

four cables, and the east extreme of Pulo Singha S.W. $\frac{1}{2}$ W.

NOTE.—Vessels should pass southward of the above-mentioned shoals.

[Variation 3° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Sayer Islands to Lankawi Island, No. 842; Bass Harbour to Parcelar Hill, No. 793a. Also, China Sea Directory, Vol. I, 1886, page 53; and Supplement, 1890, relating to China Sea Directory, Vol. I, page 80.

No. 645.—AUSTRALIA STATION.
NEW ZEALAND.—MIDDLE ISLAND—WEST COAST.
MILFORD SOUND APPROACH.

Sunken Rock North-east of Brig Rock.

INFORMATION has been received from the Government of New Zealand, of the existence of a sunken rock, with six feet on it at low water, and on which the sea breaks in heavy weather, lying in the approach to Milford Sound from the northward, with Yates Point bearing N. $\frac{1}{2}$ E., and Brig Rock S.W. by S., distant $1\frac{1}{10}$ miles.

Approximate position, lat. 44° 30' 50" S., long. 167° 48' 40" E.

NOTE.—Vessels should not navigate inshore of Brig Rock, as other foul ground is said to exist in the locality.

[Variation 16° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Foveaux Strait to River Awarua, No. 2589; George, Bligh, and Milford Sounds, No. 615. Also, New Zealand Pilot, 1883, page 330.

No. 646.—CHANNEL AND WESTERN STATION.

IRELAND.—WEST COAST.

Sligo Harbour—Additional Harbour Light.

THE Sligo Harbour Commissioners have given notice, that on 6th October, 1890, a harbour light was exhibited from a beacon on the training wall, south side of Sligo Channel, with Lynn's Lodge bearing E. by S., distant about 420 yards, and about 680 yards within the outer extreme of the training wall:—

The light opposite Lynn's Lodge is a fixed white light, elevated 15 feet above high water.

This light, as well as the four other small lights, viz.—east end of Oyster Island, Blennick Perch, opposite Ballyweelin Point, and opposite Bath Lodge, in Sligo Harbour, will be exhibited annually from 1st September to 1st May.

This Notice affects the following Admiralty Charts:—Teelin Head to Downpatrick Head, No. 2440; Sligo and Ballysadare Harbours, No. 2729. Also, Admiralty List of Lights in the British Islands, page 168, Nos. 832, 832a; and Sailing Directions for the Coast of Ireland, Part II, 1887, page 189.

No. 647.—CHANNEL AND WESTERN STATION.

ENGLAND.—WEST COAST.—FIRTH OF SOLWAY.

Harrington Harbour—Lights on New Pier.

INFORMATION has been received from the Harrington Harbour Authorities that on 10th September, 1890, two lights were exhibited on the new pier head (the inner portion of the old pier having been extended seaward) at that place, bearing W.S.W., distant 133 yards from the light shown from an iron pedestal on the old pier head:—

Harrington Harbour new pier lights are fixed red and fixed white lights, placed vertically; the red light is elevated about 27 feet above high water, the white light about 25 feet.

NOTE.—The old pier head light (fixed white) is still exhibited, as the harbour entrance is not altered.

[Variation 20° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Ireland, east coast, No. 1824a; Irish Channel, No. 1825a; Formby Point to the Firth of Solway, No. 1826; Firth of Solway, No. 1346. Also, Admiralty List of Lights in the British Islands, 1890, page 110; and Sailing Directions for the West Coast of England, 1884, page 205.

No. 648.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

WEST INDIES.—VENEZUELA.

Shoal northward of Ubero Point.

THE French Government has given notice, dated 4th November, 1890, that the Commander of the Général Transatlantique Co.'s steamship "Washington" has reported having slightly touched on a shoal, when about five miles northward of Ubero Point; the ship's draught was 20 feet, her way was perceptibly checked, and a trail of dark mud was seen in her wake. The following bearings were taken at the time:—

Ubero Point, S. 8° E.

Zamuro Point, N. 82° W.

Approximate position, lat. 11° 24' N., long. 68° 45' W.

NOTE.—As it is possible that foul ground may extend from Ubero Point towards the above-mentioned shoal, mariners should use caution when navigating in the vicinity.

[Variation 2° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—West India Islands and Caribbean Sea, No. 762; Los Roques to Cape La Vek, No. 395. Also, West India Pilot, Vol. I, 1883, page 151.

No. 649.—CHANNEL AND WESTERN, AND NORTH AMERICA AND WEST INDIES STATIONS.

GULF OF ST. LAWRENCE.

ANTICOSTI ISLAND—SOUTH COAST.

South Point Reef—Possible Extension Seaward.

NOTICE is given, that a British steamship has lately been lost on the south coast of Anticosti Island, in a position stated to be situated with South Point Lighthouse, bearing E. by S., distant 4 to 5 miles; and the nearest land of the Island, abeam, estimated by the Master to be from 3 to $3\frac{1}{2}$ miles distant.

The position, however, was by no means well determined, and it is not possible to say whether the reef off the south shore extends as far or not.

Mariners are reminded that the survey of this dangerous and inhospitable shore is very incomplete, so that it is impossible to publish large scale charts, and that it is exceedingly undesirable to close the shore without due cause.

[Variation 29° Westerly in 1890.]

This Notice affects the following Admiralty Chart:—Gulf of St. Lawrence, No. 2516. Also, St. Lawrence Pilot, Vol. I, 1882, page 61.

No. 650.—CHANNEL AND WESTERN STATION.

ENGLAND.—WEST COAST.

Wreckage North-East of Great Orme Head.

INFORMATION has been received that the Master of the steam-vessel "Minho" reports having passed, on 10th November, 1890, in a position dangerous to shipping, a mast vaboo