

Charts affected.—No. 2910, Gironde River; No. 2664, Pointe d'Arcachon to Pointe de la Coubre.

Publications.—List of Lights, Part IV, 1908, No. 459; Sailing Directions for the West Coast of France, &c., 1900, page 236; Notice to Mariners, No. 1174 of 1908.

Authority.—Paris Notice, No. 1417 of 1908.

No. 1307.—SOUTH AMERICA, CHILE—  
VALPARAISO APPROACH.

*Curaumilla Point—Intended Re-Establishment of  
Light and Fog Signal.*

Subject.—On or about the 31st August, 1908, a light of the undermentioned character, similar to the former light, will be exhibited from Curaumilla Point, and on the same date the temporary white flashing light will be discontinued.

Position.—Lat. 33° 6' S., long. 71° 44½' W.

Character.—White flashing every minute.

Elevation.—272 feet.

Visibility.—24 miles.

Structure.—Shown from a white dwelling-house with a red roof, at an elevation of 9 feet above the ground.

Remarks.—It is intended to re-establish the fog siren at the end of the year.

Chart affected.—No. 1282, Loro Point to Maitencillo.

Publication.—List of Lights, Part VII, 1908, No. 294; South America Pilot, Part II, 1905, page 379; Notice to Mariners, No. 1325 of 1906.

Authority.—Chile Notice, No. 202 of 1908.

No. 1308.—SWEDEN, WEST COAST—  
KOSTER FIORD.

*Kungarne Islet—Shoal Eastward of.*

Subject.—A shoal exists to the eastward of Kungarne Islet, Koster Fiord.

Position.—Lat. 58° 48' 15" N., long. 11° 7' 37" E.

Depth.—5 feet.

Chart affected.—No. 121, Torbiörniskier to Väderöbod.

Publication.—Norway Pilot, Part I, 1907, page 388.

Authority.—Stockholm Notice, No. 1054 of 1908.

No. 1309.—ADRIATIC—ITALY.

*Port Bari—Lights Obscured over Position of  
Wreck; Buoy Established.*

Subject.—The lights on the Breakwater and South Jetty, Port Bari, are obscured over the position of the wreck of the steamship Japigia as undermentioned, and a buoy has been established to mark the wreck.

Position of wreck.—Breakwater Lighthouse bearing N. 58° E., distant 2½ cables; lat. 41° 8' N., long. 16° 51½' E.

1. Obscured arcs of light.

(a) Breakwater Light.

Obscured arc.—Between the bearings of N. 52° E. and N. 82° E.

Remarks.—Owing to diffused light the obscuration will not be complete during the flashes.

(b) South Jetty Light (green fixed).

Obscured arc.—Between the bearings of S. 83° E. and S. 53° E.

2. Buoy established.

Position.—About half a cable northward of the wreck.

Description.—Not stated; has a ball topmark.

Variation.—8° W.

Chart temporarily affected.—No. 199, Plan of Bari.

Publications.—List of Lights, Part V, 1908, Nos. 579, 580; Mediterranean Pilot, Vol. III, 1899, page 64; Notice to Mariners, No. 305 of 1908.

Authority.—Genoa Notice, No. 270 of 1908.

No. 1310.—SOUTH AMERICA, CHILE—  
CHACAO NARROWS.

*Topaze Rock—Amended Depth.*

Subject.—The least depth on the Topaze Rock, Chacao Narrows, is considered to be less than that found during the last survey, and the undermentioned depth has been placed on the chart in the position originally reported by H.M.S. Topaze.

Position.—Caremapu Point bearing N. 4° E., distant about 8½ cables, and Chocoi Head, N. 75° W.; lat. 41° 46' 5" S., long. 73° 42' 30" W.

Depth.—3 fathoms.

Remarks.—This rock was discovered in 1869, by H.M.S. Topaze grazing over it at half-ebb, when drawing 22½ feet.

Variation.—17° E.

Charts affected.—No. 1313, Channels between Maulin Bay and Port Moutt; No. 1289, Guiatecas Islands to Cape S. Antonio.

Publication.—South America Pilot, Part II, 1905, page 295.

Authority.—His Majesty's ship Topaze, Remark Book, 1869.

No. 1311.—CANADA, BRITISH COLUMBIA—  
RIVERS INLET.

*Schooner Passage—Rock.*

Subject.—A rock, on which the steamship Vadso struck, exists in the north-eastern entrance to Schooner Passage, Rivers Inlet.

Position.—Midway between the north point of Walbran Island and the Islet off it; latitude 51° 33½' N., long. 127° 35½' W., on Chart No. 1923b.

Depth.—About 7 feet.

Description.—The rock is not marked by kelp or rippling.

Remarks.—The above position is only approximate, the scale of the chart being too small for the Master of the steamship Vadso to fix his position accurately.

Chart affected.—No. 1923b, Cape Caution to Port Simpson.