

a survey carried out by the Government Surveying vessel *Sumbawa*, the shoal reported by the Master of the steamship *Fortunatus* in the western approach to Potta Road has been found not to exist; it has therefore been erased from the charts.

The *Fortunatus* is said to have struck on the reef fringing the shore which extends about half a mile from the coast.

Approximate position, lat. $8^{\circ} 15' S.$, long. $120^{\circ} 38\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—Eastern Archipelago, eastern portion, No. 942a; Eastern Archipelago, western portion, No. 941b; and Lombok to Flores, No. 1696. Also, Eastern Archipelago, Part II, 1904, page 223.

No. 1242.—NORWAY—WEST COAST.

Stople-Leden—Existence of a Rock in.

The Norwegian Government has given notice, dated August, 1907, of the existence of a rock, with 17 feet least water over it, situated in Stople-leden-Hustadviken in approximately lat. $62^{\circ} 58' 55'' N.$, long. $7^{\circ} 2' 39'' E.$

This Notice affects the following Admiralty Chart:—Bjørnsund to Kristiansund, No. 3038. Also, Norway Pilot, Part II, 1905, page 291.

No. 1243.—EASTERN ARCHIPELAGO.

Makassar Strait—Shoals off West Coast of Celebes.

The Netherlands Government has given notice, dated 4th September, 1907, that a least depth of 6 feet (stones) exists on the northern part of the $2\frac{1}{2}$ -fathom patch named Pasei Tangan.

Approximate position, lat. $3^{\circ} 36' 30'' S.$, long. $119^{\circ} 26' 30'' E.$

To the southward of this danger two other reefs exist:—

a. A coral and stone reef, well defined by discoloration, about 8 cables long in a N.N.W. and S.S.E. direction, and about 2 cables broad, with a least depth of 9 feet (stones), and general depths of $2\frac{1}{2}$ to $4\frac{1}{2}$ fathoms.

The north point of this reef is situated approximately in lat. $3^{\circ} 37' 25'' S.$, long. $119^{\circ} 25' 35'' E.$

b. A coral and stone reef of $2\frac{3}{4}$ cables diameter, well defined by discoloration, with a least depth of 9 feet (stones), and general depths of from 3 to 5 fathoms.

The west side of this reef is situated in a position from which the highest point of Batto Wae Island bears N. $21^{\circ} W.$, Point Kajuangingge N. $60^{\circ} E.$, and Buntu Puang Mt. N. $6^{\circ} E.$

Approximate position, lat. $3^{\circ} 38' 40'' S.$, long. $119^{\circ} 25' 5'' E.$

[Variation 2° Easterly in 1907.]

This Notice affects the following Admiralty Charts:—Eastern Archipelago, western portion, No. 941b; Makassar Strait, S. Part, No. 2637. Also, Sailing Directions for Eastern Archipelago, Part II, 1904, page 316.

No. 1244.—GULF OF MEXICO—COAST OF YUCATAN.

Sunken Wreck off Celestun—Position of.

Information has been received through the Board of Trade, dated September 5th, 1907, that the wreck of the steamship *Union* off Celestun, coast of Yucatan, lies in a depth of $2\frac{1}{2}$ fathoms in a position from which Celestun Lighthouse bears N. $48^{\circ} E.$, distant about $7\frac{1}{16}$ miles.

Approximate position, lat. $20^{\circ} 46\frac{1}{2}' N.$, long. $90^{\circ} 32' W.$

[Variation 6° Easterly in 1907.]

This Notice affects the following Admiralty Charts:—Gulf of Mexico, No. 392; Coast of Yucatan and Campeche Bank, No. 1205. Also, West India Pilot, Vol. I, 1903, page 449.

No. 1245.—AUSTRALIA—VICTORIA.

Williamstown—Graving Dock, Caution.

The Government of the State of Victoria has given notice, that a square red flag will be exhibited in the vicinity of the entrance to the Alfred Graving Dock, Williamstown, when docking operations, requiring undisturbed waters at the entrance to the dock, are in progress. When this signal is displayed mariners are cautioned to proceed at the vessel's slowest speed when passing the entrance to the dock, otherwise serious damage may be caused.

Approximate position, lat. $37^{\circ} 52' S.$, long. $144^{\circ} 54\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Hobson Bay and Yarra River, No. 624. Also, Australia Directory, Vol. I, 1897, page 460.

No. 1246.—WEST INDIES.

Cuba—Storm Signals.

Information has been received through the Board of Trade that storm signals similar to those of the United States Weather Bureau have been adopted by the Government of Cuba, and will be displayed from certain points in that island.

These signals are as follows:—

A white triangular flag over a red flag with black square in centre signifies N.W. gales.

A white triangular flag under a red flag with black square in centre signifies S.W. gales.

A red triangular flag over a red flag with black square in centre signifies N.E. gales.

A red triangular flag under a red flag with black square in centre signifies S.E. gales.

Two red flags with black squares in the centre shown vertically indicates the approach of a hurricane or of an extremely dangerous storm.

The signals will be hoisted on one of the masts of the Central Meteorological Station at Havana, and at positions in the other ports of the Republic of Cuba, where they may be best seen from the anchorages.

This Notice affects the West India Pilot, Vol. II, 1899, page 3.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,
10th to 13th September, 1907.