

3. A depth of $3\frac{1}{2}$ fathoms on Banco de Rota in approximately latitude $36^{\circ} 35' 45''$ N., longitude $6^{\circ} 20' 10''$ W.

NOTE.—The remainder of the dangers are too numerous to mention in a Notice to Mariners, but a new chart of Cadiz Bay will be published as soon as they have been inserted on it, when the old chart will be cancelled.

Vessels approaching Cadiz Bay from the northward will avoid all dangers by keeping outside the 10-fathom line, or by not approaching within $2\frac{1}{2}$ miles of the coast between Cuba Point and Rota.

This Notice affects the following Admiralty Charts:—Gibraltar to Alicante, &c., No. 2717; Cape St. Vincent to Gibraltar Strait, No. 92; Cadiz Bay, &c., No. 86; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, pages 389, 396.

No. 338.—CHINA SEA—TONG KING GULF.

(1.) *Intended Light on Kulao Rai (Pulo Canton).*
THE French Government has given notice, dated 29th May, 1897, that a lighthouse, constructed of steel, is in course of erection on the east side of Kulao Rai (pulo Canton); from which a quick flashing light will be exhibited, at an elevation of about 164 feet above the ground.

Approximate position, lat. $15^{\circ} 23\frac{1}{2}'$ N., long. $109^{\circ} 6'$ E.

(2.) *New Lighthouse Constructing on Hon Dau.*

Also, that a new lighthouse is in course of erection on Hon Dau, in approximately lat. $20^{\circ} 40'$ N., long. $106^{\circ} 47'$ E.

(3.) *Intended Light on Cape Tourane.*

Also, that when the new lighthouse on Hon Dau is completed, the light (fixed white) now shown there, will be transferred to Cape Tourane, in approximately lat. $16^{\circ} 7\frac{1}{2}'$ N., long. $108^{\circ} 18\frac{1}{2}'$ E.

Further notice will be given when the particulars are known.

This Notice affects the following Admiralty Charts:—China Sea, No. 2661a; Fan Rang Bay to Tong King Gulf, No. 1342 (1, 3); Ki Kik Bay, No. 1005 (1); Tong King Gulf, No. 2062 (2); Kua Lacht to Kao Tao Shan Islands, No. 1965 (2); approaches to Haifong, No. 775 (2). Also, List of Lights, Part VI, 1897, page 96, No. 396; and China Sea Directory, Vol. II, 1889, pages 457, 477, 460.

No. 339.—WEST INDIES—BAHAMAS.

Nassau Harbour—Intended Alteration in Hog Island Light.

INFORMATION has been received through the Colonial Office, that on 1st September, 1897, the undermentioned alteration will be made in the night signal indicating that the bar at the entrance to Nassau Harbour is dangerous, thus causing a change in the character of Hog Island Light:—

1. The red light, now shown from a flagstaff E. $\frac{3}{4}$ S., distant 69 yards from Hog Island Lighthouse, when the bar is dangerous, will be discontinued.

2. When the bar is dangerous the light at Hog Island Lighthouse will be altered in colour from white to red, the red light not being visible at so great a distance as the white light.

3. The day signal for the bar being dangerous will be as at present, viz.:—A red flag shown at the staff E. $\frac{3}{4}$ S. from Hog Island Lighthouse.

Approximate position, lat. $25^{\circ} 5' 35''$ N., long. $77^{\circ} 22' 20''$ W.

[Variation 1° Easterly in 1897.]

This Notice affects the following Admiralty Plan:—Nassau Harbour, No. 1452. Also, West India Pilot, Vol. II, 1887, page 524.

No. 340.—TUNG HAI OR EASTERN SEA.

Non-existence of 9-Fathoms Bank.

WITH reference to Notices to Mariners Nos. 312 and 618 of 1896, on the report by the Commander of the P. and O. steam-vessel "Shanghai," that he obtained two soundings of 9 fathoms, black mud bottom, nearly a mile apart, in approximately lat. $32^{\circ} 1' N.$, long. $125^{\circ} 9' E.$:—

Information has been received from the Commander-in-Chief on the China Station, dated 23rd April, 1897, that Her Majesty's ship "Plover" sounded over an area of 4 miles in every direction around the position given and found no indication of any extension or shoaling of the Great Yang Tse Bank, or shoal, in the vicinity. As the nature of the bottom was reported to be black mud, and the bank if existent cannot therefore be small, the reported soundings of 9 fathoms have been expunged from the charts.

This Notice affects the following Admiralty Charts:—Hongkong to Gulf of Liau tung, No. 1262; Amoy to Nagasaki, No. 2412; Nipon Island, &c., No. 2347. Also, China Sea Directory, Vol. III, 1894, page 518; and Hydrographic Notice No. 1 of 1897, relating to that work, page 11.

No. 341.—NEWFOUNDLAND—SOUTH COAST.

Port Basque—Sunken Rock Northward of Fairway.

INFORMATION has been received from the Commodore in Newfoundland, dated 23rd May, 1897, of the existence of a pinnacle rock, with a least depth of 14 feet on it, and 3 to $3\frac{1}{2}$ fathoms around, situated north-eastward of the bell buoy in Port Basque, in a position with Snooks Island summit bearing E. $\frac{5}{8}$ S., distant $3\frac{3}{10}$ cables; and western extreme of Gallyboy Island N. by W. $\frac{1}{4}$ W.

Approximate position, lat. $47^{\circ} 34' 20''$ N., long. $59^{\circ} 7' 25''$ W.

[Variation 28° Westerly in 1897.]

This Notice affects the following Admiralty Plan:—Duck Island to Ship Rock Shoal, with Plan of Port Basque, No. 2828. Also, Newfoundland and Labrador Pilot, 1887, page 146; and Revised Supplement, 1894, relating to that work, page 30.

No. 342.—IRELAND—SOUTH-EAST COAST.

Coringbeg Light-vessel Light Temporarily Discontinued.

INFORMATION has been received that the light-apparatus of Coringbeg Light-vessel has been disabled, and that the light (group-flashing white) cannot therefore be exhibited until repaired.

Approximate position, lat. $52^{\circ} 2' 25''$ N., long. $6^{\circ} 40' 0''$ W.

Further notice will be given when the light is again exhibited.

This Notice temporarily affects the following Admiralty Charts:—Ireland, East Coast, No. 1824a; Irish Channel, No. 1825b; South Coast of Ireland to Land's End, No. 1123; Kinsale to Wexford, No. 2049. Also, List of Lights, Part I, 1897, No. 757; and Irish Coast Pilot, 1893, page 109.

No. 343.—AFRICA—EAST COAST.

Delagoa Bay—Alteration in Position of Hope Shoal Buoy.

THE Portuguese Government has given notice, dated 21st April, 1897, that the buoy marking Hope Shoal has been moved to the westward and is now moored in a depth of $6\frac{1}{2}$ fathoms, with