

has been received from the General Manager of the Peninsular and Oriental Company that the steamship "Socotra," drawing 18½ feet, when on a voyage from Japan to Shanghai, struck on a shoal north-eastward of the Great Yang Tse Bank at 9h. 40m. P.M., on 5th June, 1900, in approximately lat. 32° 9' N., long. 125° 7' E., and that, when the vessel was subsequently docked, clay and stones were found adhering to the damaged portion of the bottom. A shoal, with a depth of 3 fathoms over it, has in consequence been placed on the Chart in the above position.

It is to be observed that in 1896 the P. and O. steamship "Shanghai," reported having obtained a sounding of 9 fathoms, just after noon, in lat. 32° 1' N., long. 125° 9' E.; the weather at the time was fine but foggy, and consequently no astronomical observations were obtained; on receipt of this report Notice to Mariners No. 312 of 1896 was issued, and amended afterwards by Notice to Mariners No. 618 of 1896.

In December, 1896, Her Majesty's ship "Plover" was sent to search for this reported shoal, and sounded over an area of 4 miles without finding any such depths; when this information was received Notice to Mariners No. 340 of 1897 was issued, expunging the 9-fathom sounding from the Chart.

These are, however, not the only reports of a shoal in this locality, as in 1868 Her Majesty's surveying-vessel "Sylvia" searched for breakers reported by P.M.S.S. "Costa Rica" in lat. 32° 10' N., long. 125° 3' E., without finding any sign of danger, the depths all round being very even (about 25 fathoms) over a space of 15 square miles.

Whilst it is difficult to suppose that a danger could continuously exist on a route so much frequented as that between the Yang Tse and Japan without having been more frequently reported, it is evident a bank of some sort must have existed somewhere in the neighbourhood in June last, and until the area has been thoroughly examined, mariners are warned to avoid the locality.

It is not impossible that such banks may occasionally be formed by the deposit brought down by the Yang Tse when in flood, and afterwards dispersed by wave action in the N.E. monsoon.

This Notice affects the following Admiralty Charts:—China Sea, No. 1263; Nipon Island, &c., No. 2347; Hongkong to Liau Tung Gulf, No. 1262; Amoy to Nagasaki, No. 2412. Also, China Sea Directory, Vol. III, 1894, page 518; and Supplement, 1898, page 27.

#### No. 561.—ENGLAND—SOUTH COAST.

##### *Portland Harbour—Works around Dolphins.*

INFORMATION, dated 25th August, 1900, has been received from the Queen's Harbour Master, Portland, that the masonry portion of the breakwater encircling dolphin A has now been commenced, and that the work is being carried on within a radius 75 feet from the centre, or 50 feet from the edge of the dolphin.

A radial projecting traveller has been erected on the dolphin, over which the lights (two white fixed, vertical) will be exhibited in the centre of the dolphin.

Dolphins B and C will be treated in a similar manner.

Mariners are warned, therefore, to avoid passing close to the dolphins.

Approximate position, lat. 50° 35' N., long. 2° 25' W.

This Notice affects Channel Pilot, Part I, 1900, page 180.

No. 27227.

B

#### No. 562.—MADAGASCAR—NORTH COAST.

##### *Cape Amber—Light Exhibited.*

THE French Government has given notice, dated 20th August, 1900, that a catadioptric light of the 4th order, which exhibits a white flashing light every five seconds, is now exhibited on Cape Amber, north point of Madagascar.

Cape Amber Light is elevated 213 feet above high water, and visible in clear weather from a distance of 20 miles, from the bearing of N. 76° E., through east and south, to N. 30° W.

It is shown from an iron cylindrical tower 108 feet high, erected on the Cape in latitude 11° 57' 0" S., longitude 49° 17' 35" E.

[Variation 9° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Delagoa Bay to Cape Guardafui, No. 597; Chagos Archipelago to Madagascar, No. 2899; Comoro Islands, No. 2762; Madagascar, No. 758; Diego Suarez to Andranooombi Bay, No. 1002. Also, List of Lights, Part VI, 1900, page 18; Sailing Directions for Islands in the Southern Indian Ocean, &c., 1891, page 66; and Supplement, 1898, relating to that work, page 10.

#### No. 563.—ENGLAND—SOUTH COAST.

##### *Newhaven—Wreck at Entrance to Harbour.*

INFORMATION has been published in the Shipping Gazette of 25th August, 1900, that a brigantine laden with stone lies sunk at a distance of 1¼ cables S. 11° E from the east pier head, Newhaven. Two red lights mark the position at night when it is possible to place them.

Approximate position, lat. 50° 46½' N., long. 0° 3¼' E.

[Variation 16° Westerly in 1900.]

This Notice temporarily affects the following Admiralty Chart:—Newhaven, No. 5514. Also, Channel Pilot, Part I, 1900, page 306.

#### No. 564.—ENGLAND—EAST COAST.

##### *River Tyne Entrance—Wreck.*

THE Tyne Improvement Commissioners have given notice, dated 22nd August, 1900, that the wreck of a steamship, with masts and funnel above water, lies sunk in a depth of 25 feet at low water at a distance of 111 yards S. 11° E. from the outer end of the South Pier entrance to the River Tyne.

The position is marked by a watch vessel moored, when practicable, close to the wreck, with a green flag hoisted during the day, and at night exhibiting two white fixed lights horizontally placed.

NOTE.—It will be observed that the lights shown are not according to the uniform system and that it may be impracticable to keep the wreck-marking vessel always in position.

Approximate position, lat. 55° 0½' N., long. 1° 24' W.

[Variation 18° Westerly in 1900.]

This Notice temporarily affects the following Admiralty Chart:—River Tyne Entrance, No. 1934. Also, North Sea Pilot, Part III, 1897, page 78.

#### No. 565.—PHILIPPINES—LUZON.—LINGAYEN GULF.

##### *Port Sual—Light not Exhibited, Information on Shoals.*

THE United States Government has given notice, dated 18th August, 1900, that no light is exhibited on Portuguese Point, Port Sual, also that "Adela Rocks" are in reality a sand spit extending from Mangas Point, and that there are several rocky heads in the northern part of the port.