

Further inquiries show that the "Glenesk" was nearer Catalina Castle than was supposed, and the patch has consequently been removed from the Admiralty Charts.

[Variation 18° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Gran Canaria, No. 1869; Las Palmas Bay, with Plan of La Luz Harbour, No. 578. Also, Africa Pilot, Vol. I, 1890, page 127; and Supplement, 1896, relating to that work, page 13.

No. 133.—RIO DE LA PLATA.

Colonia Roads—Windmill Destroyed.

INFORMATION has been received from Commander A. C. Woods, Her Majesty's ship "Acorn," dated 6th February 1897, that the windmill, which previously stood north-eastward of Colonia, has been destroyed by a gale and is no longer available as a leading mark.

Approximate position, lat. 34° 28' 10" S., long. 57° 51' 25" W.

This Notice affects the following Admiralty Plan:—Colonia Roads, No. 2004. Also, South America Pilot, Part I, 1893, page 247.

No. 134.—NORTH SEA.

Sunken Wreck Westward of Borkhum Flat.

INFORMATION has been published in the Shipping Gazette that on 24th February, 1897, the steam-vessel "Marbella" passed a sunken wreck, with parts of two masts showing about 8 feet above water, in a position with Borkhum Light-vessel bearing E. by S. $\frac{3}{4}$ S., distant 27 miles; or approximately in lat. 53° 51 $\frac{1}{2}$ ' N., long. 5° 32 $\frac{1}{2}$ ' E.

[Variation 14° Westerly in 1897.]

This Notice temporarily affects the following Admiralty Chart:—North Sea, No. 2182a. Also, North Sea, Pilot, Part IV, 1892, pages 32–35.

No. 135.—WEST INDIES—HAITI.

Santo Domingo Harbour—Re-exhibition of San José Light.

WITH reference to the remark in List of Lights, Part VIII, 1897, No. 1057, that San José light is discontinued; and in Admiralty Charts Nos. 761, 762, and plan on No. 472, that the light is sometimes not lit and action unreliable, &c.:—

Information has been received through the Foreign Office, dated 14th January, 1897, that the repairs to the light (revolving, red and white alternately every minute, other particulars as given in List of Lights, Part VIII, 1897, No. 1057) having been completed, it was re-exhibited on 1st January, 1897.

The remarks as to the light being unreliable, &c., have therefore been removed from the Charts and Light List.

Approximate position, lat. 18° 27' 55" N., long. 69° 53' 0" W.

This Notice affects the following Admiralty Charts:—West India Islands and Caribbean Sea, Nos. 761, 762; Plan of Santo Domingo on sheet No. 472. Also, List of Lights, Part VIII, 1897, No. 1057; and West India Pilot, Vol. II, 1887, pages 299, 300.

No. 136.—WEST INDIES.

Particulars of Bank North-Eastward of Serranilla Bank.

WITH reference to Notice to Mariners No. 441 of 1894, on the existence of a bank, with depths of 7 to 10 fathoms on it, in lat. 15° 50' N., long. 79° 25' W., reported by the master of the British schooner "Alice"; and found by Her Majesty's ship "Magicienne," about 15 miles northward of that position:—

An examination of the locality has recently been made by Commander G. E. Richards, Her Majesty's surveying vessel "Rambler," with the undermentioned result:—

This bank, now named Alice bank, is circular in shape, included between lats. 16° 0' N., and 16° 10' N., and longs. 79° 17' W. and 79° 29' W., with depths less than 20 fathoms over its entire extent, deepening suddenly at its edge to upwards of 100 fathoms.

The least depth obtained was 6 fathoms, situated about half a mile within its extreme eastern edge; soundings less than 10 fathoms being found for 1 $\frac{1}{2}$ miles north-northward, nearly 2 miles westward, and 2 miles southward of the 6 fathoms. This shallow and eastern part of the bank is composed of coral, while in other parts, where the depth is generally 15 to 16 fathoms, the bottom is fine white sand. The edge of the bank is distinctly marked by rippings.

Approximate position, 6 fathoms, latitude 16° 5' 20" N., longitude 79° 17' 50" W.

During the two nights the "Rambler" was anchored near the eastern edge of the bank the current set between N.E. and E. by N., at a maximum rate of one knot per hour, the direction of the wind being E.S.E., force 2 to 3.

This Notice affects the following Admiralty Charts:—West India Islands, &c., Sheet III, No. 763; Jamaica and the Pedro Bank, No. 486. Also, West India Pilot, Vol. I, 1893, page 370; and West India Pilot, Vol. II, 1887, page 362.

No. 137.—ENGLAND—SOUTH COAST.

Needles Channel and Solent—Gas Buoys placed.

WITH reference to Notice to Mariners, No. 30 of 1897:—

The Trinity House, London has given further notice that, on 1st March, 1897, gas buoys, each showing an occulting white light, were substituted for the former S.W. Shingles, Warden ledge and Thorn knoll buoys:—

1. S.W. Shingles gas buoy is can, painted red and white in chequers, and without a topmark.

Approximate position, lat. 50° 39' 55" N., long. 1° 36' 45" W.

2. Warden ledge gas buoy is conical, painted red, named Warden, and placed W. $\frac{1}{4}$ N., distant 2 cables from the position of the former Warden ledge buoy; or in a depth of 39 feet at low water springs, with Warden fort flagstaff bearing S.E. $\frac{1}{4}$ E., distant 6 $\frac{1}{2}$ cables; and Needles Light-house S.W. $\frac{3}{4}$ W.

Approximate position, new buoy, latitude 50° 41' 30" N., longitude 1° 33' 20" W.

3. Thorn knoll gas buoy is conical, painted red, and without a topmark.

Approximate position, lat. 50° 47' 30" N., long. 1° 18' 25" W.

4. A globe topmark has been placed on the North Thorn buoy, marking the northern side of Thorn knoll.

[Variation 17° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Owers to Christchurch, No. 2045; the Solent, &c., No. 2040 (1–4); Needles Channel, &c., No. 2219 (1–2); Southampton Water, No. 1905 (3, 4). Also, Channel Pilot, Part I, 1893, pages 215, 213, 233.

No. 138.—AFRICA—WEST COAST.

Kasamanze River—Fairway Buoy at Entrance.

THE French Government has given notice that, in January, 1897, a large fairway buoy, painted black, was moored in a depth of 3 $\frac{1}{2}$ fathoms at the entrance to Kasamanze River, in