

No. 332.—BAY OF BISCAY AND ENGLISH CHANNEL.

Floating Wreckage.

INFORMATION has been published in the Shipping Gazette of 2nd and 3rd June, 1899, that the following floating wreckage has been reported in the Bay of Biscay and entrance to the English Channel:—

a. Wreckage, spar and rigging attached, which recently fouled a vessel's propeller, in approximately lat. $46^{\circ} 8' N.$, long. $7^{\circ} 50' W.$

b. A mast, painted white, and standing about 6 feet out of the water, in approximately lat. $48^{\circ} 50' N.$, long. $4^{\circ} 31' W.$

No. 333.—UNITED STATES—MASSACHUSETTS, BOSTON HARBOUR.

State Ledge Electric Bell-Buoy—Established.

WITH reference to Notice to Mariners No. 556 of 1897:—

The United States Government has given further notice, dated 27th May, 1899, that an electric bell-buoy has been established about 30 yards westward of No. 8 Buoy, on the southern edge of Lower Middle (State Ledge) Shoal, entrance to Boston Harbour.

State Ledge Bell Buoy (the bell of which gives four strokes during fifteen seconds, followed by a silent interval of fifteen seconds) is painted red, moored in a depth of 21 feet water, and situated with the pier on north-east point of Castle Island bearing N. $65^{\circ} W.$, distant 5 cables, and summit of Thompson Island S. $30^{\circ} W.$

Approximate position, latitude $20^{\circ} 20' 15'' N.$, longitude $70^{\circ} 59' 55'' W.$

[Variation $13''$ Westerly in 1899.]

This Notice affects the following Admiralty Chart:—Boston Harbour, No. 1516. Also, Sailing Directions for the Principal Ports, &c., United States, 1882, page 55.

No. 334.—AFRICA—FERNANDO PO.

Santa Isabel Bay—Buoys Removed.

INFORMATION, dated 31st March, 1899, has been received from Commander H. E. Purey-Cust, Her Majesty's surveying-vessel "Rambler," that the red buoys marking the entrance to Santa Isabel Bay, Fernando Po, have been removed.

These buoys were situated W. by N. $2\frac{3}{4}$ cables, and W. by S. $\frac{1}{4}$ S. $3\frac{1}{2}$ cables respectively from Fernanda Point Lighthouse.

Approximate position Fernanda Point, latitude $3^{\circ} 46' N.$, longitude $8^{\circ} 47' 40'' E.$

[Variation $15''$ Westerly in 1899.]

This Notice affects the following Admiralty Plan:—Plan of Santa Isabel on Sheet No. 623. Also, Africa Pilot, Part II, 1893, page 89.

No. 335.—UNITED STATES.

WASHINGTON—PUGET SOUND.

Orchard Point—Sunken Rock off.

THE United States Government has given notice, dated 27th May, 1899, of the existence of a dangerous sunken rock eastward of Orchard Point, Rich Passage.

This rock is reported to have a depth on it of 4 fathoms, and is situated with Orchard Point Lighthouse bearing S. $51^{\circ} W.$, distant 6 cables, and north-west point of Blake Island S. $42^{\circ} E.$

Approximate position, lat. $47^{\circ} 34' 10'' N.$, long. $122^{\circ} 31' 0'' W.$

Four fathoms has been placed on the Chart in this position pending the result of further examination.

[Variation $22''$ Easterly in 1899.]

This Notice affects the following Admiralty

Chart:—Admiralty Inlet and Puget Sound, No. 1947. Also, British Columbia Pilot, 1898, page 46.

No. 336.—TASMANIA—WEST COAST.

Macquarie Harbour—Tidal Signals at Entrance.

WITH reference to Notice to Mariners No. 349 of 1898:—

The Government of Tasmania has given further notice, dated 17th April, 1899, that the under-mentioned tidal signals are now shown from the Bluff Flagstaff on the south-western side of the entrance to Macquarie Harbour in lieu of those previously exhibited:—

Day signal, two balls at masthead denote meaning or depth on bar, flood tide; night signal, white light waved from signal cabin.

Day signal, one ball at masthead denotes meaning or depth on bar, ebb tide; night signal, red light waved from signal cabin.

Day signal, two square flags on eastern yard-arm; meaning or depth on bar, $8\frac{1}{2}$ feet.

Day signal, red flag on eastern yard-arm; meaning or depth on bar, 9 feet; night signal, red light shown from signal cabin.

Day signal, ball over red flag on eastern yard-arm; meaning or depth on bar, $9\frac{1}{4}$ feet.

Day signal, blue flag on eastern yard-arm; meaning or depth on bar, $9\frac{1}{2}$ feet; night signal, green light shown from signal cabin.

Day signal, ball over blue flag on eastern yard-arm; meaning or depth on bar, $9\frac{3}{4}$ feet.

Day signal, two balls on eastern yard-arm; meaning or depth on bar, 10 feet; night signal, white light shown from signal cabin.

Day signal, red flag at topmast head; meaning or depth on bar, bar dangerous; night signal, red light shown from Pilot's house to outgoing vessels.

The figures signalled are those indicated by the tide gauge inside the heads. Mariners take the bar at their own discretion, as it is impossible that the exact depth signalled should be guaranteed, and those wishing the night tidal signals to be made must give four short blasts with the fog-signal, and, after they have been made, one long blast, showing that they are understood.

Pilots will, if the weather permits, board vessels outside the bar: when this is not the case, vessels should be steered with the leading lights in line, and they will be directed by signals from the flagstaff, as follows:—

a. A pennant at eastern yard-arm indicates alter course to the eastward.

b. A pennant at western yard-arm indicates alter course to the westward.

The pennant will be kept hoisted until it is observed that a safe course is being steered; no signal will otherwise be made.

When unable to go outside, the pilot will, if practicable, come out in a boat and direct the vessel's course by a flag waved on that side of the boat to which the course is to be altered.

Strangers should not attempt to enter at night, and no sailing vessel should cross the bar on an ebb tide without a commanding breeze.

Approximate position, Entrance Island, latitude $42^{\circ} 11\frac{1}{2}' S.$, longitude $145^{\circ} 13\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Macquarie Harbour, No. 1629. Also, Australia Directory, Vol. I, 1897, page 645.

No. 337.—SOUTH PACIFIC.

Pandora Bank—Shoal Sounding near Position of.

INFORMATION has been received through the Marine Board of New South Wales, that the Master (Kurtze) of the Norwegian ship "Kornmo" reports that in October, 1898, he obtained a