

mines are laid in the submarine mining areas, described in the above-mentioned Notice, the Submarine Mining Service Flag (a blue ensign with the letters S. M. on it) will be hoisted on the flagstaffs at Pendennis and St. Mawes Castles, Falmouth Harbour, in order to warn vessels to look out for the buoys (green and white) marking the mine fields, and to keep to the main channel.

Also, that when Artillery practice is being carried out in the approach to the harbour red flags are displayed.

If these exercises are taking place simultaneously, both flags will be shown at the above-mentioned castles.

Approximate position, lat.  $50^{\circ} 9' N.$ , long.  $5^{\circ} 2' W.$

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

#### No. 261.—CHINA, EAST COAST—SIANTUNG, KYAU CHAU.

*Tsintau—Standard Time Adopted, Time Signal Altered.*

The German Government has given notice, that on and after 15th January, 1903, the standard time of the 120th Meridian of East longitude would be adopted throughout the German Protectorate of Kyau Chau, consequently the time ball at Tsintau Observatory will in future be dropped 1m 13.2s. later than before, viz.:—At 0h. 0m. 0s. standard time or 0h. 1m. 13.2s. p.m. local mean time, corresponding to 16h. 0m. 0s. Greenwich mean time.

A gun is fired simultaneously with the dropping of the ball.

Approximate position, lat.  $36^{\circ} 4' N.$ , long.  $120^{\circ} 18\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Kyauchau Bay, No. 857. Also, List of Time Signals, 1901, page 40, No. 87; China Sea Directory, Vol. III, 1894, page 526; and Supplement, 1898, page 28.

#### No. 262.—SWEDEN, EAST COAST—STOCKHOLM APPROACH.

*Söder Grund—Buoy Replaced by Bell Buoy.*

The Swedish Government has given notice, dated 11th March, 1903, that the red buoy marking Söder Grund, Sandö Channel, will be replaced as soon as possible by a bell buoy.

Approximate position, lat.  $59^{\circ} 15' N.$ , long.  $19^{\circ} 3\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Landsort to the Gulf of Bothnia, No. 2362. Also, Baltic Pilot, Part II, 1896, page 146.

#### No. 263.—UNITED STATES—ATLANTIC COAST, MAINE.

*Cape Elizabeth Light-Vessel Established, Fog Signal.*

The United States Government has given notice that, on 7th March, 1903, a steam light-vessel would be established to the south-eastward of Cape Elizabeth, Portland approach.

Cape Elizabeth light-vessel exhibits two dioptric lights, viz.:—a white fixed light, elevated 45 feet above the sea, and visible in clear weather from a distance of 12 miles, on the

mainmast, and a red fixed light, elevated 33 feet above the sea, and visible in clear weather from a distance of 11 miles, from the foremast, the vessel, which is painted red with "Cape Elizabeth" on the sides, and the number "74" on each bow and quarter, has two white masts, with a red ball at each masthead, and a black funnel between the masts, is moored in a depth of 25 fathoms, with Cape Elizabeth eastern lighthouse bearing N.  $46^{\circ} W.$ , distant  $5\frac{1}{2}$  miles, and Halfway Rock Lighthouse N.  $28^{\circ} E.$

Approximate position, lat.  $43^{\circ} 31' N.$ , long.  $70^{\circ} 5' W.$

During thick or foggy weather a steam chime whistle will give one blast every thirty seconds, thus:—blast, three seconds; silent interval, twenty-seven seconds.

[Variation  $15^{\circ}$  Westerly in 1903.]

This Notice affects the following Admiralty Charts:—Bay of Fundy to Block Island, No. 2492; Halifax to Delaware, No. 2670; Pemaquid Point to Fletcher's Neck, No. 2490. Also, List of Lights, Part VIII, 1903, page 106; and Sailing Directions for the East Coast of the United States, 1899, page 213.

#### No. 264.—CHINA SEA—SINGAPORE, KEPPEL HARBOUR APPROACH.

*Cyrene Shoal—Light Buoy Established.*

The Government of the Straits Settlement has given notice, dated 23rd December, 1902, that a light buoy painted red, and exhibiting a white occulting light, has been moored off the south-eastern point of Cyrene Shoal, in the approach to New or Keppel Harbour, with the easternmost white beacon on Cyrene Shoal bearing N.  $20^{\circ} W.$ , distant one cable, and the westernmost white beacon on the same shoal S.  $88^{\circ} W.$

Approximate position, lat.  $1^{\circ} 15' N.$ , long.  $103^{\circ} 45\frac{3}{4}' E.$

[Variation  $2^{\circ}$  Easterly in 1903.]

This Notice affects the following Admiralty Charts:—Singapore Strait, No. 2403; Singapore, Main Strait, No. 2404. Also, China Sea Directory, Vol. I, 1896, page 199; and Supplement, 1899, page 15.

#### No. 265.—RUSSIAN LAPLAND—PENINSULA OF RIBACHI.

*Non-existence of Shoal reported North-East of Borgoutnoi Point.*

With reference to Notice to Mariners No. 358 of 1888, giving information respecting a shoal, with an estimated depth of  $1\frac{1}{2}$  fathoms over it, reported by the British steamship "Paola" as lying about  $1\frac{1}{2}$  miles north-eastward of Borgoutnoi (Bargout) Point:—

Further information, dated 5th March, 1903, has been received from the Russian Government that a careful search was made for this shoal in 1900, without success, depths of from 18 to 72 fathoms having been obtained over the reported position; it has therefore been expunged from the Charts.

Approximate position, lat.  $69^{\circ} 40' N.$ , long.  $33^{\circ} 10' E.$

This Notice affects the following Admiralty Chart:—Varanger Fiord to Oleni Nyemetzki Island, No. 2333. Also, Arctic Pilot, Vol. I, 1898, page 50.