

the establishment of a light-buoy, at a distance of about 2 cables eastward from the beacon on Pan Reef in northern approach to Rhio Strait has for the present been postponed.

Approximate position, lat. $1^{\circ} 9' 40''$ N., long. $104^{\circ} 11' 40''$ E.

This Notice affects the following Admiralty Charts:—China Sea, No. 2660a; Eastern Archipelago, No. 941a; Malacca Strait, No. 1355; Rangka Strait to Singapore, No. 2757; Singapore Strait, No. 2403; Rhio Strait, No. 2413. Also, China Sea Directory, Vol. I, 1906, page 609.

**No. 38.—UNITED STATES—PACIFIC COAST,
CALIFORNIA.**

San Diego Harbour—Depth Over Outer Bar.

The United States Government has given notice, dated November, 1907, that the depth over the outer bay of San Diego Harbour has now been increased by dredging to 28 feet at mean low water, in a channel of about 100 feet wide, and to 27 feet in a channel of about 200 feet wide. The note on the plan with reference to a depth of 25 feet on the bar has been expunged.

Approximate position, Datum mark, lat. $32^{\circ} 39\frac{1}{4}'$ N., long. $117^{\circ} 13\frac{1}{2}'$ W.

This Notice affects the following Admiralty Chart:—San Diego Bay, No. 2885. Also, Sailing Directions for the West Coasts of Central America and the United States, 1907, page 333.

No. 39.—CANADA—BRITISH COLUMBIA.

Edye Passage—Dangers in Western Approach.

The Government of the Dominion of Canada has given notice, dated 22nd November, 1907, of the existence of the undermentioned dangers in the western entrance to Edye Passage:—

a. A shoal, with a depth of 3 fathoms over it, situated in a position from which the High and White Islet off White Cliff, Stephens Island, bears N. 24° E., distant 18 cables, and Rod Islet N. 68° E.

b. A shoal, with a depth of 5 fathoms over it, situated in a position from which the High and White Islet off White Cliff bears N. 16° E., distant $19\frac{1}{2}$ cables, and Rod Islet N. 63° E.

c. A bank, with a depth of $6\frac{1}{2}$ fathoms over it, situated in a position from which the High and White Islet off White Cliff bears N. 27° W., distant 19 cables, and Rod Islet N. 53° E.

Approximate position, High and White Cliff Islet, lat. $54^{\circ} 7\frac{1}{2}'$ N., long. $130^{\circ} 46'$ W.

[Variation 27° Easterly in 1908.]

This Notice affects the following Admiralty Charts:—Brown and Edye Passages, No. 2453; Cape Caution to Port Simpson, No. 1923a; Queen Charlotte Islands, No. 2430. Also, British Columbia Pilot, 1905, page 464.

**No. 40.—UNITED STATES, ATLANTIC COAST
—NORTH CAROLINA.**

*Frying Pan Shoals Light-Vessel—Watch Buoy
Established.*

With reference to Notice to Mariners No. 1864 of 1907:—

The United States Government has given further notice, dated 13th December, 1907, that on the 19th November a conical watch buoy, marked "W," was established at a distance of about half a mile north-westward from the Frying Pan Shoals light-vessel.

Approximate position, lat. $33^{\circ} 29'$ N., long. $77^{\circ} 34\frac{1}{2}'$ W.

This Notice affects the following Admiralty Chart:—Cape Fear to Sapelo Sound, No. 268. Also, Sailing Directions for the East Coast of the United States, 1899, page 710.

No. 41.—ENGLAND—WEST COAST.

Milford Haven—Wreck In.

Information, dated 31st December, 1907, has been received from the Captain Superintendent, Pembroke Dockyard, that the wreck of the schooner *Camelia*, with two masts showing above water, lies sunk in a depth of $6\frac{1}{2}$ fathoms in a position from which Stack Rock Fort bears N. 10° E., distant $4\frac{3}{4}$ cables, and the northern extremity of Thorn Island N. 80° W.

A green wreck buoy has been moored in a depth of $6\frac{1}{2}$ fathoms half a cable N.W. by W. from the wreck; the wreck will be lighted at night.

Approximate position, lat. $51^{\circ} 41\frac{3}{4}'$ N., long. $5^{\circ} 5\frac{1}{4}'$ W.

[Variation 18° Westerly in 1908.]

This Notice temporarily affects the following Admiralty Chart:—Milford Haven, No. 2879. Also, Sailing Directions for the West Coast of England, 1902, page 117; and Supplement, 1906.

**No. 42.—NORTH SEA—NETHERLANDS,
HOOK OF HOLLAND.**

Noorddam—Fog Signal Established.

With reference to Notice to Mariners No. 1757 of 1907:—

The Netherlands Government has given further notice, dated 27th December, 1907, that a fog-horn, which will, during thick or foggy weather, give one blast of two and a half seconds' duration every fifteen seconds, has been established at the lighthouse on the extremity of Noorddam, Hook of Holland.

Also, that the steam fog-horn near the Tidal signal station at the inner end of Noorddam has been discontinued, but it will be maintained in position and sounded as formerly, viz., one blast of three seconds' duration every forty seconds, should the fog-horn at the end of the Noorddam get out of order.

Approximate position, lat. $51^{\circ} 59\frac{1}{4}'$ N., long. $4^{\circ} 5'$ E.

This Notice affects the following Admiralty Chart:—Hook of Holland, No. 3142; Dover