

Charts affected. — No. 3497, Hull Road; No. 109, Humber River Entrance; No. 1190, Blakeney to Flamborough Head.

Publication.—North Sea Pilot, Part III, 1905, page 163.

Authority.—Hull Notice No. 44, dated 2nd June, 1909.

No. 834.—KOREA, SOUTH-EAST COAST—
FUSAN HARBOUR.

Choragu Pier—Light Discontinued.

Subject.—The fixed green light formerly exhibited from the pier-head at Choragu, Fusan Harbour, has been discontinued.

Position.—Lat. $35^{\circ} 7' N.$, long. $129^{\circ} 21' E.$

Chart affected.—No. 1259, Fusan Harbour.

Publications.—List of Lights, Part VI, 1909, No. 933a; Japan, Korea, &c., 1904, page 119; Notice to Mariners, No. 1888 of 1907.

Authority.—Tokyo Notice No. 1344, dated 8th April, 1909.

No. 835.—CANADA, BRITISH COLUMBIA—
CHATHAM SOUND.

Prince Rupert Harbour Approach—Buoyage.

Subject.—Four buoys of the description given below have been established in the approach to Prince Rupert Harbour.

1. Position.—Close southward of Ellinor Rock; lat. $54^{\circ} 12\frac{1}{4}' N.$, long. $130^{\circ} 22\frac{1}{2}' W.$

Description.—Red conical buoy.

2. Position.—In a depth of 6 fathoms, close southward of Petrel Rock; lat. $54^{\circ} 13\frac{3}{4}' N.$, long. $130^{\circ} 25' W.$

Description.—Black can buoy surmounted by a black cage.

3. Position.—On south-eastern edge of Kestrel Rock; lat. $54^{\circ} 13\frac{1}{2}' N.$, long. $130^{\circ} 22\frac{1}{4}' W.$

Description.—Black spar buoy.

Remarks.—The light-buoy formerly moored in the above position has been withdrawn.

4. Position.—Close south-eastward of Georgia Rock; lat. $54^{\circ} 13' N.$, long. $130^{\circ} 21\frac{3}{4}' W.$

Description.—Cylindrical light-and-bell buoy, painted, black, surmounted by a steel frame supporting the bell and lantern, exhibiting an occulting white light. The bell is sounded by the motion of the buoy on the waves.

Charts affected.—No. 2453, Brown and Edye passages; No. 1923a, Cape Caution to Port Simpson, northern portion; No. 2430, Queen Charlotte Islands.

Publication.—British Columbia Pilot, 1905, pages 450, 451; Supplement, 1908.

Authority.—Ottawa Notices, Nos. 79, 80, 81, 82 of 1909.

No. 836.—FRANCE, WEST COAST—
QUIBERON BAY.

Plateau de Grand Mont—Buoy Established.

Subject.—A buoy of the undermentioned description has been established to mark L'Épieu Rock, Plateau de Grand Mont.

Position.—On south-western side of rock; lat. $47^{\circ} 29' 31'' N.$, long. $2^{\circ} 52' 55'' W.$, on Chart No. 2353.

Description.—Spar buoy, painted in red and black horizontal bands, surmounted by a ball.

Charts affected.—No. 2353, Rade de Croisic to Presqu'île de Quiberon; No. 2646, Bourgneuf to Île de Groix.

Publication.—West Coasts of France, Spain, &c., 1900, page 132; Revised Supplement, 1907.

Authority.—Paris Notice No. 816 of 1909.

No. 837.—CANADA—RIVER ST. LAWRENCE
ABOVE QUEBEC.

Cape Santé—Alterations in Buoyage.

Subject.—The undermentioned alterations have been made in the buoyage of the Ship Channel in the vicinity of Cape Santé, River St. Lawrence.

Position.—Cape Santé, lat. $46^{\circ} 40\frac{1}{4}' N.$, long. $71^{\circ} 47\frac{1}{4}' W.$

1. Buoy replaced by light-buoy:

Position.—At a distance of $6\frac{1}{2}$ cables, S. $61^{\circ} W.$, from the church on Cape Santé.

Description of light-buoy.—Cylindrical, painted red, exhibiting an occulting white light.

2. Buoy established:

Position.—At a distance of $8\frac{3}{10}$ cables, S. $77^{\circ} W.$, from the church on Cape Santé.

Description.—Black can buoy, marked "45 Q."

Variation.— $16^{\circ} W.$

Charts affected.—No. 2777, Frechette Island to Cape Santé; No. 2830a, Quebec to Point du Lac.

Publication.—St. Lawrence Pilot, 1906, page 626.

Authority.—Ottawa Notice, No. 73 of 1909.

No. 838.—UNITED STATES, ATLANTIC
COAST—NANTUCKET SOUND ENTRANCE.

Pollock Rip Slue—Obstruction Reported.

Subject.—An obstruction, on which the American schooner Hattie F. Simpson struck, is reported to exist in Pollock Rip Slue.

Position.—About one cable westward from the Pollock Rip Slue light and bell buoys, and on a line joining the two light-vessels; lat. $41^{\circ} 33' 45'' N.$, long. $69^{\circ} 54' 25'' W.$, on chart No. 2489.

Depth.—The vessel was drawing $20\frac{1}{2}$ feet at the time of the accident. A depth of 3 fathoms has been placed on the charts in the above position.

Charts affected.—No. 2489, Nantucket Sound and eastern approaches; No. 2890, Nantucket Shoals to Block Island; No. 2492, Bay of Fundy to Block Island.

Publication.—East Coast of the United States, 1899, page 334.

Authority.—United States Hydrographic Office. Notice No. 988 of 1909.

No. 839.—TURKEY—THE BOSPORUS.

Yeni Kioi and Umur Banks—Information with regard to Lights.

Subject.—The undermentioned information has been received with regard to the lights marking Yeni Kioi and Umur Banks, Bosphorus.

1. Yeni Kioi Bank.—Light-vessel retained in position:

Position.—Lat. $41^{\circ} 7\frac{1}{4}' N.$, long. $29^{\circ} 41\frac{1}{2}' E.$

Remarks.—The pile lighthouse which was destroyed will not be re-built, and the light-vessel exhibiting three fixed green lights placed triangularly, temporarily established off the edge of the bank, will be retained in this position until further notice.

2. Umur Bank.—Lights established.

Position.—Near south-western edge of northern bank; lat. $41^{\circ} 9' N.$, long. $29^{\circ} 4' E.$

Character.—Three fixed red lights, placed triangularly.

Elevation.—46 feet.

Visibility.—4 miles.