

FOR REGISTRATION AS TEMPORARY BOY
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Williams.

NOTICES TO MARINERS.

(Nos. 641 to 660 of the year 1901.)

[The bearings are magnetic, and those concerning
the visibility of lights are given from seaward.]No. 641.—EASTERN ARCHIPELAGO—
CELEBES, EAST COAST.*Nipa Nipa Point—Non-Existence of Shoal
North-East of.*THE Netherlands Government has given notice,
dated 21st August, 1901, that the shoal reported
to be situated about $11\frac{1}{2}$ miles N. 43° E. from
Nipa Nipa Point, has been unsuccessfully searched
for.Approximate position, lat. $3^{\circ} 47'$ S., long.
 $122^{\circ} 47'$ E.This shoal, the existence of which has generally
been considered doubtful, has therefore been erased
from the Charts.[Variation 2° Easterly in 1901.]This Notice affects the following Admiralty
Charts:—Eastern Archipelago, No. 942a; Plan
of Wowoni Strait on No. 2196. Also, Eastern
Archipelago, Part II, 1893, page 360; and Sup-
plement, 1899, page 57.No. 642.—CHILE—QUINTERO BAY
APPROACH.*Quintero Rocks—Shoal South-Westward of.*THE Chilean Government has given notice,
dated 8th July, 1901, of the existence of a shoal,
named Chandler Rock, with a depth of 13 feet
over it, in the approach to Quintero Bay, situated
with Los Lobos, Quintero Rocks, bearing
N. 24° E., distant $7\frac{1}{2}$ cables, and Horcon Point
N. 72° E.Approximate position, lat. $32^{\circ} 42'$ S., long.
 $71^{\circ} 33'$ W.

The sea breaks over this rock in rough weather.

[Variation 15° Easterly in 1901.]This Notice affects the following Admiralty
Charts:—Lora Point to Maitencillo, No. 1282;
Horcon and Quintero Bays, on Sheet No. 1300.
Also, South America Pilot, Part II, 1895,
page 394; Supplement, 1898, page 16.

No. 643.—THE SOUND—COPENHAGEN.

*Trekroner—Breakwater Constructing Marked by
Light-Buoy.*WITH reference to Notice to Mariners No. 474
of 1900:—The Danish Government has given notice that,
on 24th August, 1901, a light-buoy, painted white,
and exhibiting a red occulting light every six
seconds (light five seconds, eclipse one second),
would be moored in a depth of 26 feet at a
distance of about 20 yards from the northern end
of the breakwater in course of construction north-
ward from Trekroner, Copenhagen, and $2\frac{1}{2}$ cables
N. 6° W. from Trekroner Lighthouse.Vessels should pass to the northward of this
buoy.Also, that the green wreck buoy, situated about
1 cable N.N.W. from the Trekroner Lighthouse,
has been withdrawn.Approximate position, Trekroner Lighthouse,
lat. $55^{\circ} 42'$ N., long. $12^{\circ} 37'$ E.[Variation 10° Westerly in 1901.]This Notice affects the following Admiralty
Charts:—The Sound, No. 2115; Approaches to
Copenhagen, No. 790; Copenhagen, No. 3194.
Also, Baltic Pilot, Part I, 1895, page 238.No. 644.—BAL TIC—GREAT BELT
APPROACH.*Lille Ground—Wreck North-Westward of.*THE Danish Government has given notice,
dated 21st August, 1901, that a wreck with one
mast above water is reported to have sunk at a
distance of 2 miles N. 22° W. from Lille Ground
Light-buoy, in the approach to the Great Belt.Approximate position, lat. $55^{\circ} 41'$ N., long.
 $10^{\circ} 35'$ E.[Variation 11° Westerly in 1901.]This Notice affects the following Admiralty
Charts:—The Kattegat, No. 2114; Great and
Little Belts, No. 2229. Also, Baltic Pilot,
Part I, 1895, page 155.No. 645.—CHINA SEA—CARIMATA
STRAIT.*Dangers in South-East Part; Non-Existence of
Stephan and Townsend Reefs.*THE Netherlands Government has given
notice, dated 20th August, 1901, of the existence
of the following dangers and of an unsuccessful
search for the Stephan and Townsend Reefs, in
the south-east part of Carimata Strait:—a. A shoal of hard sand about 4 miles long
south-east and north-west, and about half a mile
wide, within the 5-fathom contour line, and with
a least depth of $1\frac{1}{2}$ fathoms over it, about 1 mile
from its south-eastern extremity, situated 21 miles
S. by W. from Sambar Point.Approximate position, south-eastern extremity,
lat. $3^{\circ} 21'$ S., long. $110^{\circ} 16'$ E.This shoal is steep-to on its south-eastern and
the middle of its north-eastern sides.b. A shoal of hard sand about $2\frac{1}{2}$ miles long,
N.N.W. and S.S.E., and half a mile wide, within
the 5-fathom contour line, with a least depth of
 $2\frac{1}{2}$ fathoms about 1 mile from its south-eastern
extremity.Approximate position, south-eastern extremity,
lat. $3^{\circ} 24\frac{1}{4}'$ S., long. $110^{\circ} 17\frac{3}{4}'$ E.

This shoal is steep-to on its southern side.

Between the above two shoals (a) (b) there is a
depth of from 6 to 9 fathoms.c. A bank of hard sand about 5 miles long,
east and west, and $1\frac{1}{2}$ miles wide, with depths
over it of from 4 to 7 fathoms.Approximate position, eastern extremity, lat.
 $3^{\circ} 34'$ S., long. $110^{\circ} 17\frac{3}{4}'$ E.This bank is steep-to on the south-western and
southern sides.d. A shoal of hard sand with a depth of
 $4\frac{1}{2}$ fathoms in lat. $3^{\circ} 35\frac{1}{4}'$ S., long. $110^{\circ} 17\frac{1}{4}'$ E.

This shoal was not examined.

The following shoals were unsuccessfully
searched for:—1. A shoal with a depth of $4\frac{3}{4}$ fathoms over it
in lat. $3^{\circ} 34\frac{1}{2}'$ S., long. $110^{\circ} 13'$ E., a depth of
20 fathoms being obtained over the assigned posi-
tion.2. Stephan Reef, said to be situated in about
lat. $3^{\circ} 7'$ S., long. $109^{\circ} 17'$ E., on which a German
vessel of that name is reported to have struck in
1884.3. Townsend Reef, which was placed on the
Chart in lat. $3^{\circ} 0\frac{1}{2}'$ S., long. $109^{\circ} 5'$ E., on a
report as having been seen by the Master of the
British steamship "Galley of Lorne."The above three reefs have been erased from
the Charts, as their existence has always been
considered doubtful, and the result of these and
previous searches have proved alike futile.[Variation 2° Easterly in 1901.]This Notice affects the following Admiralty
Charts:—Eastern Archipelago, No. 941a; Cari-
mata Strait, No. 2160. Also, Eastern Archi-