

Approximate position, lat.  $32^{\circ} 9\frac{1}{2}'$  S., long.  $133^{\circ} 38'$  E.

[Variation  $3^{\circ}$  Easterly in 1901.]

This Notice affects the following Admiralty Chart:—Plans on Sheet No. 1061. Also, Australia Directory, Vol. I, 1897, pages 141, 136, 130, 132.

No. 325.—RED SEA—SAWAKIN APPROACH.

*Starkey Patch—Position and Particulars of.*

INFORMATION has been received from the Eastern Telegraph Company that their steamship "Chiltern," commanded by Mr. J. W. Starkey, has reported a coral head, now named Starkey Patch, on which was obtained, in April, 1899, a depth of  $3\frac{1}{2}$  fathoms situated in the approach to Sawakin, in a position N.N.E.  $\frac{3}{4}$  E., distant  $4\frac{1}{2}$  miles from Chiltern Patch, in lat.  $19^{\circ} 7' 20''$  N., long.  $37^{\circ} 53' 55''$  E.

[Variation  $4^{\circ}$  Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Red Sea, No. 8c, Mersa Durur to Trinkitat, No. 81. Also, Red Sea, &c.; Pilot, 1900, page 170.

No. 326.—CANADA—NOVA SCOTIA.

*Crow Harbour to be known as Queensport.*

THE Government of the Dominion of Canada has given notice, dated 28th March, 1901, that Crow Harbour, Chedabucto Bay, will in future be known as Queensport; the Charts and Admiralty publications have consequently been amended.

Approximate position, lat.  $45^{\circ} 21'$  N., long.  $61^{\circ} 16'$  W.

This Notice affects the following Admiralty Charts:—St. John's to Halifax, No. 2666; Nova Scotia, No. 1651; Cape Breton Island, No. 2727; Sambro Island to Cape Canso, No. 729; Gut of Canso, No. 2342. Also, List of Lights, Part VIII, 1901, No. 437; and St. Lawrence Pilot, Vol. II, 1895, page 275.

No. 327.—EASTERN ARCHIPELAGO—CELEBES, EAST COAST.

*Nipa Nipa (Lasolo) Bay—Reefs Reported, Particulars of Others.*

THE Netherlands Government has given notice, dated 25th April, 1901, of the existence of the following reefs in Nipa Nipa or Lasolo Bay:—

a. A reef about 200 yards in diameter, with a depth of 2 fathoms over it, in approximately lat.  $3^{\circ} 45'$  S., long.  $122^{\circ} 30\frac{1}{2}'$  E. This reef, which is circular in form, steep-to, and distinguished by discoloration of the water, is situated about 400 yards within the 100-fathom contour line of soundings.

b. The reef in approximately lat.  $3^{\circ} 39'$  S., long.  $122^{\circ} 24'$  E., and marked D on the Chart, is correctly placed, and has a depth of 4 feet over it with soundings of 20 to 25 fathoms around it.

c. The reef in approximately lat.  $3^{\circ} 33'$  S., long.  $122^{\circ} 28\frac{1}{2}'$  E., has a depth of 7 feet over it; it is about 400 yards long in an easterly and westerly direction, and 200 yards broad. Depths of 20 to 25 fathoms surround it.

d. A reef with a depth of 6 feet over it 500 yards long, in a north-westerly and south-easterly direction, and 200 yards broad, is situated in approximately lat.  $3^{\circ} 30\frac{1}{2}'$  S., long.  $122^{\circ} 28\frac{1}{2}'$  E.

e. A fairly extensive reef, with a depth of 10 feet over it, is situated about  $1\frac{1}{2}$  miles south-eastward of the north point of Haans Island in line with Labengki Peak, in approximately lat.  $3^{\circ} 29'$  S., long.  $122^{\circ} 30'$  E. Between the last two mentioned reefs depths exceeding 50 fathoms were obtained.

This Notice affects the following Admiralty

Chart:—Eastern Archipelago, No. 942a. Also, Eastern Archipelago, Part II, 1893, page 360; and Supplement, 1899, page 57.

No. 328.—SCOTLAND—FIRTH OF CLYDE.

*Pladda Light—Date of Alteration in Character.*

WITH reference to Notice to Mariners No. 192 of 1900:—

The Commissioners of Northern Lighthouses have given further notice, that on and after 1st August, 1901, a white group flashing light, showing groups of three flashes in quick succession every half minute, will be exhibited from the high lighthouse at Pladda, the light power being 186,000 candles, and that the fixed light exhibited from the low lighthouse will be permanently discontinued on the same date.

Approximate position, lat.  $55^{\circ} 26'$  N., long.  $5^{\circ} 7'$  W.

This Notice affects the following Admiralty Charts:—Irish Channel, Nos. 1824a, 1825a; Scotland, West Coast, No. 2365; Mull of Cantyre to Ardnamurchan, No. 2515; Firth of Clyde and Loch Fyne, No. 2159. Also, List of Lights, Part I, 1901, No. 670; and Sailing Directions, West Coast of Scotland, 1894, page 62.

No. 329.—JAVA—SURABAYA STRAIT, NORTHERN APPROACH.

*Panka Point—Buoy Established.*

THE Netherlands Government has given notice, dated 25th April, 1901, that a red nun buoy, surmounted by a staff and ball, has been moored to mark the extremity of the bank extending off Panka Point; it is situated with Panka Point bearing S.  $15^{\circ}$  E., distant  $3\frac{3}{5}$  miles, and Malang Hill (459 feet) S.  $56^{\circ}$  W.

Approximate position, lat.  $6^{\circ} 52'$  S., long.  $112^{\circ} 33\frac{1}{2}'$  E.

[Variation  $2^{\circ}$  Easterly in 1901.]

This Notice affects the following Admiralty Charts:—Island of Java, No. 1654; Surabaya Strait, No. 934. Also, Eastern Archipelago, Part II, 1893, page 140; and Supplement, 1899, page 13.

No. 330.—NORTH ATLANTIC—PORTUGAL.

*Cape St. Vincent—Wreck Near, Depth Over.*

WITH reference to Notice to Mariners No. 584 of 1899:—

The Portuguese Government has given notice, dated 18th April, 1901, that the wreck of the steamship "Clan McGregor," which sank about 1 mile S.  $16^{\circ}$  E. from Cape St. Vincent, is no longer dangerous, the least depth over it being now 7 fathoms at low water.

It has consequently been expunged from the Admiralty Chart.

Approximate position, lat.  $37^{\circ} 0\frac{1}{2}'$  N., long.  $8^{\circ} 57'$  W.

[Variation  $17^{\circ}$  Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Cape Finisterre to Cape St. Vincent, No. 87; Cape St. Vincent to Gibraltar Strait, No. 92.

No. 331.—ENGLISH CHANNEL—CHANNEL ISLANDS.

*Cautionary Notice.*

NOTICE is hereby given, that from about the middle of May to the end of August, 1901, one of His Majesty's ships will be employed in observing the direction and rate of the tidal streams in the vicinity of the Channel Islands.

For this purpose it will be necessary for the vessel to anchor in various positions around the