

This Notice affects the following Admiralty Charts:—Koh ta Kut to Cape Liant, No. 2720; Cape Liant to Koh Kut, No. 2721; Koh Kut to Bay Island, No. 2722; Gulf of Siam, No. 2114. Also, List of Lights, Part VI, 1897, page 94; China Sea Directory, Part II, 1889, pages 399–409.

No. 304.—GULF OF MEXICO.

*Laguna De Terminos—Vigia Tower Non-existent and Bell Buoy Missing.*

THE United States Government has given notice, dated 15th May, 1897, that:—

Vigia Tower, Laguna de Terminos, no longer exists, and the bell buoy at the western entrance is missing.

Approximate position, Vigia Tower, latitude  $18^{\circ} 38' 45''$  N., longitude  $91^{\circ} 51' 45''$  W.

This Notice affects the following Admiralty Chart:—Laguna de Terminos, No. 2103; West India Pilot, Vol. I, 1893, pages 464, 465; Hydrographic Notice, No. 2 of 1896, page 26.

No. 305.—GULF OF BOTHNIA.

*Tornea Approaches—Alteration in Buoyage.*

THE Swedish Government has given notice, dated 19th May, 1897, of the undermentioned alterations in the buoyage in the approach to Torneå:—

1. A spar buoy with broom is moored near Sandskär Western Shoal, in approximately lat.  $65^{\circ} 34' 30''$  N., long.  $23^{\circ} 39' 30''$  E.

2. The black spar buoy with ball, marking the south-east side of Gunnaren Reef, is withdrawn, lat.  $65^{\circ} 36' 10''$  N., long.  $23^{\circ} 39' 50''$  E.

3. The spar buoy near Stockgrund is withdrawn, lat.  $65^{\circ} 37' 40''$  N., long.  $23^{\circ} 41' 30''$  E.

This Notice affects the following Admiralty Chart:—Torne Point to Tauvö, No. 2302. Also, Baltic Pilot, Part II, 1896, page 408.

No. 306.—CHINA.

*Additional Treaty Ports.*

INFORMATION has been received from the Commander-in-Chief of Her Majesty's ships on the China Station, that the undermentioned ports would be opened, with freedom for navigation, in June, 1897, as follows:—

Wu chau fu, lat.  $23^{\circ} 29'$  N., long.  $111^{\circ} 20'$  E.

Samshui, lat.  $23^{\circ} 9'$  N., long.  $112^{\circ} 52'$  E.

Kongkum Market, a suburb of Samshui.

Are Treaty Ports and Consular Stations, with freedom for navigation between Samshui, Wu chau fu, Hongkong, and Canton, by a route from each of these latter places to be selected and notified in advance by the Imperial Maritime Customs.

The following places are established as ports of call for goods and passengers:—

Kong mun, lat.  $22^{\circ} 31'$  N., long.  $113^{\circ} 6'$  E.

Kum chuk, lat.  $22^{\circ} 48\frac{1}{2}'$  N., long.  $113^{\circ} 5'$  E.

Shao king, lat.  $23^{\circ} 1'$  N., long.  $112^{\circ} 28'$  E.

Tak hing, lat.  $23^{\circ} 8'$  N., long.  $111^{\circ} 47'$  E.

This Notice affects the following Admiralty Charts:—China Sea, 2661a; Hongkong to Gulf of Liau tung, No. 1262. Also, China Sea Directory, Vol. III, 1894, page 8; Hydrographic Notice, No. 1 of 1897, page 3.

No. 307.—ITALY—WEST COAST.

*Ponza Island Guardia Point Light Re-exhibited.*

WITH reference to Notice to Mariners No. 221 of 1897:—

The Italian Government has given further notice, dated 24th May, 1897, that the light

shown from Guardia Point is re-exhibited as a fixed and flashing white light, showing a flash every thirty seconds.

Approximate position, lat.  $40^{\circ} 52\frac{3}{4}'$  N., long.  $12^{\circ} 57\frac{1}{4}'$  E.

This Notice affects the following Admiralty Charts:—Mediterranean Sea, Nos. 2158a, 2158b; Adriatic Sea, No. 1440; Civita Vecchia to Policastro, No. 160; Civita Vecchia to Naples, No. 1841; Ponza Islands, No. 1733. Also, List of Lights, Part V, 1897, No. 343; and Mediterranean Pilot, Vol. II, 1895, pages 243, 244.

No. 308.—ITALY—WEST COAST.

GULF OF ST. EUFEMIA.

*Santa Venere—Sand-Bank Extending from the Mole.*

THE Italian Government has given notice, dated 24th May, 1897, that:—

A sand-bank, of recent formation, extends about 220 yards from the head of the Mole at Santa Venere, and Mariners are cautioned accordingly.

Approximate position, lat.  $38^{\circ} 43' 30''$  N., long.  $16^{\circ} 8' 15''$  E.

This Notice affects Plan of Santa Venere, on Admiralty Chart No. 198:—Mediterranean Pilot, Vol. II, 1895, page 85.

No. 309.—AUSTRALIA—SOUTH COAST.

SPENCER GULF.

*Port Pirie—Buoy in Entrance to South Channel.*

THE Government of South Australia has given notice, dated 7th April, 1897, that:—

A red spar buoy is moored in three fathoms, to mark the entrance to the South Channel leading to Port Pirie. From the buoy Jarrold Point bears south about  $8\frac{1}{2}$  miles, and Mount Ferguson N.  $81^{\circ}$  E.

Approximate position, lat.  $33^{\circ} 6' 45''$  S., long.  $137^{\circ} 49' 40''$  E.

[Variation  $5^{\circ}$  Easterly in 1897.]

This Notice affects the following Admiralty Charts:—St. Vincent and Spencer Gulfs, No. 2389b; Woods Point to Lowly Point, No. 403. Also, Australia Directory, Vol. I, 1897, page 255.

No. 310.—CORAL SEA.

*Ocean Ranger Reef.*

WITH reference to Notice to Mariners No. 110 of 1892, on a dangerous reef reported by the Master of the barquentine "Ocean Ranger," situated in lat.  $18^{\circ} 44'$  S., long.  $157^{\circ} 2'$  E., and on which the sea was observed to break heavily:—Her Majesty's surveying-vessel "Penguin" searched for this supposed danger in 1894, and discovered a bank of from 800 to 1,000 fathoms in depth situated between the parallels of  $18^{\circ} 48'$  and  $19^{\circ} 5'$  South latitude, and the meridians of  $156^{\circ} 40'$  and  $157^{\circ} 3'$  East longitude, and with depths of from 1,500 to 1,800 fathoms around, but no shallower soundings could be obtained.

During the search, and whilst obtaining a sounding of 1,713 fathoms, a considerable tide rip was observed extending about 3 miles in a north and south direction, which might have been mistaken for breakers, and some such phenomenon probably was the origin of the report made by the Master of the "Ocean Ranger."

In order to further investigate the matter, some enquiries respecting the original report were addressed to the Master of the "Ocean Ranger" through the Marine Department at Wellington, New Zealand, but a reply has been received that Mr. Goodman, the Master of the vessel in 1892, has died, and that the log books cannot be found.