

situated with the north-eastern corner of Pater Battery Magazine bearing S. 24° W. distant 205 yards, and the northern extremity of Carr Rocks (dries 7½ feet) N. 82° W.

Approximate position, lat. 51° 42' N., long. 4° 57' W.

Caution.—Mariners are cautioned against mistaking these sheers for those on Hobbs Point, which, just open of Weare Point S. 72° E., form the leading mark up Milford Haven. When the sheers on Hobbs Point are in line with Weare Point, Carr Jetty sheers will be seen open to the southward.

[Variation 18° Westerly in 1903.]

This Notice affects the following Admiralty Charts:—Milford Haven, No. 2393; Pembroke Reach, No. 915. Also, Sailing Directions for the West Coast of England, 1902, pages 123, 119.

No. 207.—ENGLAND—SOUTH COAST.

Falmouth Approach—Areas Appropriated for Submarine Mining.

With reference to Notice to Mariners No. 243 of 1902:—

Information, dated 14th February, 1903, has been received from the War Office that in Falmouth Harbour areas, as undermentioned, have been appropriated as submarine mining grounds:—

1. Between Pendennis Point and Falmouth.—Within the space enclosed by imaginary lines drawn from Pendennis Point to the Governor Rock buoy, and from thence to the northern end of the eastern breakwater and the shore. When this area is in use the limits will be marked by three buoys painted in green and white vertical stripes. One being placed nearly midway between Governor Rock buoy and the eastern breakwater, the other two between Governor Rock buoy and Pendennis Point.

2. Near St. Mawes Castle.—Within the space enclosed by imaginary lines drawn from St. Mawes Castle to Lugo Rock buoy, from Lugo Rock buoy to Castle Point buoy (red conical with staff and ball, about 2 cables to the south-westward), from Castle Point buoy to East Narrows buoys (black conical), and from East Narrows buoy eastward to the coast. When this area is in use a buoy painted in green and white vertical stripes will be placed about midway between Castle Point buoy and East Narrows buoy.

Practice will be carried out in these areas between 6th April and 30th May, 1903, and probably at other times during the year.

Mariners are warned to avoid these areas when the green and white vertically striped buoys are in position.

Approximate position, lat. 50° 9' N., long. 5° 2' W.

This Notice affects the following Admiralty Chart:—Falmouth Harbour, No. 32. Also, Channel Pilot, Part I, 1900, page 91.

No. 208.—CANADA, BAY OF FUNDY—CHIGNECTO CHANNEL.

Anderson Hollow—Light Re-established.

With reference to Notice to Mariners No. 335 of 1902:—

The Government of the Dominion of Canada has given further notice, dated 4th February, 1903, that on the opening of navigation a white fixed light, elevated 91 feet above high water, and visible from a distance of 6 miles, will be established in a square wooden tower, 31 feet high, painted white, erected on the coast line to

the northward of, and directly opposite to, the extremity of the breakwater, in place of the former Anderson Hollow Lighthouse, which was destroyed.

A fog-horn worked by hand will be sounded in answer to vessels' signals.

Approximate position, lat. 45° 37½' N., long. 64° 49¼' W.

The temporary light and fog signal on the breakwater will be discontinued on the exhibition of the above light.

This Notice affects the following Admiralty Charts:—Nova Scotia, &c., No. 1651; Digby Gut to Head of Navigation, No. 353. Also, List of Lights, Part VIII, 1903, No. 599; Sailing Directions for the South-East Coast of Nova Scotia, &c., 1903, page 298.

No. 209.—ENGLAND—SOUTH COAST.

Salcombe River—Leading Beacon Destroyed.

Information, dated 3rd March, 1903, has been received from the Board of Trade, that the Road Beacon on the western slope of Salcombe Hill, which was the rear leading mark over the bar into Salcombe River, has been blown down.

Approximate position, lat. 50° 14' N., long. 3° 47' W.

This Notice temporarily affects the following Admiralty Chart:—Salcombe River, No. 28. Also, Channel Pilot, Part I, 1900, page 142.

No. 210.—ITALY—ADRIATIC.

Port Chioggia Approach—Buoy Marking Spoil Ground.

The Italian Government has given notice, dated 25th February, 1903, that a square-shaped buoy, painted black, has been moored in a depth of 7 fathoms in the approach to Port Chioggia, with Sottomarina Church bearing N. 69° W., distant 17 cables, and Pellestrina Church N. 10° W.

This buoy marks the spoil ground where the material from the dredging operations now in progress is deposited, and will be withdrawn without further notice when the dredging is completed.

Approximate position, lat. 45° 12½' N., long. 12° 20' E.

[Variation 10° Westerly in 1903.]

This Notice affects the following Admiralty Chart:—Gulf of Venice and Trieste, No. 201. Also, Mediterranean Pilot, Vol. III, 1899, page 106.

No. 211.—NORTH PACIFIC—HAWAIIAN (SANDWICH) ISLANDS.

Waialua, and Waianae—Lights Discontinued.

The United States Government has given notice, dated 24th January, 1903, that the two white fixed leading lights, exhibited at Waialua Bay, Oahu, have been discontinued.

Approximate position, lat. 21° 36' N., long. 158° 6' W.

Also, that the light exhibited at the end of the point at Waianae, when steamers are expected, has been discontinued.

Approximate position, lat. 21° 26' N., long. 158° 11¼' W.

This Notice affects the following Admiralty Chart:—Plans of Waianae, and Waialua, on Chart No. 1490. Also, List of Lights, Part VII, 1903, No. 463; and Pacific Islands, Vol. III, 1900, pages 222, 223.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
7th to 10th March, 1903.