

a position with the beacon near Jogue (Djoqué) Island south-west point bearing E. $\frac{3}{4}$ S., distant $5\frac{1}{4}$ miles; and Cape Skyring S. $\frac{1}{4}$ E.

Approximate position, lat. $12^{\circ} 34' 0''$ N., long. $16^{\circ} 52' 45''$ W.

[Variation 19° Westerly in 1897.]

This Notice affects the following Admiralty Chart:—Cape Verde to River Gambia, No. 599. Also, Africa Pilot, Part I, 1890, page 198.

No. 139.—EASTERN ARCHIPELAGO.
Positions of Certain Islands Northward of New Guinea.

THE undermentioned information, relating to the St. David or Freewill Islands, Stephens Islands, and Five Fathom Bank, is partly from information received from the Netherlands Government, and partly from the records in the Hydrographic Office of the Admiralty:—

1. St. David or Freewill Islands:—From recent observations of the Netherlands Government steam-vessel "Zeemeew," which observations confirm to a great extent those formerly made in the East India Company's vessels early in the present century, the St. David or Freewill Islands are situated between the parallels of $0^{\circ} 45'$ and $0^{\circ} 55'$ north latitude; and the meridians of $134^{\circ} 15\frac{1}{2}'$ and $134^{\circ} 19\frac{1}{2}'$ E. longitude; and not as shown on Admiralty Chart No. 942b.

The islands, three in number, are surrounded by coral reefs; the southern island being named according to Carteret, Pegun; and the two northern, Onello and Onatu. The native name for the group is Mapia.

2. Stephens Islands, marked on Admiralty Chart No. 942b as situated in lat. $0^{\circ} 2'$ S., long. $137^{\circ} 55'$ E., were originally reported by Captain Carteret, His Majesty's ship "Swallow," in 1767, and were sighted by him the day before he saw the Freewill Islands. There is no record of the Stephens Islands having been sighted by anyone since they were originally reported.

As Captain Carteret's position of the Freewill Islands was 3° of longitude eastward of the present accepted position, it seems clear that Stephens Islands cannot at any rate be in the position assigned.

The position of the "Swallow" on the day the Stephens Islands were discovered, calculated back from the present accepted position of the Freewill Islands, was $0^{\circ} 5'$ north latitude, and about $136^{\circ} 5'$ east longitude, and from this position the islands bore S. 2° W. (true) and S. 4° E. (true).

It is therefore not impossible that Carteret may have mistaken the high peaks of the Schouten Islands (1,600 feet high) for two islands.

Stephens Islands are placed, for the present, on the Admiralty Charts, in lat. $0^{\circ} 22'$ S., long. $136^{\circ} 10'$ E., with the letters E. D. against them; the latitude assigned being that originally given them by Captain Carteret.

Five Fathom Bank.—The Five Fathom Bank, shown on Chart No. 942b, as on the equator and in longitude $136^{\circ} 15'$ E., should be in longitude $135^{\circ} 43'$ E.

From it the high peak (1,600 feet) of Supiori bears south.

(See Horsburgh, 2nd Edition, 1817, page 436.)

[Variation 2° Easterly in 1897.]

This Notice affects the following Admiralty Charts:—Pacific, north-west sheet, No. 781; Eastern Archipelago, eastern portion, Part II, No. 942b. Also, Sailing Directions for the Pacific Islands, Vol. I, 1890, pages 284, 285.

No. 140.—FRANCE—WEST COAST.
Gironde River—Alterations in Leading Lights for Passe De Sud.

WITH reference to Notice to Mariners No. 748 of 1896:—

The French Government has given further notice that, on 1st March, 1897, a light would be exhibited from the Old Chay Tower, to form with St. Pierre Light, Royan (fixed red), as a rear light, a front leading light for the Passe de Sud:—

Old Chay Tower Light is a dioptric, fixed red light, visible from about N. 51° E. to N. 65° E., a distance of 15 miles in clear weather; and is in line with St. Pierre Light when bearing N. 58° E.

It is elevated 98 feet above high water, 47 feet above the ground, with an illuminating power of 200 becs Carcel (2,000 candles).

Old Chay Tower is cylindrical in shape, constructed of masonry.

Approximate position, latitude $45^{\circ} 37' 20''$ N., longitude $1^{\circ} 2' 20''$ W.

Also, on the same date, the former front leading light at Chay (fixed red), situated westward of Old Chay Tower, was discontinued; and the sector of St. Pierre de Royan Light now illuminates an arc of 30° from N. 73° E. to N. 43° E.

[Variation 16° Westerly in 1897.]

This Notice affects the following Admiralty Chart:—Pte. D'Arcachon to Pte. de la Coubre, No. 2664. Also, List of Lights, Part IV, 1897, Nos. 317a, 317; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, page 122.

No 141.—CEYLON—SOUTH COAST.
Point de Galle Harbour—Buoy Eastward of Utrecht Bastion withdrawn.

INFORMATION has been received from Lieutenant and Commander M. C. Cartwright, Her Majesty's ship "Pigeon," dated 1st February, 1897, that the buoy (spherical, black) previously marking the edge of the foul ground eastward of Utrecht Bastion, western side of entrance to Point de Galle Harbour, has been withdrawn and will not be replaced.

Approximate position, lat. $6^{\circ} 1' 30''$ N., long. $80^{\circ} 12' 50''$ E.

This Notice affects the following Admiralty Charts:—Approaches to Point de Galle Harbour, No. 819; Point de Galle Harbour, No. 820. Also, West Coast of Hindustan Pilot, 1891, page 91; and Bay of Bengal Pilot, 1892, page 59.

No. 142.—UNITED STATES—SOUTH CAROLINA.
Sunken Wreck South-Eastward of Charleston Lighthouse.

THE United States Government has given notice that the Master of the schooner "Cactus" reports having passed, on 5th February, 1897, in a position S.E. by E. $\frac{3}{4}$ E., distant about 35 miles, from Charleston Lighthouse, or approximately in lat. $32^{\circ} 25'$ N., long. $79^{\circ} 17'$ W., two masts showing about 15 feet above water, apparently attached to a sunken wreck.

[Variation nil in 1897.]

This Notice temporarily affects the following Admiralty Chart:—Cape Fear to Sapelo Sound, No. 268. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 191.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
8th to 11th March, 1897.