

12. The black buoy situated about 1 mile W.N.W. from Antanandava Point.

13. The black buoy situated about  $2\frac{1}{2}$  miles S.W. by S. from Antanandava Point.

14. The red buoy off Mareloha Point situated about  $3\frac{1}{4}$  miles south-westward from Antanandava Point.

15. The white beacon on Ile Verte.

Approximate position, Anorombato Point Fort, lat.  $15^{\circ} 43' S.$ , long.  $46^{\circ} 18\frac{1}{2}' E.$

Approximate position, Antanandava Point, lat.  $15^{\circ} 50' S.$ , long.  $46^{\circ} 19' E.$

[Variation  $11^{\circ}$  Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Cape St. Andrew to Antongil Bay, No. 758; Maromanjo Point to Makambytra Bay, No. 878; Bombetoke Bay, No. 701. Also, Islands in the Southern Indian Ocean, 1891, pages 205, 206; and Supplement, 1898, pages 29, 30, 31.

No. 355.—JAPAN—SIMONOSEKI STRAIT.

*Takase Shoal—Marked by Light-Buoy.*

WITH reference to Notice to Mariners No. 245 of 1901:—

The Japanese Government has given further notice, dated 2nd April, 1901, that the  $3\frac{1}{2}$  fathoms shoal in Simonoseki Strait, now named Takase, is marked by an iron conical light-buoy, painted red, exhibiting a white occulting light (light, four seconds; eclipse, two seconds), moored in a depth of  $4\frac{1}{2}$  fathoms, with Manaita Rock Beacon bearing N.  $19^{\circ} W.$ , distant  $5\frac{1}{2}$  cables, and Naruse Beacon N.  $62^{\circ} E.$

Approximate position, lat.  $33^{\circ} 54\frac{1}{2}' N.$ , long.  $136^{\circ} 54' E.$

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

This Notice affects the following Admiralty Charts:—Hirado no Seto to Simonoseki Strait, No. 127; Simonoseki Strait, No. 532. Also, China Sea Directory, Vol. IV, 1894, page 433; and Supplement, 1898, page 25.

No. 356.—BLACK SEA.

*Kherson Bay Approach—Wreck Disappeared.*

WITH reference to Notice to Mariners No. 300 of 1900:—

The Russian Government has given further notice that the wreck of the sailing vessel which sank in the approach to Kherson Bay, with Suvorovski Lighthouse bearing north, distant  $6\frac{3}{10}$  miles, has disappeared.

Approximate position, lat.  $46^{\circ} 31' N.$ , long.  $31^{\circ} 30\frac{1}{2}' E.$

The black and white (chequered) perch which marked the position has been withdrawn in consequence.

[Variation  $1^{\circ}$  Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Odessa to Sevastopol, No. 2232; Cape Fontana to Tendra Peninsula, No. 603; Kherson Bay Approach, No. 2380; Kherson Bay, No. 2379. Also, Sailing Directions for the Dardanelles, &c., 1900, page 210.

No. 357.—GREECE—MANDRI CHANNEL.

*Ergasteria (Agastira) Bay Approach—Rock Reported.*

INFORMATION has been received through the Board of Trade that Mr. R. Mackay, Master of steamship "Robert Irvine," reports that his vessel, on 13th April, 1901, in approaching Ergasteria Bay, grazed on a rock with a depth over it of 23 feet, situated with Ergasteria Point bearing N.  $40^{\circ} W.$ , distant about a quarter of a mile.

Approximate position, lat.  $37^{\circ} 42\frac{1}{2}' N.$ , long.  $24^{\circ} 4\frac{1}{2}' E.$

CAUTION.—The position of this rock is approximate.

This Notice affects the following Admiralty Charts:—Gulf of Athens, No. 1657; Plan of Agastira Bay, on Sheet 1526. Also, Mediterranean Pilot, Vol. IV, 1900, page 74.

No. 358.—MEDITERRANEAN—TUNIS.

*Monastir, and Kuriat Islands—Tunny Fisheries Established.*

THE French Government has given notice, dated 25th April, 1901, that Tunny Fisheries have been established until the end of August in the vicinity of Monastir and of the Kuriat Islands, the seaward ends of the nets extending from the coast being marked by light-vessels exhibiting two white fixed lights, vertical, 6 feet apart, and visible from a distance of 3 miles. The extremity of the net off Monastir is situated at a distance of  $2\frac{3}{4}$  miles north-eastward from the outer extremity of Egdensi Island; the nets off the Kuriat Islands are between the parallels of lat.  $35^{\circ} 52' N.$  and  $35^{\circ} 45' N.$ , and meridians of long.  $10^{\circ} 54' E.$  and  $11^{\circ} 3' E.$

Approximate position of net off Monastir, lat.  $35^{\circ} 49' N.$ , long.  $10^{\circ} 52' E.$

CAUTION.—Mariners are warned that their nets are a danger to vessels, and fishermen are forbidden to fish near them.

[Variation  $10^{\circ}$  Westerly in 1901.]

This Notice affects the following Admiralty Chart:—Susa to Mahedia, No. 1159. Also, Mediterranean Pilot, Vol. I, 1894, pages 310, 311; and Supplement, 1898, page 12.

No. 359.—FRANCE—NORTH COAST.

*La Barrière Bank—Shoals Northward of.*

THE French Government has given notice, dated 29th April, 1901, of the existence of sandbank, with a depth at lowest tides of  $2\frac{1}{2}$  fathoms over it, northward of La Barrière Bank, in lat.  $50^{\circ} 55' 30'' N.$ , long.  $1^{\circ} 39' 10'' E.$

Also, of another sandbank, with a depth at lowest tide of 1 fathom over it, situated about 2 cables eastward of the above.

Both these shoals are about 100 yards long in a northerly and southerly direction, and 10 to 20 yards broad.

This Notice affects the following Admiralty Chart:—Dungeneas to the Thames, No. 1895. Also, Channel Pilot, Part II, 1897, page 575; and North Sea, Part IV, 1892, page 51.

No. 360.—FRANCE—NORTH COAST.

*River Canche—Shoals in Approach.*

THE French Government has given notice, dated 29th April, 1901, of the existence of the following shoals upon the Bassure de Baas, in the approach to the River Canche:—

1. A shoal, with a depth of 3 fathoms over it, situated with the lighthouse on the north bank of the River Canche bearing S.  $47^{\circ} E.$ , distant  $5\frac{1}{2}$  miles.

2. A shoal, with a depth of 3 fathoms over it, situated with Cape Alprech Lighthouse bearing N.  $45^{\circ} E.$ , distant  $5\frac{7}{10}$  miles, and Canche North Lighthouse, S.  $33^{\circ} E.$

Approximate position, lat.  $50^{\circ} 37' N.$ , long.  $1^{\circ} 29' E.$

[Variation  $15^{\circ}$  Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Fécamp to Boulogne, No. 2612; Cayeux to Boulogne, No. 2148. Also, Channel Pilot, Part II, 1897, page 549.

By command of their Lordships,  
W. J. L. Wharton, Hydrographer  
Hydrographic Office, Admiralty, London,  
11th to 18th May, 1901.