

This Notice affects the following Admiralty Charts:—Dover and Calais, &c., No. 1406; Calais to River Schelde, No. 1872. Also, North Sea Pilot, Part IV, 1892, page 45; and Channel Pilot, Part II, 1897, page 591.

No. 366—GIBRALTAR.

Detached Breakwater, North End Light-Vessel—Intends Withdrawal.

INFORMATION has been received from the Senior Naval Officer, Gibraltar, that the light-vessel exhibiting two red fixed lights, moored to mark the north extremity of the detached mole, will, on 1st July, 1901, be withdrawn, and the two red lights transferred to the north end of the breakwater instead.

Approximate position, lat. $36^{\circ} 8' N.$, long. $5^{\circ} 22' W.$

This Notice affects the following Admiralty Charts:—Gibraltar Strait, No. 142; Gibraltar Bay, Nos. 144, 1448; Gibraltar Harbour, No. 689. Also, List of Lights, Part IV, 1901, No. 632; Part V, 1900, No. 14; Mediterranean Pilot, Vol. I, 1894, page 45; Supplement, 1898, relating to that work, page 4; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1900, page 565.

No. 367.—ENGLAND—SOUTH COAST.

Worthing—Wreck off, Marked by Light-Buoy.

WITH reference to Notice to Mariners No. 203 of 1901:—

The Trinity House, London, has given further notice, dated 13th May, 1901, that a green buoy exhibiting a white fixed light has been moored $1\frac{1}{2}$ cables southward of the wreck of the steamship which sank about $1\frac{1}{2}$ miles S. $29^{\circ} W.$ from Worthing Pier Head, in addition to the green wreck buoy already established.

Approximate position, lat. $50^{\circ} 47' N.$, long. $0^{\circ} 22\frac{1}{2}' W.$

CAUTION.—Mariners should pass seaward of this light-buoy.

[Variation 16° Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Owers to Dungeness, No. 2451; Owers to Beachy Head, No. 1652. Also, Channel Pilot, Part I, 1900, page 295.

No. 368.—SOUTH AMERICA—RIO DE LA PLATA.

Buenos Aires—Beacons and Buoys Replaced by Light-Buoys.

THE Argentine Government has given notice, dated January, 1901, that the beacons and buoys in the undermentioned positions have been replaced by light-buoys in the dredged channels leading to North Basin and Port Del Riachuelo.

North Channel:—

1. The two beacons situated about 5 cables E. by N. from the northern pier head, North Basin, by two light-buoys showing a green fixed light on the northern side of the channel, and a red fixed light on the southern side.

2. The two beacons situated about $2\frac{3}{10}$ miles, east from the north pier head, North Basin, by two light buoys exhibiting similar lights.

3. A light-buoy painted in black and white horizontal bands marked C, and exhibiting a green fixed light, is moored at the intersection of the channels, situated with northern pier head bearing about east, distant $5\frac{1}{10}$ miles.

Riachuelo or Southern Channel:—

1. The two buoys situated about $2\frac{1}{2}$ miles N.E. by E. $\frac{1}{2}$ E. from the southern pier heads by two light-buoys exhibiting a green fixed light on the

northern side of the channel, and a red fixed light on the southern side.

2. The two buoys situated at the elbow of the channel at a distance of about 6 miles N.E. by E. $\frac{1}{2}$ E. from the southern pier heads by two similar light-buoys.

3. The two buoys situated at a distance of about $7\frac{1}{2}$ miles E.N.E. from the southern pier heads by two similar light-buoys.

4. A light-buoy exhibiting a white fixed light has been established on the northern side of the channel, situated with the southern pier heads bearing about N. $72^{\circ} E.$, distant 9 miles, and a light-buoy, exhibiting a red fixed light, opposite to it on the south side of the channel.

These light-buoys consequently exhibit green lights on the starboard side in entering and red lights on the port side. The outer buoy on the starboard side shows a white instead of a green light.

Approximate position, northern pier head, North Basin, lat. $34^{\circ} 36' S.$, long. $58^{\circ} 22' W.$

[Variation 8° Easterly in 1901.]

This Notice affects the following Admiralty Charts:—Monte Video to Buenos Aires, No. 1749; Buenos Aires, No. 2526. Also, South America Pilot, Part I, 1893, pages 257, 258.

No. 369.—UNITED STATES—ATLANTIC COAST, FLORIDA.

Key West, North-West Channel—Light Established.

THE United States Government has given notice that, on 15th February, 1901, a red fixed light, elevated 33 feet above high water, was exhibited from a red pyramidal pile structure erected in a depth of 16 feet, in place of the beacon at the turning point in North-west Channel, Key West; it is situated with North-west Channel Lighthouse bearing S. $15^{\circ} W.$, distant 7 cables, or in nearly the same position as the former beacon.

This light in line with Sand Cay Light S. $7^{\circ} E$ leads to the position of the North-west Channel Bell Buoy, and after crossing the bar, marks the turning point into the channel: it should be left to the westward.

Approximate position, lat. $24^{\circ} 37\frac{1}{2}' N.$, long. $81^{\circ} 53\frac{1}{2}' W.$

[Variation 3° Easterly in 1901.]

This Notice affects the following Admiralty Chart:—Key West Harbour, No. 2881. Also, List of Lights, Part VIII, 1901, page 190, and West India Pilot, Vol. II, 1899, pages 614, 618.

No. 370.—UNITED STATES, ATLANTIC COAST—FLORIDA.

Cape Florida, Swash Channel—Wreck Buoy Withdrawn.

THE United States Government has given notice, dated March, 1901, that the wreck buoy, painted in red and black horizontal bands, moored about $1\frac{1}{10}$ miles S. $38^{\circ} E.$ from Cape Florida Old Tower, has been withdrawn.

Approximate position, lat. $25^{\circ} 38\frac{1}{2}' N.$, long. $80^{\circ} 8\frac{1}{2}' W.$

[Variation 2° Easterly in 1901.]

This Notice affects the following Admiralty Charts:—Florida Strait, No. 659; Cay Biscayne to Lower Maticumbe Cay, No. 1097. Also, West India Pilot, Vol. II, 1899, page 630.

By Command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
20th to 22nd May, 1901.