

foundation, painted brown, surmounted by a white hexagonal frame dwelling, with black lantern. It is situated with Greenbury Point Lighthouse bearing N. $\frac{1}{2}$ W., distant $\frac{3}{4}$ of a mile.

Approximate position, lat. $38^{\circ} 58' 5''$ N., long. $76^{\circ} 27' W.$

Also, that during thick or foggy weather, a bell, struck by machinery, will be sounded twice (double blow) every ten seconds.

Also, that on the exhibition of the abovementioned light, Greenbury Point Light will be discontinued.

This Notice affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake Bay, Nos. 355*b*, 2843*a*. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1891, Nos. 806, 806*; and Sailing Directions for the Principal Ports of the United States, 1882, page 171.

No. 542.—NORTH SEA AND BALTIC STATIONS.

ENGLAND—EAST COAST.

Coquet Island High Light—Alteration in Character.

WITH reference to Notice to Mariners, No. 430 of 1891, and previous Notice:—

The Trinity House, London, has given further notice, dated 28th October, 1891, that the alteration in Coquet Island High Light has been carried out:—

Coquet Island High Light is an intermittent light, suddenly eclipsed for about two and a half seconds every minute. It shows white seaward from the bearing of N. $4^{\circ} E.$, through west, to S. $18^{\circ} W.$; red from S. $18^{\circ} W.$ to S. $1^{\circ} W.$; from S. $1^{\circ} W.$, through east, to N. $35^{\circ} E.$, (towards the land) a white light of less power is visible; and from N. $35^{\circ} E.$, to N. $4^{\circ} E.$ it shows red.

The low light on Coquet Island remains a fixed light, showing as heretofore.—White from N. $24^{\circ} W.$ to N. $9^{\circ} W.$, and red from N. $9^{\circ} W.$, through north, to N. $11^{\circ} E.$

[Variation 18° Westerly in 1891.]

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182*b*; Hartlepool to St. Abbs Head, No. 1192; Coquet Road and Channel, No. 1721. Also, Admiralty List of Lights in the British Islands, 1891, No. 244; and North Sea Pilot, Part III, 1889, page 54.

No. 543.—CHINA STATION.

CHINA SEA.

BORNEO—NORTH COAST.—MARUDU BAY
Kudat Harbour Entrance—Fixed Harbour Light on Sandilands Rock.

WITH reference to Notice to Mariners No. 100 of 1891:—

Information has been received from the British North Borneo Company, dated 29th October, 1891, that the light on Sandilands Rock is exhibited:—

Sandilands Rock Light is a fixed harbour light of low power: it shows white between the bearings of N. by W. $\frac{3}{4} W.$, through west, and W. by S. $\frac{1}{2} S.$; red between S.W. $\frac{3}{4} S.$ and S. by W. $\frac{1}{2} W.$; red between S.E. $\frac{3}{4} E.$ and E. $\frac{3}{4} S.$; and white between E. by N. $\frac{1}{4} N.$, through north, and N. by W. $\frac{1}{2} W.$; in all other directions it is obscured. It is elevated seven feet above high water, and should be seen in clear weather from a distance of two miles.

The lighthouse, erected on piles, is about ten feet high.

Approximate position, lat. $6^{\circ} 52' 20'' N.$, long. $116^{\circ} 52' 5'' E.$

Also, that the fixed white light, previously shown from the Fort of Kudat, has been discontinued.

[Variation 2° Easterly in 1891.]

This Notice affects the following Admiralty Charts:—Gaya Bay to Sandakan Harbour, No. 287; Kudat Harbour, No. 946. Also Admiralty List of Lights in South Africa, &c., 1891, page 72, No. 337; and China Sea Directory, Vol. II, 1889, page 185.

No. 544.—ALL STATIONS.

ENGLAND—SOUTH COAST.

St. Leonards—Fixed Red Light on New Pier.

INFORMATION has been received, dated 28th October, 1891, that a light is exhibited from the extremity of the new pier, St. Leonards:—

St. Leonards New Pier Light is a fixed red light.

Approximate position, lat. $50^{\circ} 50' 50'' N.$, long. $0^{\circ} 33' 10'' E.$

The new pier has been constructed $7\frac{1}{2}$ cables westward of the old pier, and extends in a southerly direction, 300 yards from high water mark.

This Notice affects the following Admiralty Charts:—English Channel, No. 2675*c*; Owers to Dungeness, No. 2451. Also, Admiralty List of Lights in the British Islands, 1891, No. 103*a*; and Channel Pilot, Part I, 1886, page 261.

No. 545.—PACIFIC AND BALTIC STATIONS.

SOUTH AMERICA—WEST COAST.

Supposed Danger South-west of Cape Blanco.

THE French Government has given notice, dated 26th October, 1891, that the French steamer "Pacifique" (draught of water not given), when proceeding from Païta to Guayaquil, experienced a shock where the charts indicate no danger, and which the Commander of that vessel states to be in approximately lat $4^{\circ} 26' S.$, long. $81^{\circ} 20' W.$ Immediately after the shock, the vessel was stopped and a depth of $17\frac{1}{2}$ fathoms obtained.

NOTE.—The Admiralty Charts will not be altered on this information.

ERRATA.

With reference to Notice to Mariners, No. 490 of 1891, on alteration in the sectors of light shown from Cape Arkona Lighthouse:—

The German Government has given further notice, that the bearings of N.E. by E. and N.W. by W. (second and third lines of first paragraph of the abovementioned Notice) are true, not magnetic. Consequently for those bearings read N. $66^{\circ} E.$ and N. $46^{\circ} W.$

Approximate position of lighthouse, latitude $54^{\circ} 41' N.$, longitude $13^{\circ} 26' E.$

[Variation 10° Westerly in 1891.]

This affects the following Admiralty Charts:—Femern to Bornholm, No. 2150; Rostock to Arkona Light, No. 2365; Arkona to Dievenow River, No. 2366. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, &c., 1891, No. 551; and Baltic Pilot, 1888, page 145.

No. 546.—NORTH AMERICA AND WEST INDIES STATION.

GULF OF ST. LAWRENCE.—NEWFOUNDLAND—WEST COAST.

Non-existence of certain Rocky Shoals off Rich Point.

INFORMATION has been received from Staff Commander W. Tooker, R.N., in charge of