

No. 143.—CANADA, NOVA SCOTIA—SOUTH COAST.

Catch Harbour—Light Established.

The Government of the Dominion of Canada has given notice, dated 19th January, 1905, that a red fixed dioptric light, elevated 46 feet above high water, and visible in clear weather from a distance of 7 miles, has been established in a square wooden tower, 32 feet high, and painted white, erected on the western side of the entrance to Catch Harbour. It has been placed on the Chart at a distance of $1\frac{1}{2}$ cables S. 86° W. from Berry Point.

Approximate position on Chart No. 2320, lat. $44^\circ 28\frac{1}{2}'$ N., long. $63^\circ 33'$ W.

[Variation 21° Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Mars Head to Shut in Island, No. 2410; Approach to Halifax, No. 2320. Also, List of Lights, Part VIII, 1905, page 79; and Sailing Directions, &c., Nova Scotia, &c., 1903, page 132.

No. 144.—FRANCE—NORTH COAST.

Dunkerque Road—Wreck in Eastern Part of.

The French Government has given notice, dated 2nd February, 1905, that the wreck of a fishing boat, with a mast showing about 15 feet above low water, lies sunk in the eastern part of Dunkerque Road, at a distance of about $7\frac{1}{10}$ cables N. 76° E. from the red light on the extremity of the East Jetty.

Approximate position, lat. $51^\circ 3\frac{1}{2}'$ N., long. $2^\circ 22\frac{1}{2}'$ E.

[Variation 14° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Calais to the River Schelde, No. 1872. Also, Channel Pilot, Part II, 1897, page 611.

No. 145.—PACIFIC—FIJI ISLANDS.

Levuka Harbour—Alteration in Lights.

The Government of Fiji has given notice that, after 31st December, 1904, the colour of the light (fixed) situated $1\frac{1}{2}$ cables S. 50° E. from Nasova Flagstaff would be changed from green to red.

Approximate position, lat. $17^\circ 41\frac{1}{2}'$ S., long. $178^\circ 51\frac{1}{2}'$ E.

Also, that after the same date a green fixed light would be established on the south-east extremity of Queen's Wharf, situated about half a cable N. 28° E. from Naquima Point. This is in addition to the green light on the north-east extreme of the same wharf.

[Variation 10° Easterly in 1905.]

This Notice affects the following Admiralty Charts:—Ovalau, No. 1249; Levuka Harbour, No. 1244. Also, List of Lights, Part VI, 1905, No. 1620, page 291; and Pacific Islands, Vol. II, 1900, pages 151, 150.

No. 146.—CANADA—STRAIT OF BELLE ISLE.

Belle Isle, North-East Point—Light Established, Fog Signal Intended.

The Government of the Dominion of Canada has given notice, dated 20th January, 1905, that

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on the opening of navigation, 1905, a white flashing dioptric light of the 2nd order, every eleven seconds, thus:—flash, half a second; eclipse, ten and a half seconds, will be exhibited from an iron cylindrical tower, 55 feet high, painted red, erected on the north-east point of Belle Isle; it will be elevated 137 feet above high water, and visible in clear weather from a distance of 17 miles.

It is intended also to establish a diaphone fog horn, of which further notice will be given.

Approximate position, lat. $52^\circ 1'$ N., long. $55^\circ 15'$ W.

This Notice affects the following Admiralty Charts:—North Atlantic Route Chart, No. 2058; Newfoundland, No. 2326; St. John Bay to Orange Bay, No. 282; Labrador, No. 1422; Gulf of St. Lawrence, No. 2516; Strait of Belle Isle, No. 3335. Also, List of Lights, Part VIII, 1905, No. 1; and Newfoundland and Labrador Pilot, 1897, page 564; Supplement, 1903, page 82; St. Lawrence Pilot, Vol. I, 1894, page 126; and Supplement, 1901, page 14.

No. 147.—CHINA, NORTH COAST.

Wei-Hai-Wei, Western Entrance—Non-existence of Shoal.

Information, dated 10th January, 1905, has been received from the Commander-in-Chief, China, that a careful search made by divers, and also by use of the lead, failed to find the 25 feet patch shown on the Chart at a distance of $2\frac{1}{2}$ cables S. 60° E. from Grafton Point in the western entrance to Wei-Hai-Wei; it is considered, therefore, that this solitary sounding was due to an error in the original copy of the Survey sent into Office, and should have been 35 instead of 25; it has, in consequence, been expunged from the Chart. There is, however, a depth of 30 feet, rock, to the north-eastward of the position where 25 feet was shown. From it the north-eastern extreme of Pei Shan Point bears N. 32° W., distant $3\frac{1}{2}$ cables, and the south extreme of King Hall Point S. 74° W.

Approximate position, lat. $37^\circ 31\frac{1}{2}'$ N., long. $122^\circ 9\frac{1}{2}'$ E.

[Variation 3° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Wei-Hai-Wei Anchorage, No. 3025. Also, China Sea Directory, Vol. III, 1904, page 556.

No. 148.—BALTIC—POMERANIAN COAST.

Oder Bank—Survey of, Tide Gauge and Marks Withdrawn.

With reference to Notice to Mariners No. 586 of 1904:—

The German Government has given further notice, dated 11th February, 1905, that the tide gauge erected about 4 cables south of the South Oder Bank Buoy, together with the spar buoys with flags, used in connection with the survey of the Oder Bank, have been withdrawn.

Approximate position of South Buoy, lat. $54^\circ 7' 25''$ N., long. $14^\circ 24' 50''$ E.

[Variation 8° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Arkona to Dievenow River, No. 2366. Also, Baltic Pilot, Part II, 1904, page 197.