

rock, about three-quarters of a cable long north-west and south-east and one-quarter of a cable broad, with a depth of 6 feet on it at low water springs, lying in the northern part of Lyne Sound, with Needle Hill bearing S.E.  $\frac{3}{4}$  S. (S.  $36^{\circ}$  E.), distant  $9\frac{1}{2}$  miles; and south extreme of Carles Island S.W. by W.  $\frac{3}{4}$  W. (S.  $64^{\circ}$  W.); or approximately in lat.  $34^{\circ} 36' 15''$  N., long.  $126^{\circ} 12' 45''$  E.

[Variation  $4^{\circ}$  Westerly in 1893.]

This Notice affects the following Admiralty Chart:—Korean Archipelago, No. 104. Also, China Sea Directory, Vol. IV, 1884, page 74; and Revised Supplement, 1889, relating to China Sea Directory, Vol. IV, page 52.

#### No. 565.—AUSTRALIA STATION.

AUSTRALIA—EAST COAST.—INNER ROUTE.

*Hope Islands—Beacons Discontinued on B and E Reefs.*

THE Queensland Government has given notice, dated 12th September, 1893, that the black beacon on Bee (b) Reef, and the black beacon on E Reef, northward of Hope Islands, southern approach to Cooktown, have both fallen down and will not be replaced.

Approximate position of beacon on Bee Reef, lat.  $15^{\circ} 39'$  S., long.  $145^{\circ} 26'$  E.

Approximate position of beacon on E Reef, lat.  $15^{\circ} 29'$  S., long.  $145^{\circ} 24\frac{1}{2}'$  E.

This Notice affects the following Admiralty Chart:—Hope Islands to Turtle Group, &c., No. 2923. Also, Australia Directory, Vol. II, 1889, page 335.

#### No. 566.—CHANNEL AND WESTERN STATION.

ENGLAND—WEST COAST.—LIVERPOOL BAY.

PRESENT DEPTH OVER BAR.

*Alteration in Position of Bar Light-vessel, and in Buoyage of Queen's Channel.*

WITH reference to Notice to Mariners, No. 352 of 1893:—

The Mersey Docks and Harbour Board have given notice, dated 26th October, 1893, that the dredging operations, which have been in progress in the northern part of the Queen's Channel, have now so far advanced that there is at the present time a channel 1,000 feet in width, with a depth of 20 feet at low water in the centre, shelving to 18 feet at the side, over the bar into the River Mersey.

To mark this new channel the following alterations have been made in the buoyage, &c.:—

1. Bar Light-vessel has been moved about six cables north-eastward of her former position, and is now moored with the Formby and Crosby Light-vessels in line bearing S.E. by E.  $\frac{1}{4}$  E. (S.  $59^{\circ}$  E.), distant  $3\frac{3}{4}$  miles from the former.

Approximate position, lat.  $53^{\circ} 32'$  N., long.  $3^{\circ} 17' 15''$  W.

Five gas buoys have been established.

2. B 1 Buoy is a red pillar buoy with horizontal white stripes, and showing a flashing white light; it is moored on the southern side of the dredged channel with Formby Light-vessel bearing S.E. by E.  $\frac{1}{2}$  E. (S.  $62^{\circ}$  E.), distant  $2\frac{1}{2}$  miles; and Hilbre Point S.  $\frac{5}{8}$  W. (S.  $7^{\circ}$  W.).

3. B 2 Buoy is a red pillar buoy, with horizontal white stripes, and showing a flashing white light; it is moored on the southern side of the dredged channel with Formby Light-vessel bearing S.E. by E.  $\frac{5}{8}$  E. (S.  $63^{\circ}$  E.), distant  $1\frac{5}{8}$  miles nearly; and Hilbre Point S. by W. (S.  $11^{\circ}$  W.).

4. Q 1 Buoy is a black can buoy, showing a

fixed white light; it is moored on the northern side of the dredged channel with Formby Light-vessel bearing S.E. by E.  $\frac{1}{2}$  E. (S.  $58^{\circ}$  E.), distant  $2\frac{3}{10}$  miles; and Hilbre Point S.  $\frac{5}{8}$  W. (S.  $7^{\circ}$  W.).

5. Q 2 Buoy is a black can buoy, showing a fixed white light; it is moored on the northern side of the dredged channel with Formby Light-vessel bearing S.E. by E. (S.  $56^{\circ}$  E.), distant  $1\frac{3}{4}$  miles; and Hilbre Point S. by W. (S.  $11^{\circ}$  W.).

6. Q No. 4 Buoy is now a black can gas buoy, showing a fixed white light.

7. The black can buoys formerly marked Q 1 and Q 2 have been withdrawn, as well as the conical surveying buoy, formerly moored southward of Queen's Channel.

NOTE.—The width of the dredged channel not being sufficient for general navigation the conical red buoys Q 1 and Q 2 have been retained in their previous positions for the benefit of vessels navigating at tide time over the 10 feet bar. To the northward of the dredged channel the line of Q 3 and Q 4 black can buoys, the latter showing a fixed white light, is available for the same purpose.

[Variation  $19^{\circ}$  Westerly in 1893.]

This Notice affects the following Admiralty Charts:—Holyhead to Liverpool, No. 11706; Liverpool Bay, No. 1951. List of Lights, Part I, 1893, No. 595; and Sailing Directions for the West Coast of England, 1891, pages 336–338, 344, 345.

#### No. 567.—CHANNEL AND WESTERN STATION.

ENGLAND—WEST COAST.—BRISTOL CHANNEL.

*Middle Nash Sand—Extension to the Southward.*

INFORMATION has been received from the Trinity House, dated 30th October, 1893, that a depth of nine feet has recently been found on Middle Nash Sand in a position with Nash Point Lower Lighthouse bearing S.E. by E. (S.  $56^{\circ}$  E.), distant four miles; and Porthcawl Harbour Lighthouse N.  $\frac{3}{8}$  W. (N.  $4^{\circ}$  W.).

Approximate position, lat.  $51^{\circ} 25'$  N., long.  $3^{\circ} 39' 30''$  W.

The comparatively deep space south-eastward of Middle Nash has probably filled up, and the southern edge of the shoal should be considered as trending nearly in a straight line from Middle Nash Buoy to East Middle Nash Buoy.

This Notice affects the following Admiralty Charts:—Bristol Channel, No. 1179; Kenfig River to Nash Point, &c., No. 1183. Also, Sailing Directions for the West Coast of England, 1891, page 167.

#### No. 568.—CHANNEL AND WESTERN STATION.

SCOTLAND—WEST COAST.

*Ardrossan Harbour—Alteration in Character of Buoy.*

THE Ardrossan Harbour Company has given notice, dated 27th October, 1893, that a bell buoy has been substituted for the black buoy formerly moored about half a cable southward of West Grinan Rock, westward of entrance to Ardrossan Harbour.

Approximate position, lat.  $55^{\circ} 38' 30''$  N., long.  $4^{\circ} 49' 50''$  W.

This Notice affects the following Admiralty Charts:—Firth of Clyde, &c., No. 2159; Ardrossan Harbour, No. 1404. Also, Sailing Directions for the West Coast of Scotland, Part II, 1886, page 308.