

passing Shag Rocks, he found these rocks to be situated 20 miles eastward of the position shown on the Charts, and not westward, as stated in the above-mentioned Notice.

Also, that about 18 miles eastward of the Shag Rocks there is shallow water with a rock awash. This did not appear to be of any great extent.

Position of Shag Rocks as now charted, lat. $53^{\circ} 50' S.$, long $43^{\circ} 25' W.$

This Notice affects the following Admiralty Charts:—Atlantic and Indian Oceans, No. 2483; South Atlantic Ocean, Nos. 2203, 2202*b*. Also, South America Pilot, Part I, 1902, page 455.

No. 300.—UNITED STATES, ATLANTIC COAST—MAINE, WEST PENOBSCOT BAY.

Long Island—Non-existence of Shoal off.

With reference to Notice to Mariners No. 406 of 1901:—

The United States Government has given further notice, dated February, 1903, that a very careful but unsuccessful search, by sounding and sweeping over the ground, has been made for the rocky ledge, with a depth of 9 feet over it, on which the schooner "St. Leon" was reported to have grounded, situated about one-quarter of a mile from the north-western coast of Long Island, and about $1\frac{1}{4}$ miles N. $32^{\circ} E.$ from Grindel Point Lighthouse.

It is considered, therefore, that this danger does not exist, and it has in consequence been expunged from the Charts.

Approximate position, lat. $43^{\circ} 18' N.$, long. $68^{\circ} 56' W.$

[Variation 16° Westerly in 1903.]

This Notice affects the following Admiralty Charts:—Penobscot Bays, No. 620. Also, Sailing Directions for the East Coast of the United States, 1899, page 149; and Supplement, 1902, page 9.

No. 301.—CHINA, EAST COAST—YANG TSE KIANG.

Wusung Bar—New Channel over Bar, Alteration in Lights and Buoy.

The Chinese Government has given notices, dated 12th February and 1st March, 1903, of the existence of a new channel, with a depth of $12\frac{3}{4}$ feet in it at low-water springs, over the outer Wusung Bar.

Also, that in order to mark the new channel the following alterations have been made in the lights:—

a. The Outer Bar Light-vessel, exhibiting a red and a white light, has been moved to the southern side of the new channel, or about $1\frac{6}{10}$ cables S. $23^{\circ} W.$ from her former position, and from her Wusung Lighthouse now bears S. $80^{\circ} W.$, distant $11\frac{1}{2}$ cables.

b. Wusung Light has been altered to show white fixed, the red and green sectors being discontinued.

Approximate position, lat. $31^{\circ} 23' N.$, long. $121^{\circ} 30' E.$

c. The Wusung Spit Buoy (black and red vertical stripes), about one mile north-eastward from Wusung Light, has been withdrawn.

d. The Fort Buoy has been moved S. $79^{\circ} E.$ $2\frac{6}{10}$ cables, and is now moored in a depth of 16 feet, low-water springs, with Wusung Light bearing S. $80^{\circ} W.$, distant $5\frac{2}{10}$ cables; this buoy marks the southern side of the inner entrance to the new channel.

DIRECTIONS.—To obtain the deepest water in crossing the bar, from seaward, vessels should pass about half a cable northward of the Outer Bar Light-vessel and steer S. $82^{\circ} W.$ for the Fort Buoy.

[Variation 2° Westerly in 1903.]

A new edition of Chart No. 1601 will be issued.

This Notice affects the following Admiralty Charts:—Approaches to the Yang Tse, No. 1602; Wusung River, No. 1601. Also, List of Lights, Part VI, 1903, Nos. 745, 746; and China Sea Directory, Vol. III, 1894, page 429.

No. 302.—AUSTRALIA, EAST COAST—QUEENSLAND.

Capricorn Group—Shoal Reported North-Westward of.

The Government of the State of Queensland has given notice, dated 17th February, 1903, that Mr. Michael, a Torres Strait Pilot, reports the existence of a shoal on which the sea was breaking heavily, in a position with North Reef Lighthouse, Capricorn Group, bearing S. $39^{\circ} E.$, distant 19 miles.

Approximate position, lat. $22^{\circ} 54\frac{1}{2}' S.$, long. $151^{\circ} 46' E.$

CAUTION.—Mariners are warned that this reef is near the track followed by steamships between the Capricorn Group and High Peak Island.

[Variation 8° Easterly in 1903.]

This Notice affects the following Admiralty Charts:—Coral Sea, No. 2763; Keppel Islands to Percy Islands, No. 346. Also, Australia Directory, Vol. II, 1898, page 201.

No. 303.—IRELAND, WEST COAST—BANTRY BAY, BEREHAVEN.

West Entrance—Buoyage of.

Information, dated 3rd April, 1903, has been received from the Rear-Admiral Commanding on the coast of Ireland that buoys have been placed to mark the undermentioned dangers in the western channel into Berehaven as follows:—

a. The black and white horizontally striped buoy on the Harbour Rock has been replaced by a black can buoy, marked "Harbour Rock," moored with Colt Rock Perch bearing N. $30^{\circ} E.$, distant $3\frac{6}{10}$ cables, and Dumboy House Turret N. $28^{\circ} W.$

b. Colt Rocks—A black can buoy, marked "Colt Rock," has been moored to the south-eastward of these rocks, with Colt Rock Perch bearing N. $41^{\circ} W.$, distant half a cable, and Step Rock S. $70^{\circ} W.$

c. Old Fort Rock.—A black can buoy, marked "Old Fort Rock," has been moored to the southward of this rock, with Colt Rock Perch bearing S. $63^{\circ} W.$, distant $2\frac{1}{2}$ cables, and Drum Point N. $5^{\circ} W.$

Approximate position, Colt Rock Perch, lat. $51^{\circ} 38' N.$, long. $9^{\circ} 55' W.$

[Variation 21° Westerly in 1903.]

This Notice affects the following Admiralty Charts:—Bantry Bay, No. 1840; Berehaven, No. 1210. Also, Irish Coast Pilot, 1902, pages 277, 279.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
11th to 16th April, 1903.