

Considering that this rock has been searched for unsuccessfully by two British and two Chilean surveying-vessels, and now again by a Chilean dredging-vessel, and that there is really no satisfactory evidence that it exists, it has been expunged from the Admiralty Charts.

Approximate position, lat. $50^{\circ} 49' S.$, long. $74^{\circ} 21' W.$

This Notice affects the following Admiralty Charts:—Magellan Strait to Gulf of Penas, No. 561; Channels between Magellan Strait and Gulf of Penas, No. 23; Guila Narrows to Conception Channel, No. 877. Also, South America Pilot, Part II, 1895, page 218; and Supplement, Part II, 1898, page 7.

No. 214.—MEDITERRANEAN—MALTA, VALETTA APPROACH.

Secca il Baida (Balls Bank)—Shoal Head reported.

Information, dated 24th November, 1902, has been received from Captain A. M. Farquhar, R.N., lately in command of His Majesty's ship "Diana," of the existence of a small patch of 6 fathoms on Secca il Baida (Balls Bank) in a position from which Ponta tal Ahrash bears N. $83^{\circ} W.$, distant $24\frac{1}{2}$ cables, and Torri Kaura South.

The position given is somewhat doubtful, as, although the leadsman was observed to obtain $6\frac{1}{2}$ fathoms with the vessel stopped, she had drifted off the patch before the bearings were obtained.

Approximate position, lat. $35^{\circ} 59\frac{1}{2}' N.$, long. $14^{\circ} 25' E.$

[Variation 9° Westerly in 1903.]

This Notice affects the following Admiralty Charts:—Malta and Gozo, No. 194; Malta Island, No. 2063. Also, Mediterranean Pilot, Vol. I, 1894, page 342.

No. 215.—CANADA, NOVA SCOTIA—HALIFAX HARBOUR.

Middle Ground, Neverfail, and Thrumcap Shoals—Light-Buoys Established.

The Government of the Dominion of Canada has given notice, dated 30th January, 1903, that light-buoys have been established on the under-mentioned shoals in Halifax Harbour in place of the buoys now marking their positions:—

1. MIDDLE GROUND.—The can buoy, painted in black and red horizontal bands, marking the Middle Ground about 7 cables north-westward of Mauger Beach Light, has been replaced by a cylindrical light-buoy, painted in a similar manner, exhibiting a white fixed light.

2. NEVERFAIL SHOAL.—The spar buoy, painted in red and black horizontal bands, 17 cables south-eastward from Herring Cove Light, has been replaced by a cylindrical light-buoy, painted in a similar manner, exhibiting a white fixed light.

3. THRUMCAP SHOAL.—A cylindrical light-buoy, painted red, and exhibiting a white fixed light, has been moored in a depth of 10 fathoms about 30 yards to the southward of the bell buoy marking Thrumcap Shoal.

Approximate position, on Chart No. 2320, lat. $44^{\circ} 33\frac{1}{2}' N.$, long. $63^{\circ} 30\frac{1}{2}' W.$

It is intended to replace the buoys mentioned in 2 and 3 by combined light and bell buoys.

This Notice affects the following Admiralty Charts:—Mars Head to Shut In Island, No. 2410; Approach to Halifax, No. 2320; Halifax Harbour, No. 311. Also, Sailing Directions for the South-east Coast of Nova Scotia, &c., 1903, pages, 126, 125, 122.

No. 216.—AFRICA—EAST COAST.

Innambán Bar—Additional Leading Beacons Erected.

The Portuguese Government has given notice, dated 24th July, 1902, that two beacons, the upper circular with black centre, the lower triangular in form, have been erected on Kosh Hill, Innambán River; the lower beacon is situated about half a cable N. $48^{\circ} E.$ from Kosh Δ , and the upper beacon 2 cables N. $58^{\circ} W.$ from the lower beacon.

Approximate position, lat. $23^{\circ} 37' S.$, long. $35^{\circ} 23\frac{1}{2}' E.$

These two beacons in line N. $58^{\circ} W.$ at present lead over the bar, but the bar is liable to constant change.

[Variation 18° Westerly in 1903.]

This Notice affects the following Admiralty chart:—Plan of Innambán on Chart, No. 650; Also, Africa Pilot, Part III., 1897, page 211; and Supplement, 1900, page 19.

No. 217.—BAY OF BENGAL—WESTERN SHORE, ORISSA COAST.

Santapilli Light—Alteration in Character intended.

The Government of India has given notice that, on 1st July, 1903, it is intended to alter the character of Santapilli Light from white fixed to a white group flashing light showing groups of two flashes every ten seconds; it will be elevated 140 feet above high water, and visible in clear weather from a distance of 18 miles. The light, which will be dioptric, with a light power of 4,500 candles, will be shown from a concrete tower 73 feet high erected on the beach.

Approximate position, lat. $18^{\circ} 4' N.$, long. $83^{\circ} 38\frac{1}{2}' E.$

Further notice will be given when the light has been established.

This Notice affects the following Admiralty Chart:—Bimlipatam to Gopalpur, No. 1424. Also, List of Lights, Part VI, 1903, No. 337; and Bay of Bengal Pilot, 1901, page 183.

No. 218.—AFRICA—WEST COAST.

Cape Bojador—Non-existence of Shoal Northward of.

With reference to Notice to Mariners No. 519 of 1899:—

Stating that the master of the steamship "Umona" reported having struck on a rock in a position from which Cape Bojador bore S. $\frac{1}{2}^{\circ} E.$, distant $2\frac{1}{2}$ miles:—

Further information, dated 2nd January, 1903, has been received from Commander F. C. Learmonth, His Majesty's surveying vessel "Goldfinch," that a careful search was made for this rock without any sign of danger being discovered, and as the owners of the "Umona" state that when the vessel was docked there was no indication of her having grounded on the bottom, it is presumed that the shock experienced was due to striking wreckage: the rock has consequently been expunged from the Charts.

Approximate position, lat. $26^{\circ} 10' N.$, long. $14^{\circ} 32' W.$

This Notice affects the following Admiralty Charts:—Strait of Gibraltar to River Gambia, No. 1226; Cape Ghir to Garnet Head, No. 1229. Also, Africa Pilot, Part I, 1890, page 138.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
11th to 13th March, 1903.