

This Notice affects the following Admiralty Charts:—Scheveningen to Ameland, No. 2322; Texel, No. 124. Also, North Sea Pilot, Part IV, 1901, page 151.

No. 471.—EASTERN ARCHIPELAGO—
FLORES SEA.

Tana Jampea—Reef North-Westward of; Non-existence of Reef South-Eastward of.

The Netherlands Government has given notice, dated 31st May, 1904, that the reef, marked D, shown on the Chart at a distance of 10 miles N. 66° W. from the north-west point of Tana Island, was found to be 5 miles in circumference, steep-to, and nearly always dry; it is composed of stones, and has a fisherman's hut on its eastern side. D has, therefore, been erased from the Charts.

Approximate position, lat. 6° 56½' S., long. 120° 28' E.

Also, that the reef, shown on the Charts at a distance of 9 miles S. 70° E. from the western point of Tana Jampea, does not exist, a sounding of 1,180 fathoms was obtained over its reported position, and no indication of shoal water was observed. Captains of mail steamers and local pilots also state that there is no reef in this position. As the authority for its existence is vague and uncertain, it has been erased from the Charts.

Approximate position, lat. 7° 9' S., long. 120° 57' E.

[Variation 2° Easterly in 1904.]

This Notice affects the following Admiralty Charts:—Eastern Archipelago, Nos. 941b and 942a; Lombok to Flores, No. 1696. Also, Eastern Archipelago, Part II, 1893, page 288.

No. 472.—EASTERN ARCHIPELAGO—
LOMBOK ISLAND, NORTH-WEST COAST.

Siwa Reef—Non-Existence Of.

The Netherlands Government has given notice, dated 31st May, 1904, that a careful, but unsuccessful, search has been made for Siwa Reef, off the north-west coast of Lombok, no bottom could be obtained in its vicinity with from 37 to 250 fathoms of line out, nor was discoloured water, or any other indication of danger observed.

This reef was reported by a local vessel in 1847, but it is assumed that the vessel mistook Papak Point for the northern extremity of Lombok, and in consequence observed one of the numerous shoals to the northward of Sirah Point; Siwa Reef has therefore been erased from the Charts.

Approximate position, lat. 8° 16' S., long. 116° 7' E.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941b; Island of Java, No. 1654. Also, Eastern Archipelago, Part II, 1893, page 227.

No. 473.—SULU ARCHIPELAGO.

Datu Bato—Shoal South-Eastward of.

The United States Government has given notice, dated 28th May, 1904, that a sounding of 5 fathoms was obtained from the steamship

"*Tablas*" on the southern edge of a shoal, with the north-eastern extremity of *Datu Bato* bearing N. 34° W., distant about 1½ miles. From this position, on a N. 74° E. course, similar depths were obtained for 2 miles, after which the soundings increased to 6 and 7 fathoms, when the western end of *Sipang* bore N. 16° E., distant about 3 miles. This shoal, which appeared to be detached, has been placed on the Charts as *Tablas Shoal*.

Approximate position, lat. 5° 54' N., long. 120° 21' E.

[Variation 1° Easterly in 1904.]

This Notice affects the following Admiralty Charts:—Sulu Archipelago, Nos. 2576 and 928. Also, Eastern Archipelago, Part I, 1902, page 141.

No. 474.—BALTIC—POMERANIAN COAST.

Darsler Ort—Amended Position of Wreck.

With reference to Notice to Mariners No. 435 of 1904:—

The German Government has given further notice, dated 4th June, 1904, that the wreck, reported in the above notice, is situated at a distance of 8½ miles N. 75° E., and not 5½ miles north-north-eastward from the eastern extremity of *Darsler Ort*, as at first stated. One mast only is now visible above water. A green wreck buoy surmounted by two triangles, points upwards, has been moored in a depth of 7 fathoms, 40 yards northward of the wreck.

Approximate position, lat. 54° 32½' N., long. 12° 44½' E.

[Variation 9° Westerly in 1904.]

This Notice affects the following Admiralty Chart:—Rostock to Arkona Light, No. 2365. Also, Baltic Pilot, Part I, 1895, page 462.

No. 475.—NORTH SEA, GERMANY.

Weser River Entrance, Key Buoys—Position Altered.

The German Government has given notice dated 4th June, 1904, that the key buoys at the River *Weser* entrance have been moved half a mile S. 19° W. from the position they formerly occupied; the red beacon buoy is now moored in a depth of 10 fathoms in a position from which *Wangeroog Lighthouse* (in line with *Dünen Beacon*) bears S. 19° W., distance 4½ miles, and *Rothersand Lighthouse* S. 75° E.

Approximate position, lat. 53° 51½' N., long. 7° 55' E.

The red spar buoy surmounted by a ball and key is now moored at a distance of three-quarters of a cable S. 68° E. from the above buoy.

[Variation 12° Westerly in 1904.]

This Notice affects the following Admiralty Charts:—*Elbe, Weser, and Jade Rivers*, No. 1875; *Jade and Weser Rivers*, No. 3316. Also, North Sea Pilot, Part IV, 1901, page 181.

No. 476.—CHINA SEA—TAIWAN (FORMOSA),
NORTH-WEST COAST.

Kwang Wa to Lo Kiang—Shoals in the Offing.

The Japanese Government has given notice of the existence of the undermentioned shoals