

a white and red spar buoy with a downturned red broom over an upturned red broom as a topmark.

Approximate position, lat. 60° 24' N., long. 27° 8' E.

[Variation Nil in 1905.]

This Notice affects the following Admiralty Chart:—Hogland to Seskar, No. 2247. Also, Baltic Pilot, Part II, 1904, page 333.

No. 136.—ENGLAND—EAST COAST.

Sunderland Harbour—Dredger Sunk.

Information, dated 11th February, 1905, has been received through the Admiral Commanding the Coast Guard and Reserves, that a dredger has sunk in the fairway to the entrance of the South Docks, Sunderland Harbour, just outside the pier heads.

Approximate position of Southern Entrance, lat. 54° 54' N., long. 1° 21' W.

The River Wear Commissioners have also given notice, dated 13th February, that the wreck will be removed as speedily as possible, and that until this has been done the passage of all vessels through the southern outlet or entrance is prohibited.

At night, weather permitting, three red lights, indicating that the entrance is closed, will be shown from the head of the west breakwater.

This Notice temporarily affects the following Admiralty Chart:—Sunderland Harbour, No. 1627. Also, North Sea Pilot, Part III, 1897, page 91.

No. 137.—MEXICO—WEST COAST,
MAZATLAN HARBOUR.

Creston Island Light—Intended Alteration In.

The United States Government has given notice, dated 28th January, 1905, that information has been received that the Mexican Government intends to alter the character of Creston Island light from white fixed to a white group flashing light, and to increase its power.

Approximate position, lat. 23° 10 $\frac{3}{4}$ ' N., long. 106° 26 $\frac{3}{4}$ ' W.

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Charts:—Manzanilla Bay to Gulf of California, No. 2323; Mazatlan Harbour, No. 1876. Also, List of Lights, Part VII, 1905, No. 264; and Sailing Directions for the West Coasts of Central America, &c., 1896, page 164.

No. 138.—BERING STRAIT, ALASKA—
NORTH-WEST COAST.

Port Clarence—Dangers Reported in Approach.

The United States Government has given notice, dated 28th January, 1905, that the following dangers are reported to exist in the approaches to Port Clarence:—

a. A line of heavy breakers extends for about one mile north-eastward from Sledge Island.

Approximate position, Sledge Island, lat. 64° 30' N., long. 166° 10' W.

b. A small shoal, with a depth of 7 feet over it, is situated at a distance of one mile to the southward from Rodney Point.

c. A rock, with a depth of 6 feet over it, exists about three-quarters of a mile from the shore abreast Cape York; it has been placed on the Chart at a distance of 12 $\frac{1}{2}$ miles S. 73° E. from Cape Prince of Wales.

d. A sand spit extends about 1 $\frac{3}{4}$ miles from the coast to the northward of Cape Prince of Wales, the outer extremity being in approximately, lat. 65° 40' N., long. 168° 6' W.

No. 27768.

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[Variation 20° Easterly in 1905.]

This Notice affects the following Admiralty Charts:—Bering Strait, No. 654; Point Rodney to Point Barrow, No. 593. Also, Sailing Directions for Bering Sea, &c., 1898, pages 267, 269, 270.

No. 139.—NORWAY—SOUTH COAST.

Christiania Fiord—Unreliability of Existing Charts Of.

The Norwegian Government has given notice, dated January, 1905, that a re-survey of the whole of Christiania Fiord is in progress; when completed, entirely new Charts will be published. Mariners in the meantime are warned not to place implicit reliance on the existing Charts.

This Notice affects the following Admiralty Charts:—Christiania Fiord, No. 2330; Nev-lunghavn to Torbiornskier, No. 3158; Torbiornskier to Jæloen, No. 3159; Torbiornskier to Raou, No. 3160; Jæloen to Christiania, No. 1974.

No. 140.—CANADA, BRITISH COLUMBIA—
VANCOUVER ISLAND, SOUTH COAST.

Lennard Island—Position of Light, Amended Description of Island.

With reference to Notice to Mariners No. 1126 of 1904:—

Further information, dated 11th January, 1905, has been received from the Government of the Dominion of Canada that Lennard Island Lighthouse is situated at a distance of 2 $\frac{1}{2}$ cables (not 2 cables) S. 67° W. from the eastern extremity of the island, Clayoquot Sound entrance.

Also, that the small island shown on the Chart north-westward of the main island, is joined to it by an isthmus, and that the south-west islands consist of a number of scattered rocks. "Lennard Island" has, therefore, been substituted for "Lennard Islands" on the Chart.

Approximate position, lat. 49° 6 $\frac{3}{4}$ ' N., long. 125° 56' W.

[Variation 24° Easterly in 1905.]

This Notice affects the following Admiralty Chart:—Clayoquot Sound, No. 1835. Also, List of Lights, Part VII, 1905, No. 408; British Columbia Pilot, 1898, page 334; and Supplement, 1903, page 69.

No. 141.—WEST INDIES—MEXICO,
YUCATAN.

Puerto Morelos—Light Established.

The Mexican Government has given notice, dated 2nd January, 1905, that a white group occulting light, showing groups of two eclipses, elevated 42 feet above high water, and visible in clear weather from a distance of 10 miles, has been established on a mast, 36 feet high, erected close to the wharf at Puerto Morelos. At the base of the mast is an iron shed, painted red, and close to it a white wood house with a tiled roof. The light power is 80 candles.

Approximate position, lat. 20° 53' 30" N., long. 86° 53' 15" W.

This Notice affects the following Admiralty Charts:—Belize to Cape Catoche, No. 1204; Yucatan and Campeche, No. 1205. Also, List of Lights, Part VIII, 1905, page 243; and West India Pilot, Vol. I, 1903, page 435.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,
18th to 20th February, 1905.