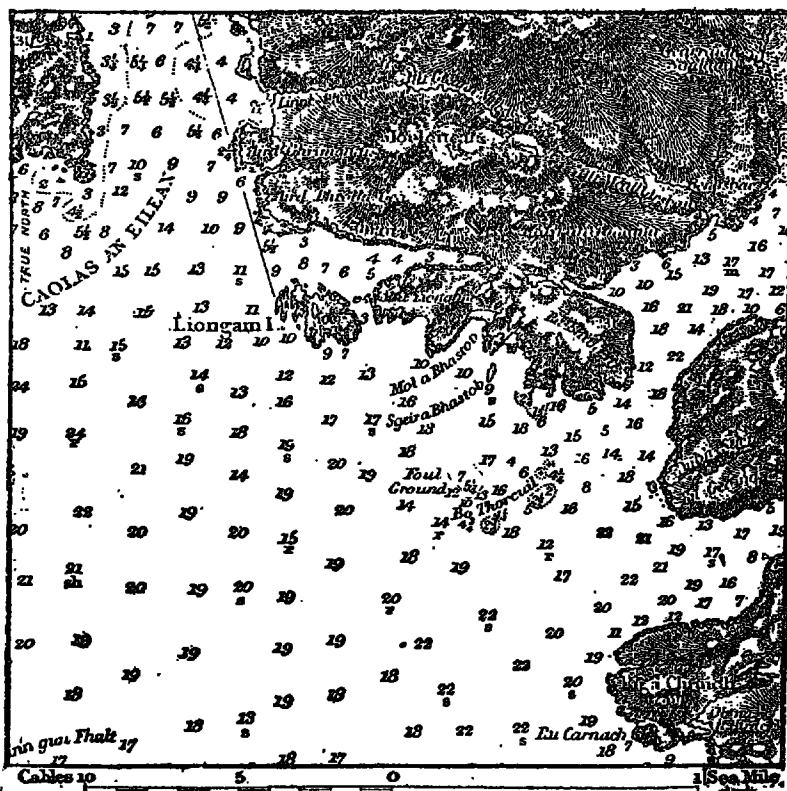
[The Astronomical positions are only approximate unless seconds are given. The bearings are Magnetic and those relating to lights are given from seaward. The visibility of lights is that in clear weather. Fog signals are sounded only during thick or foggy weather unless otherwise stated. The depths given are at low water ordinary springs. The heights given are above high water.]

No. 1146.—SCOTLAND, WEST COAST—HEBRIDES, LEWIS.

Loch Hamanavay—Rocks in Approach.

Position.—Bo Thorcuil, lat. $58^{\circ} 34' N.$, long. $7^{\circ} 44' W.$

Details.—A recent examination of the approach to Loch Hamanavay has revealed the existence of a group of dangerous rocks near Bo Thorcuil and the foul ground westward of it, as shown on the accompanying reproduction of a portion of Chart No. 2841 :—



Remarks.—The clearing marks for Bo Thorcuil, given on the chart and in the *Sailing Directions* are no longer of use as they lead over rocks having less than 3 fathoms over them. To clear the above mentioned rocks to the westward, the 231-foot summit of Eilean Mealastay should be kept open of the western point of Liongamh Island, bearing $N. 17^{\circ} W.$ To clear the rocks to the southward, the summit marked Tealasdadh on Chart No. 2841, should be kept open southward of the north shore of Loch Healasvay, bearing $S. 79^{\circ} E.$ Tealasdadh Summit, which is situated at the head of Loch Healasvay, is 400 feet in height, and conspicuous. To clear the rocks to the eastward, the white beacon on the northern shore of Loch Hamanavay should be kept in line with the high-water mark of the eastern entrance of the loch, bearing $N. 47^{\circ} E.$, until abreast of Dubh Sgeir, when steer for the middle of the entrance.

Note.—Views B and C, showing the clearing marks for Bo Thorcuil, should be erased from Chart No. 2841.

Variation.— $22^{\circ} W.$

Charts affected.—No. 2841, Sound of Harris to Aird Breidhnis; No. 2474, Barra Head to Scarpa Island; No. 2386, Cape Wrath to the Flannan Islands.

Publication.—West Coast of Scotland, 1902, page 581.

Authority.—West Coast of England Survey, 15th July, 1910.

No. 1147.—FRANCE, NORTH COAST.

Dunkerque Road—Wreck-marking Buoy Withdrawn.

Position.—About $10\frac{1}{2}$ cables, eastward, from the Braek Bank Light-buoy No. 13, lat. $51^{\circ} 44' N.$, long. $2^{\circ} 21\frac{1}{2}' E.$

Description.—Light-buoy, exhibiting a fixed red light, marking the wreck of the schooner Hermann.

Remarks.—It is presumed that the wreck is no longer a danger to navigation, and it has therefore been expunged from the chart.

Chart affected.—No. 1352, Dunkerque Road.

Publications.—Channel Pilot, Part II, 1906, page 599; Notice to Mariners, No. 413 of 1910, and Erratum on Notice to Mariners, No. 487 of 1910.

Authority.—Paris Notice, No. 1927 of 1910.