

No. 475.—ENGLAND—BRISTOL CHANNEL.

Submarine Mining Operations between Barry and Sully Island.

WITH reference to Notice to Mariners No. 416 of 1900:—

Information, dated 17th June, 1901, has been received from the War Office that, between 15th July and 9th August, 1901, submarine mining operations will take place inshore of an imaginary line drawn from the south-east point of Sully Island to the east pier head at Barry, the limits of the mining field being marked by cylindrical buoys painted in green and white vertical stripes.

Vessels are cautioned not to enter this area.

Approximate position, Barry Island east pier head, lat. $51^{\circ} 23\frac{1}{2}'$ N., long. $3^{\circ} 15\frac{1}{2}'$ W.

As this area is used every year for mining purposes a pecked line is now shown on the Admiralty Chart between the above-mentioned points with a note, "Within this pecked line submarine mining ground is marked by green and white buoys when in use"

This Notice affects the following Admiralty Chart:—Cardiff and Barry Roads, No. 1182. Also, Sailing Directions for the West Coast of England, 1891, page 172.

No. 476.—BLACK SEA.

Kertch Strait, Southern Approach—Amended Position of Wreck.

WITH reference to Notice to Mariners No. 373 of 1901:—

The Russian Government has given further notice, dated 16th May, 1901, that the correct position of the wreck of the schooner which sank in the southern approach to Kertch Strait is with Cape Takly Tower bearing N. 20° W., distant $2\frac{1}{10}$ miles, and Kyz Aul Lighthouse West. The mast has disappeared, and the wreck, which has now 43 feet over it, is marked by a buoy painted black and white, with a ball as a topmark.

Approximate position, lat. $45^{\circ} 4'$ N., long. $36^{\circ} 28'$ E.

[Variation nil in 1901.]

This Notice affects the following Admiralty Charts:—Anakria Fort to Kertch Strait, No. 2235; Sevastopol to Kertch Strait, No. 2233; Kertch Strait, No. 2205. Also, Sailing Directions for the Dardanelles, &c., 1900, page 247.

No. 477.—SCOTLAND—ORKNEY ISLANDS.

Holm Sound—Clett Light Exhibited.

THE Commissioners of Northern Lighthouses have given notice that, on 1st July, 1901, an unwatched fixed light, elevated 30 feet above high water, will be exhibited from Clett Tower, Holm Sound; the light will show white from the bearing of N. 85° E., to N. 73° E., green from N. 73° E. to N. 5° E., white from N. 5° E., through north, to N. 15° W., and red in other directions.

Approximate position, lat. $58^{\circ} 53' 50''$ N., long. $2^{\circ} 52' 40''$ W.

[Variation 19° Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Orkney Islands, No. 2180*b*; Deer Sound to Inganess Bay, No. 2583; Ord of Caithness to Thurso Bay, No. 2181. Also, List of Lights, Part I, 1901, No. 560*b*; and North Sea Pilot, Part I, 1894, page 217.

No. 478.—SCOTLAND—ORKNEY ISLANDS.

Hoxa Head—Light Exhibited.

THE Commissioners of the Northern Light-

houses have given notice, that on 1st July, 1901, an unwatched fixed light, elevated 50 feet above high water, will be exhibited on Hoxa Head, South Ronaldsay; it will show white from about the bearing of S. 55° W. to S. 32° W., red from S. 32° W. to S. 6° W., and white from S. 6° W., through south and east, to about N.E.; it will be shown from a tower erected on the north-western extremity of the head about 2 cables S.W. from Limekiln Point.

Approximate position, lat. $58^{\circ} 49'$ N., long. $3^{\circ} 2'$ W.

[Variation 19° Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Ord of Caithness to Thurso Bay, No. 2181; Orkney Islands, No. 2180*b*; Firth of Pentland, No. 2162; Long Hope, No. 2581; Also, List of Lights, Part I, 1901, No. 560*a*; and North Sea Pilot, Part I, 1894, page 227.

No. 479.—BAL TIC—LAALAND.

Giedser Harbour Approach—Shoal.

THE Danish Government has given notice, dated 12th June, 1901, of the existence of a shoal, with a depth of 17 feet over it, in the approach to Giedser Harbour, about $8\frac{2}{3}$ cables southward of Giedser Light-vessel, situated with Giedser Lighthouse bearing N. 28° E., distant $2\frac{1}{2}$ miles.

Approximate position, lat. $54^{\circ} 31\frac{1}{2}'$ N., long. $11^{\circ} 56\frac{3}{4}'$ E.

[Variation 9° Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Femern to Bornholm, No. 2150; Lubeck Bay to Femern, No. 2364; Rostock to Arkona, No. 2365. Also, Baltic Pilot, Part I, 1895, page 476.

No. 480.—BAY OF BENGAL—COROMANDEL COAST.

Pulicat Light—Intended Alteration in Character.

THE Government of India has given notice that, on 1st December, 1901, it is intended to alter the white fixed light exhibited at Pulicat Lighthouse to a white flashing light every five seconds, but that in other respects it will remain unchanged.

Approximate position, lat. $13^{\circ} 25'$ N., long. $80^{\circ} 20'$ E.

This Notice affects the following Admiralty Charts:—Bay of Bengal, No. 70; Cape Comorin to Cocanada, No. 828; Madras to Ramiapatam, No. 575. Also, List of Lights, Part VI, 1901, No. 329; Bay of Bengal Pilot, 1892, page 130; and Hydrographic Notice, No. 4, 1895, page 10.

No. 481.—CHILE.

Callao Road—Sunken Wreck.

INFORMATION, dated 18th May, 1901, has been received from Captain E. J. Fleet, His Majesty's ship "Phaeton," of the existence of a sunken wreck, with a depth of 13 feet over it, low water, in the approach to Callao Harbour; the eastern end of the wreck, with a depth of 23 feet over it, is situated with the Mole Head Lighthouse bearing S. 14° W., distant 385 yards, the western end, over which there is a depth of 13 feet, is about 50 yards to the westward of the above position.

Approximate position, lat. $12^{\circ} 3'$ S., long. $77^{\circ} 9\frac{1}{2}'$ W.

[Variation 10° Easterly in 1901.]

This Notice affects the following Admiralty Chart:—The Boqueron of Callao, No. 1853. Also, South America Pilot, Part II, 1895, page 498; and Supplement, 1898, page 28.