

Approximate position, lat.  $38^{\circ} 40' N.$ , long.  $9^{\circ} 20' W.$

This Notice affects the following Admiralty Chart:—Entrance to River Tagus, No. 89. Also, Sailing Directions for the West Coasts of France, Spain, and Portugal, 1900, pages 492, 495.

No. 230.—UNITED STATES—FLORIDA,  
GULF OF MEXICO.

*Pensacola Bay—Leading Lights Discontinued.*

The United States Government has given notice that, on or about 6th March, 1905, the Fort McRee Leading Lights (front light red, rear light white), formerly situated at a distance of about 5 cables S.  $37^{\circ} W.$  and S.  $50^{\circ} W.$  respectively from Fort McRee would be permanently discontinued.

Approximate position, lat.  $30^{\circ} 19\frac{1}{4}' N.$ , long.  $87^{\circ} 19\frac{1}{4}' W.$

[Variation  $4^{\circ}$  Easterly in 1905.]

This Notice affects the following Admiralty Chart:—Pensacola Bay, No. 2820. Also, List of Lights, Part VIII, 1905, Nos. 1353, 1354; and West India Pilot, Vol. I, 1903, page 558.

No. 231.—UNITED STATES—PACIFIC  
COAST, OREGON.

*Columbia River Entrance—Light-buoy Discontinued.*

With reference to Notice to Mariners No. 754 of 1903:—

The United States Government has given further notice that, on 20th February, 1905, the light-buoy painted in black and white vertical stripes, exhibiting a white occulting light, formerly moored at a distance of  $2\frac{6}{10}$  miles S.  $20^{\circ} W.$  from Cape Disappointment lighthouse, entrance to Columbia River, was withdrawn permanently.

Approximate position, lat.  $46^{\circ} 14\frac{1}{2}' N.$ , long.  $124^{\circ} 5\frac{1}{2}' W.$

[Variation  $22^{\circ}$  Easterly in 1905.]

This Notice affects the following Admiralty Charts:—Yaquina Head to Cape Disappointment, No. 3124; Columbia River, No. 2839. Also, Sailing Directions for the West Coasts of Central America, &c., 1896, page 419; and Supplement, 1901, page 42.

No. 232.—UNITED STATES, ATLANTIC  
COAST—MASSACHUSETTS.

*Boston Harbour Entrance Light-Buoys—  
Character of Lights Altered.*

The United States Government has given notice, dated 24th February, 1905, that the lights exhibited from the undermentioned light-buoys in Boston Harbour entrance will, when the light-buoys are laid out after the ice has disappeared, be altered from white fixed to white occulting every ten seconds, thus:—light five seconds, eclipse five seconds.

a. Light-Buoy No. 5, marking the extremity of Ramhead Spit, situated about  $1\frac{7}{10}$  miles N.  $47^{\circ} W.$  from Boston Lighthouse.

b. Light-Buoy No. 9, marking the extremity of Nix Mate Spit, situated about  $2\frac{4}{10}$  miles N.  $68^{\circ} W.$  from Boston Lighthouse.

c. The light-buoy at the southern end of the Narrows, situated about  $1\frac{4}{10}$  miles S.  $82^{\circ} W.$  from Boston Lighthouse.

Approximate position, Boston Lighthouse, lat.  $42^{\circ} 19\frac{3}{4}' N.$ , long.  $70^{\circ} 53\frac{1}{2}' W.$

[Variation  $13^{\circ}$  Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Boston Harbour, No. 1516. Also, Sailing Directions for the East Coast of the United States, 1899, page 285.

No. 233.—ENGLAND—SOUTH COAST.

*Portland Harbour—Lights Altered and Fog  
Signal.*

With reference to Notices to Mariners Nos. 1063 of 1904, and 92 of 1905:—

Notice is hereby given that, on 14th March, 1905, the undermentioned alterations were made in the lights and fog signal of Portland Harbour:—

a. A white flashing light every five seconds, thus:—Flash three-quarters of a second, eclipse four and a quarter seconds, was established on the south-eastern end of the northern detached breakwater, situated at a distance of about 300 yards N.  $49^{\circ} W.$  from the breakwater fort light in place of the two vertical white lights formerly shown from Dolphin A. It is elevated 70 feet above high water, and should be visible in clear weather from a distance of 14 miles, the light power being 12,400 candles.

A fog bell, which, during thick or foggy weather, will be struck once every ten seconds, has been established at this lighthouse.

b. A red occulting light every ten seconds, elevated 30 feet above high water, with a light power of 52 candles, was established on the north-western end of the same breakwater in the position formerly occupied by the two vertical white lights on Dolphin B, situated at a distance of  $8\frac{1}{2}$  cables N.  $32^{\circ} W.$  from the breakwater fort light.

c. A white occulting light every ten seconds, elevated 30 feet above high water, with a light power of 130 candles, was established on the extremity of the breakwater extending from Binleave Rocks in the position formerly occupied by the two white vertical lights on Dolphin C, situated at a distance of  $9\frac{3}{4}$  cables N.  $28^{\circ} W.$  from the breakwater fort light.

d. The red flashing light on the breakwater fort has been replaced by a small subsidiary red fixed light of a power of 32 candles, placed on the north-western part of the fort, 40 yards N.  $30^{\circ} W.$  from the old light. This subsidiary light is visible from the bearing of N.  $77^{\circ} W.$ , through west and south, to N.  $29^{\circ} E.$  The fog bell and former lights on the breakwaters have been discontinued.

Approximate position, Breakwater Fort Light, lat.  $50^{\circ} 35' N.$ , long.  $2^{\circ} 24\frac{3}{4}' W.$

The lighthouses from which these lights are exhibited are iron lattice-work structures.

[Variation  $16^{\circ}$  Westerly in 1905.]

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675b; Eddystone to Portland, No. 2620; Portland to Owers, No. 2450; Straight Point to Portland, No. 3315; Portland to Christchurch, No. 2615; Weymouth and Portland, No. 2255; Portland Harbour, No. 2268. Also, List of Lights, Part I, 1905, Nos. 61, 61a, 62, 62a, 63, 63a, 60; Channel Pilot, Part I, 1900, pages 180, 181; and Supplement, 1903, page 16.

By command of their Lordships,

A. Mostyn Field, Hydrographer.  
Hydrographic Office, Admiralty, London.  
17th to 20th March, 1905.