

NOTICES TO MARINERS.

(Nos. 638 to 648 of the year 1905.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 638.—CHINA, MANCHURIA—WEST COAST.

Hulu-Shan Bay—Wreck in Approach.

The Chinese Government has given notice, dated 24th May, 1905, of the existence of the wreck of the steamship "Maiko Maru," which foundered on 11th May, in consequence of striking a mine in the approach to Hulu-Shan Bay in approximately lat. $39^{\circ} 25' N.$, long. $120^{\circ} 55\frac{1}{2}' E.$

This wreck was marked by a red buoy carrying a red flag, but it would appear from a later report that this buoy has broken adrift.

This Notice affects the following Admiralty Chart:—Gulf of Pechili and Liau Tung, No. 1256. Also, China Sea Directory, Vol. III, 1904, page 639.

No. 639.—MANCHURIA, SOUTH COAST.

Talien Hwan Bay—Pilotage Compulsory.

The Japanese Government has given notice, dated 12th May, 1905, that all vessels desiring to enter or leave Talien Hwan Bay should be guided by the pilot vessel.

Approximate position, lat. $38^{\circ} 55' N.$, long. $121^{\circ} 45' E.$

This Notice affects the following Admiralty Chart:—Kwang Tung Peninsula, No. 1798. Also, China Sea Directory, Vol. III, 1904, page 586.

No. 640.—JAPAN—NORTH-WEST COAST, HONSHU.

Nanao North Harbour—Shoal in.

The Japanese Government has given notice of the existence of a sandy shoal, with a depth of $5\frac{1}{2}$ fathoms over it at low water, in Nanao North Harbour, situated in a position from which Niisaki Bana bears $N. 69^{\circ} W.$, distant $10\frac{1}{2}$ cables, and Nonogi Bana $N. 6^{\circ} E.$

Approximate position, lat. $37^{\circ} 11\frac{1}{2}' N.$, long. $136^{\circ} 56' E.$

There are depths of from 8 to 10 fathoms, sand and rock, extending about 3 cables westward from the above.

[Variation 5° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Noto Peninsula, No. 2243; Nanao Harbours, No. 205. Also, Sailing Directions for Japan, &c., 1904, page 660.

No. 641.—ENGLAND—EAST COAST.

River Humber—Buoys to be Replaced by Light and Bell Buoys.

The Trinity House, Hull, has given notice that, on 1st August, 1905, the undermentioned buoys in the entrance to the River Humber will be replaced by boat-shaped light and bell buoys:—

a. No. 3 can buoy, moored off Clew Ness Sands, and situated at a distance of $2\frac{1}{2}$ miles $N. 75^{\circ} E.$ from Cleethorpes pier head, will be replaced by a boat-shaped bell buoy, painted red, and marked "Clew Ness No. 3." It will exhibit a white occulting light.

Approximate position, lat. $53^{\circ} 34\frac{3}{4}' N.$, long. $0^{\circ} 1\frac{1}{4}' E.$

b. No. 4 can buoy, situated at a distance of $1\frac{1}{2}$ miles $S. 87^{\circ} E.$ from the light on the west pier head at Grimsby, will be replaced by a boat-shaped bell buoy, painted red, and marked "Lower Burcom." It will exhibit a green occulting light, and will be moored about 4 cables to the north-westward of the present No. 4 buoy, at a distant of $1\frac{1}{2}$ miles $N. 80^{\circ} E.$ from the red light on the west pier head at Grimsby.

c. The spar buoy, situated at a distance of $6\frac{3}{4}$ cables $N. 70^{\circ} E.$ from Grimsby west pier head light, will be withdrawn.

[Variation 16° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—River Humber with Plan of Grimsby, No. 109. Also, North Sea Pilot, Part III, 1897, pages 153, 154.

No. 642.—KOREA, SOUTH COAST—NAN HOW GROUP.

Port Hamilton Light—Particulars of.

With reference to Notices to Mariners Nos. 68 and 529 of 1905:—

The Japanese Government has given further notice, dated 12th May, 1905, that the light established at the entrance to Port Hamilton is a flashing light, showing one white flash and one red flash alternately every fifteen seconds, thus:—white flash, six-tenths of a second; eclipse, fourteen and four-tenths seconds; red flash, six-tenths of a second; eclipse, fourteen and four-tenths seconds. This light is elevated 220 feet above high water, and visible in clear weather from a distance of 22 miles from the bearing of $S. 29^{\circ} W.$, through west and north, to $S. 64^{\circ} E.$; it is of the 3rd order and shown from a brick cylindrical tower, 20 feet high, and painted white, erected on the southern extremity of San Tō or Sodo Island.

Approximate position, lat. $34^{\circ} 0' 5'' N.$, long. $127^{\circ} 19' 25' E.$

[Variation 4° Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Nipon, &c., No. 2347; Korean Archipelago, No. 104; Fusan Harbour to Port Hamilton, No. 3366; Port Hamilton to Mackau Group, No. 3365; Port Hamilton, No. 1280. Also, List of Lights, Part VI, 1905, No. 872; and Sailing Directions for Japan, &c., 1904, page 97.

No. 643.—ENGLAND, EAST COAST—RIVER THAMES ENTRANCE.

Swin Middle Light-Vessel—Alteration in.

With reference to Notice to Mariners No. 509 of 1905:—

The Trinity House, London has given further notice, dated 29th June, 1905, that the Swin Middle light-vessel, River Thames entrance, has been replaced by a light-vessel with a lantern at the masthead in place of a ball, but otherwise of a similar description to the former vessel. The new vessel exhibits at the masthead, at an elevation of 32 feet above the sea, a white flashing light every thirty seconds, thus:—flash, two and a half seconds; eclipse, twenty-seven and a half seconds, having a light power of 25,000 candles. The fog signal is of the same description as that in the former light-vessel, viz., a hand horn, giving two blasts in succession every two minutes. Should this vessel drift from her station, a black ball will be exhibited, and the usual lights for light-vessels out of position,