

Remarks.—The central 11° of the sector, covering Hen and Chickens Shoal, shows flashes of an unvarying red colour; but within the limits of the sector on either side of the central part, viz., from N. 27° W. to N. 23° W., and from N. 12° W. to N. 6° W., the colour of the flashes varies between red and white.

Variation.—7° W.

Charts affected.—No. 2563, Delaware River, Outer, Sheet I; No. 266, Great Egg Harbour to Albemarle Sound.

Publications.—List of Lights, Part VIII, 1909, No. 1163a; East Coast of the United States, 1899, pages 550, 555; Revised Supplement, 1908; Notices to Mariners, Nos. 1760 of 1908, and 440 of 1909.

Authority.—United States Commerce Notice, No. 2082 of 1909.

No. 1314.—ENGLAND, EAST COAST—RIVER MEDWAY ENTRANCE.

Sheerness Middle Sand—Extended Westward; Buoy.

Subject.—A recent examination of the swatchway between Grain Spit and Sheerness Middle Sand shows the latter bank to have extended as undermentioned.

Position.—Grain Spit Buoy, lat. 51° 28' N., long. 0° 45½' E.

Extension.—Within the 2-fathom line, Sheerness Middle Sand has extended nearly 2 cables to the westward, depths of from 7 to 8 feet being found where the chart shows 13 feet.

Buoy.—A black mooring buoy has been temporarily moored on the western end of this extension in a depth of 7 feet, at a distance of 730 yards, S. 60° E., from Grain Spit Buoy.

Westward of this buoy the water deepens rapidly to 13 feet, that depth being found 30 yards from it.

Remarks.—The shoal reported in a previous notice to be situated 14 cables, N. 52° E., from Garrison Point Lighthouse, does not exist, and should be expunged from the chart.

Variation.—15° W.

Charts affected.—No. 3683, Approaches to Sheerness; No. 1833, River Medway; No. 1185, Sea Reach, River Thames; No. 1607, North Foreland to the Nore; No. 1610, North Foreland to Orford Ness.

Publications.—North Sea Pilot, Part III, 1905, pages 387, 390; Channel Pilot, Part I, 1908, page 339; Notice to Mariners, No. 1133 of 1909.

Authority.—Commander-in-Chief, The Nore, 24th August, 1909.

No. 1315.—AFRICA—EAST COAST.

Delagoa Bay—Non-existence of Certain Shoals.

Subject.—Information has been received with regard to the non-existence of certain shoals, situated as undermentioned, in Delagoa Bay.

Position.—Cockburn Beacon, lat. 25° 53' S., long. 32° 54' E.

(a) Position.—At a distance of 3 $\frac{2}{5}$ miles, S. 87° W., from Cockburn Beacon.

Remarks.—There is a depth of 5½ fathoms over the position of this 3-fathom shoal.

(b) Position.—At a distance of 6 $\frac{2}{5}$ miles, S. 71° W., from Cockburn Beacon.

Remarks.—There is a depth of 4 fathoms over the position of this shoal, where the chart shows 2½ and 3 fathoms.

Remarks.—The 2½-fathom shoal shown on the chart at a distance of 9 $\frac{4}{5}$ miles, S. 87° W., from

Cockburn Beacon, is situated about 3 cables S. 36° W., from this position.

Variation.—20° W.

Charts affected.—No. 644, Delagoa Bay; No. 2089, Tugela River to Delagoa Bay; No. 648, Delagoa Bay to River Zambesi.

Publication.—Africa Pilot, Part III, 1905, page 195.

Authority.—His Majesty's ship *Hermes*, Hydrographical Note, No. 1 of 1909.

No. 1316.—AFRICA, EAST COAST— DELAGOA BAY.

Port of Lorenzo Marques—General Information.

Subject.—The undermentioned hydrographical information has been received with regard to the Port of Lorenzo Marques, Delagoa Bay.

Position.—Reuben Point Lighthouse, lat. 25° 58½' S., long. 32° 36' E.

1. Light discontinued:

Position.—On beacon, situated at a distance of one mile, N. 61° W., from Reuben Point Lighthouse.

Character.—A fixed white and red light.

2. Buoy discontinued:

Position.—At a distance of 5 cables, S. 48° E., from Reuben Point Lighthouse.

Description.—A red conical buoy with conical topmark.

3. Time-signal discontinued:

Position.—At Reuben Point Beacon.

Remarks.—The note on the charts with regard to the time-signal should be erased.

4. Anchorages:

(a) Ships of war.

The anchorage for ships of war is on the southern side of the port, eastward of the eastern end of the wharves.

(b) Merchant vessels.

The anchorage for merchant vessels is westward of the western end of the wharves.

(c) Prohibited anchorage.

Anchorage is prohibited in the space abreast of the wharves between the above-mentioned anchorages.

Remarks.—Vessels in quarantine must anchor on a line joining Reuben Point and Catembe Beacons, and as near as possible to the southern shore. Vessels laden with explosives must anchor in the anchorage for ships of war, and not less than half a mile from any other vessel. Vessels ready to sail, or waiting for the tide, may anchor in the entrance to the port south of the Catembe leading line, and not less than 3 cables southward from the lightbuoy off Reuben Point.

Variation.—20° W.

Charts affected.—No. 646, Entrance of English River; No. 644, Delagoa Bay.

Publications.—List of Lights, Part VI, 1909, No. 39; List of Time Signals, 1908, No. 139; Africa Pilot, Part III, 1905, pages 199, 200, 201; Supplement, 1908.

Authority.—His Majesty's ship *Hermes*, Hydrographical Note No. 1 of 1909; and the Port Regulations.

No. 1317.—UNITED STATES, ATLANTIC COAST—LONG ISLAND SOUND.

Branford Reef—Light Established; Light-Buoy Withdrawn.

Subject.—On or about the 28th August, 1909, a light of the undermentioned character would