

Nelly Rocks (locally known as Odonose) consists of several rocks having over them depths of from one to three fathoms, and extending three-quarters of a mile in a north and south direction; the central part of this cluster of rocks is situated $3\frac{1}{2}$ miles east of Kayeta Saki (Cape Cochrane).

NOTE.—The channel between these rocks and the mainland is clear of danger.

[The bearings are magnetic. Variation $3\frac{1}{2}^{\circ}$ Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
12th July, 1882.

This Notice affects the following Admiralty Charts:—Islands between Formosa and Japan, No. 2412; Nipon, Kiusiu, and Sikok Islands, No. 2347; and Western coasts of Kiusiu and Nipon, including the Korca Strait, No. 358. Also, China Sea Directory, Vol. IV, 1873, page 160.

NOTICE TO MARINERS.

(No. 137.)—NEW ZEALAND.

Shoal in Foveaux Strait.

INFORMATION has been received from the Marine Department, Wellington, New Zealand, that a shoal has been discovered about 4 miles eastward of Ruapuke Island, eastern entrance of Foveaux Strait.

This shoal (Fairchild Shoal) has over it a depth of 4 fathoms, rocky bottom, with from 7 to 12 fathoms around, and lies with the following bearings:—

Green Island, east extreme, S.W. by S., distant $4\frac{1}{2}$ miles.

Toby Rock (awash), S.W. $\frac{3}{4}$ W., distant 2 miles.

Dog Island Lighthouse, W. $\frac{1}{2}$ N., distant $11\frac{1}{2}$ miles.

NOTE.—The breakers formerly charted 2 miles N.N.E. $\frac{1}{2}$ E. from Toby Rock, are considered not to exist, and have been expunged from the Admiralty charts.

[The bearings are magnetic. Variation 17° Easterly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
13th July, 1882.

This Notice affects the following Admiralty Charts:—New Zealand, No. 1212; New Zealand, sheet X, Otago to Mataura River, with plan of Ruapuke Island, No. 2533; New Zealand, sheet XI, Foveaux Strait and South Island, No. 2553; and New Zealand Pilot, 1875, page 233.

NOTICE TO MARINERS.

(No. 138.)—ENGLAND—WEST COAST.

LIVERPOOL BAY.

(1.) *Removal of Watch Vessel and Buoy marking Wreck in Crosby Channel.*

WITH reference to Notice to Mariners, No. 262, of 31st December, 1881, on the placing of a watch vessel and wreck buoy, to mark the position of the wreck of the steam-vessel "Eros," sunk in Crosby Channel, Liverpool Bay:—

The Mersey Docks and Harbour Board has given further notice, dated 30th June, 1882, that the work of removing this wreck having been completed, the watch vessel and wreck buoy have been removed.

WHITEHAVEN.

(2.) *Fog Signal on West Pier Head.*

Information has been received from the Trinity House, London, dated 1st July, 1882, that a steam fog whistle has been recently established

No. 25130.

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on the west pier head at Whitehaven, for the purpose of guiding vessels into that harbour during thick or foggy weather.

This fog whistle will give blasts of five seconds' duration every half-minute.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
13th July, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Holyhead to Liverpool, No. 1170b; Liverpool Bay, No. 1951. Also, Admiralty List of Lights in the British Islands, 1882, page 46; and Sailing Directions for the West Coast of England, 1876, pages 133, 154.

(2.) Fleetwood to the Firth of Solway, No. 1826; Firth of Solway, No. 1346; and Plan of Whitehaven, No. 1775. Also, Admiralty List of Lights in the British Islands, 1882, No. 387; and Sailing Directions for the West Coast of England, 1876, page 195.

NOTICE TO MARINERS.

(No. 139.)—FRANCE—WEST COAST.

(1.) *Leading Lights at Entrance to La Vilaine River.*

THE French Government has given notice, dated 15th June, 1882, that two leading lights have been established on the left bank of La Vilaine River, near Trehiguier, and exhibited from square towers of masonry, recently constructed.

The western of these lights is a fixed white light, elevated 25 feet above high water, and visible in clear weather from a distance of 9 miles; it is situated on the extremity of Seal Point.

Position as given, lat. $47^{\circ} 29' 40''$ N., long. $2^{\circ} 27' 0''$ W.

The eastern light is a fixed red light, situated 480 yards distant from the western light: it is elevated 68 feet above high water, and should be visible in clear weather from a distance of 9 miles.

The illuminating apparatus is catoptric, or by means of reflectors.

These lights are in line when bearing S. 49° E., and indicate the course to be pursued; the eastern light is only visible over an arc of 28 degrees, or from S. 35° E. to S. 63° E.

(2.) *Alteration in Character of Penlan Point Light.*

Also, that the present light shown at Penlan Point, entrance of La Vilaine River, will be discontinued, and replaced by a light exhibited from the top of a square tower, constructed of masonry, standing close to the former light tower.

This light will be fixed light, showing red seaward between the bearings of N. 19° E. and N. 71° E., and white between the bearings of N. 71° E. and S. 71° E.

The light is elevated 68 feet above high water; the white sector should be visible in clear weather from a distance of 13 miles, and the red sector from a distance of 9 miles.

NOTE.—By keeping within the sector of white light, vessels will avoid the shoal of La Grande Accroche.

[The bearings are magnetic. Variation 19° Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
14th July, 1882.

This Notice affects the following Admiralty Charts:—British Islands to Mediterranean Sea,