

Majesty's Ship Brilliant, that the beacons indicating the limits of the anchorage in Hearts Content Bay have disappeared, and will not be replaced. Vessels, therefore, to avoid fouling the telegraph cables, must only anchor when the Church bears to the southward of S. 45° E. or to the northward of N. 78° E.

Approximate position of Church, lat. 47° 52½' N., long. 53° 22¼' W.

[Variation 30° Westerly in 1907.]

This Notice affects the following Admiralty Chart:—Hearts Content Bay, No. 619. Also, Newfoundland and Labrador Pilot, 1897, page 402; and Supplement, 1903, page 69.

#### No. 385.—BALTIC—GULF OF FINLAND.

*Cape Sourop—Bell Buoy Replaced by Spar Buoy.*

The Russian Government has given notice, dated 19th February, 1907, that it is intended on the opening of navigation to mark the shoal situated at a distance of 5 cables, N. 37° W., from Cape Sourop Lighthouse by a white spar buoy surmounted by a black ball in place of the bell buoy, which has disappeared.

Approximate position on Chart No. 2227, lat. 59° 29' N., long. 24° 20¾' E.

[Variation 2° Westerly in 1907.]

This Notice affects the following Admiralty Charts:—Baltic, No. 2842*b*; Gulf of Finland, No. 2191; Port Baltic to Hogland, No. 2246; Revel Roadstead, No. 2227. Also, Baltic Pilot, Part II, 1904, page 280.

#### No. 386.—ITALY, WEST COAST—LEGHORN (LIVORNO).

*Meloria Bank—Light-Vessel Replaced.*

With reference to Notice to Mariners, No. 147 of 1907:—

The Italian Government has given further notice, dated 9th March, 1907, that the Meloria Bank Light-vessel has been replaced, without any change in character, in position on the northern end of Meloria Bank, in the northern approach to Leghorn, and the buoy withdrawn.

Approximate position, lat. 43° 36' N., long. 10° 12½' E.

This Notice affects the following Admiralty Chart:—Leghorn Roadstead, No. 2554. Also, List of Lights, Part V, 1907, No. 360; and Mediterranean Pilot, Vol. II, 1905, page 151.

#### No. 387.—ITALY, SOUTH-EAST COAST—GULF OF SQUILLACE.

*Cape Rizzuto Light—Limits of Sectors.*

With reference to Notice to Mariners No. 1289 of 1906:—

Information, dated 11th March, 1907, has been received from the Italian Government, that the light on Cape Rizzuto consists first of a white flashing every thirty seconds, thus:—flash, four seconds; eclipse, twenty-six seconds. This light

is elevated 121 feet above the sea and is visible in clear weather from a distance of 17 miles. About five feet beneath this flashing light, in the same tower, a red fixed light is exhibited, visible 14 miles, showing the following sectors:—red fixed from the bearing of S. 55° W., through west, to N. 80° W.; and red fixed from N. 88° E., through east, to S. 41° E., and obscured in other directions.

The red light may also be seen inshore of the bearing of S. 55° W., near Cape Cimitri, and also over the inner part of Rizzuto Anchorage inshore of the bearing of S. 41° E.

Approximate position, lat. 38° 53½' N., long. 17° 5½' E.

[Variation 7° Westerly in 1907.]

This Notice affects the following Admiralty Charts:—Malta to Cape Malea, No. 1800; Policastro to Cape Sta. Maria di Leuca, No. 198, with plan of Cape Rizzuto Anchorage. Also, List of Lights, Part V, 1907, No. 552; and Mediterranean Pilot, Vol. II, 1905, page 287.

#### No. 388.—PERSIAN GULF.

*Abu Musa Island, South Coast—Shoals Reported Off.*

Information, dated 17th February, 1907, has been received from Commander H. W. James, His Majesty's ship Proserpine, of the existence of three shoals, which dry from 2 to 3 feet at low water, off the south coast of Abu Musa Island, in positions situated at distances of 2¼ miles S. 8° E., 2 miles S. 7° E., and 2¼ miles S. 18° E. respectively from the summit (360 feet) of Abu Musa Island.

Approximate position of summit, lat. 25° 53' N., long. 55° 2½' E.

The positions of these shoals, which were not examined, are approximate. Mariners are advised to give this island a berth of at least one mile in passing.

[Variation Nil in 1907.]

This Notice affects the following Admiralty Charts:—Persian Gulf, No. 2887*a*; entrance to Persian Gulf, No. 753. Also, Persian Gulf Pilot, 1898, page 229.

#### No. 389.—CHINA—EAST COAST.

*Tai Chau Bay—Obstruction Reported in Approach.*

Information, dated 12th March, 1907, has been received from the Danish Government that the telegraph steamship Store Nordiske, drawing 16 feet, struck on a submerged obstruction, probably a rock, in the approach to Tai Chau Bay, in approximately lat. 28° 23' 40" N., long. 121° 42' 15" E.

This Notice affects the following Admiralty Chart:—Wenchau Bay to Kueshan Islands, No. 1759. Also, China Sea Directory, Vol. III, 1904, page 810.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,

21st to 25th March, 1907.