

Also, List of Lights, Part IV, 1897, page 42; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, page 29.

No. 358.—AFRICA—SOUTH COAST.

*Cape St. Blaize—Exhibition of Provisional Light.*

WITH reference to Notice to Mariners No. 249 of 1897, that, about September, 1897, the light at Cape St. Blaize will be altered from fixed red to a group-flashing white light, showing two flashes, each of one-third of a second in duration, every fifteen seconds:—

The Government of the Cape of Good Hope has given further notice, dated 26th May, 1897, that the old fixed red light has been discontinued, and a temporary fixed white light is shown from a staging attached to the lighthouse while the alterations are being carried out.

Approximate position, lat. 34° 11' 5" S., long. 22° 9' 30" E.

Further notice will be given as necessary.

This Notice affects the following Admiralty Charts:—Hondeklip Bay to Port Natal, No. 2095; Cape Agulhas to Mossel Bay, No. 2083. Also, List of Lights, Part VI, 1897, No. 9; and Africa Pilot, Part III, 1889, page 82.

No. 359.—WEST INDIES—BAHAMAS.

*Cat Island—Bank Southward of Devil Point.*

INFORMATION has been received from Commander F. G. Stopford, Her Majesty's ship "Tartar," that he recently obtained soundings on a coral bank, southward of Cat Island:—

This bank, now named Tartar Bank, appeared to be circular in shape and about 1½ miles in diameter, with general depths of 15 to 17 fathoms on it; and a patch about one cable in diameter, with a depth of 9 fathoms on it, near the centre.

From the 9 fathoms patch Hawk's Nest Point bears N. 26° W., distant 7½ miles; and Columbus Point, N. 61° E.

Approximate position, lat. 24° 2' 0" N., long. 75° 29' 50" W.

[Variation 1° Easterly in 1897.]

This Notice affects the following Admiralty Charts:—West India Islands, &c., Sheet I, No. 761; Great Bahama Bank, Sheet III, No. 2075. Also, West India Pilot, Vol. II, 1887, page 514.

No. 360.—UNITED STATES.

*New York Lower Bay—Alterations in Buoyage.*

THE United States Government has given notice that, on or about 14th June, 1897, the undermentioned alterations would be made in the buoyage of New York Lower Bay:—

1. Chapel Hill range cut electric buoy:—The gas buoy, previously moored in a depth of 25 feet on the western side of the southern entrance to Chapel Hill range dredged channel, would be withdrawn, and replaced by a spar buoy, painted black, with the letter C in white on two sides, and showing a fixed white electric light.

From this buoy Sandy Hook principal lighthouse bears S. 58° E., distant 2¼ miles; and Dry Romer Lighthouse N. 46° E.

Approximate position, lat. 40° 28' 40" N., long. 74° 3' 5" W.

2. East Bank gas buoy No. 6:—The spar buoy, No. 6, previously moored at the north-west end of Middle Ground, would be withdrawn, and replaced by a gas buoy, painted red, with No. 6 in white on two sides, and showing a fixed red light.

From this buoy Centennial Tower, Coney Island, bears N.E. ½ E., distant 2¾ miles; and Elm Tree beacon N.W. by W. ¼ W.

Coney Island channel gas buoy:—A new gas buoy, painted red, and showing a fixed red light, would be moored in a depth of 9 feet, southward of Nortons Point, in a position with Centennial Tower bearing E. ¾ N., distant 1½ miles; and Nortons Point Lighthouse N. by W.

[Variation 8° Westerly in 1897.]

This Notice affects the following Admiralty Chart:—Approaches to New York, No. 2491. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 132.

No. 361.—UNITED STATES—NEW JERSEY.

*Five Fathom Bank Light-vessel Temporarily Replaced by Whistle Buoy.*

THE United States Government has given notice that, on or about 5th June, 1897, Five Fathom Bank Light-vessel (fixed white light, &c.) would be temporarily withdrawn for repairs, and replaced by a whistle buoy, painted red.

Approximate position, lat. 38° 47' N., long. 74° 34' W.

Further notice will be given when the light-vessel is again placed.

This Notice temporarily affects the following Admiralty Charts:—Great Egg Harbour to Albatross Sound, No. 266; Delaware River, Sheet I, No. 2563. Also, List of Lights, Part VIII, 1897, No. 722; and Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 143.

No. 362.—UNITED STATES—NEW JERSEY.

*Delaware River—Seventeen-Foot Knoll Gas Buoy Withdrawn.*

THE United States Government has given notice, dated 4th June, 1897, that the Gas Buoy (red, No. 34), previously moored near the southwestern end of Marcus Hook Bar, Delaware River, has been withdrawn.

Approximate position, lat. 39° 47' N., long. 75° 27' 40" W.

This Notice affects the following Admiralty Chart:—Delaware River, Sheet II, No. 2564. Also, Sailing Directions for the Principal Ports on the East Coast of the United States, 1882, page 158.

No. 363.—CHILE.

*Carrisal Bajo Bay—Buoy Marking Arequipa Rock.*

THE Chilean Government has given notice, dated 5th April, 1897, that an iron, conical buoy, surmounted by a cone, the whole painted red, with the word "Arequipa" in white letters on the buoy, has been moored on Arequipa Rock, Carrisal Bajo Bay.

Approximate position, lat. 28° 4' 5" S., long. 71° 11' 20" W.

This Notice affects the following Admiralty Plan:—Carrisal Bajo Bay, on Sheet No. 1301. Also, South America Pilot, Part II, 1895, page 423.

No. 364.—UNITED STATES—FLORIDA.

*Cumberland Sound—Alterations in Depths at Entrance.*

THE United States Government has given notice, dated 3rd June, 1897, that the bar at the entrance to Cumberland Sound has shifted about 4 cables to the southward, and the leading lights on Amelia Island should only be kept in line for approaching from seaward as far as Fernandina Whistle Buoy.

Vessels arriving at that buoy should anchor, and not attempt to enter Cumberland Sound without a pilot.