

from Texada Point. Vessels should pass to the westward of this buoy, and so keep clear of the East Gate Post Shoal, which is extending.

Approximate position, lat. $39^{\circ} 0\frac{3}{4}'$ S., long. $61^{\circ} 51\frac{1}{4}'$ W.

[Variation 11° Easterly in 1903.]

This Notice affects the following Admiralty Chart:—Port Belgrano, No. 1331. Also, South America Pilot, Part I, 1902, pages 340, 341.

No. 571.—SOUTH ATLANTIC—FALKLAND ISLANDS.

Port Egmont—Rock and Kelp Patches in Approach.

Notice is hereby given that from information received from His Majesty's ship "Cambrian," the undermentioned dangers exist in the approach to Port Egmont:—

a. A rock visible between the rollers on which the sea broke furiously at least one mile N. 81° E. from the easternmost of the Port Egmont Cays.

Approximate position, lat. $51^{\circ} 12\frac{1}{4}'$ S., long. $59^{\circ} 59\frac{3}{4}'$ W.

b. Two kelp patches were passed through to the northward of Mount Harston, Saunders Island, in the following approximate positions as obtained by cross bearings, one in lat. $51^{\circ} 14' S.$, long. $60^{\circ} 17' 35'' W.$, and the other in lat. $51^{\circ} 13' 45'' S.$, long. $60^{\circ} 13' 55'' W.$

[Variation 13° Easterly in 1903.]

This Notice affects the following Admiralty Chart:—Falkland Islands, No. 1354a. Also, South America Pilot, Part I, 1902, pages 436, 437.

No. 572.—IRELAND, SOUTH-WEST COAST—CROOKHAVEN APPROACH.

Carthys Ledge—Decreased Depth on.

Information, dated 2nd July, 1903, has been received from Staff Captain W. F. Maxwell, R.N., in charge of the Admiralty Survey on the coasts of Ireland, that the depth on Carthys Ledge is $4\frac{1}{2}$ fathoms, rock, at low-water springs, and not 6 fathoms, as shown on the Chart; it is situated with Duharrig Rock (in line with the summit of Dicks Island) bearing N. 31° E., distant $7\frac{1}{4}$ cables, and Crookhaven Lighthouse N. 64° W.

Approximate position, lat. $51^{\circ} 28\frac{1}{2}'$ N., long. $9^{\circ} 39' W.$

Also, that the telegraphic and storm signal station on Brow Head is at Brow Tower, and not as shown on the Chart.

[Variation 21° Westerly in 1903.]

This Notice affects the following Admiralty Charts:—Valentia to Kinsale, No. 2424; Crookhaven, No. 2184. Also, Irish Coast Pilot, 1902, page 38.

No. 573.—UNITED STATES, FLORIDA—GULF OF MEXICO.

Tampa Bay Approach—Buoy Established.

The United States Government has given notice that, on 11th May, 1903, a red conical buoy marked "S. W." was established north-westward of the south-west channel, Tampa Bay Approach; it is situated with Egmont Cay Lighthouse bearing N. 71° E., distant $4\frac{1}{10}$ miles, and southern extremity of Passage Cay S. 72° E.

Approximate position, lat. $27^{\circ} 34\frac{3}{4}'$ N., long. $82^{\circ} 50\frac{1}{4}'$ W.

[Variation 2° Easterly in 1903.]

This Notice affects the following Admiralty Chart:—Tampa Bay, No. 2897. Also, West India Pilot, Vol. I, 1903, page 577.

No. 574.—ICELAND, SOUTH COAST.

Tviskier—Dangers Reported South-East of.

Notice is hereby given that dangers have been reported to exist to the south-eastward of Tviskier, Iceland, and that pending the survey which it is understood the Danish Government proposes to execute next year, Mariners are warned that this rock should be given a wide berth.

Approximate position, lat. $63^{\circ} 57' N.$, long. $16^{\circ} 10' W.$

This Notice affects the following Admiralty Charts:—Iceland, Eastern Portion, No. 566; Storknæs to Portland, No. 2980. Also, Arctic Pilot, Vol. II, 1901, page 156.

No. 575.—BLACK SEA—RUSSIAN COAST.

Poti Harbour—Colour of Rear Leading Light Altered.

The Russian Government has given notice that, on 3rd July, 1903, the colour of the rear leading light into Poti Harbour would be altered from white to red. In other respects the light remains as before.

Approximate position, lat. $42^{\circ} 9\frac{1}{2}'$ N., long. $41^{\circ} 37\frac{3}{4}'$ E.

This Notice affects the following Admiralty Chart:—Poti Harbour on Chart No. 2210. Also, List of Lights, Part V, 1903, No. 1256; and Sailing Directions for the Dardanelles, &c., 1900, page 302.

No. 576.—MEDITERRANEAN—TUNIS.

Bizerta (Benzert)—Light Marking the Extension of North Jetty.

With reference to Notices to Mariners Nos. 451 and 625 of 1900:—

The French Government has given further notice, dated 25th June, 1903, that the North Jetty having been extended one cable in an easterly direction the green fixed light, elevated 13 feet above the sea, and visible $1\frac{1}{2}$ miles, which was shown from a lighter moored off it, has been transferred to and re-exhibited without change in character from the head of the extension works of that jetty.

Approximate position, lat. $37^{\circ} 16\frac{1}{2}'$ N., long. $9^{\circ} 54' E.$

This Notice affects the following Admiralty Chart:—Approaches to Bizerta, No. 1569. Also, List of Lights, Part V, 1903, No. 1417; Mediterranean Pilot, Vol. I, 1894, pages 292, 294; and Supplement, 1898, page 10.

No. 577.—BALTIC—GERMAN COAST.

Travemünde Light—Character Altered.

The German Government has given notice, that on the 2nd July, 1903, the two white fixed lights exhibited from Travemünde Lighthouse would be replaced by a white electric light showing the following sectors:—occuting between the bearing of S. 15° W. and S. 45° W., fixed between the bearings of S. 45° W., and S. 69° W., group flashing between the bearing of S. 69° W., through west, and N. 82° W.

The period in the occulting sector is every two seconds, thus:—light, one second; eclipse, one second. The light in the group flashing sector shows groups of two flashes every six seconds, thus:—light, one second; eclipse, one second; light, one second; eclipse, three seconds. In other respects the light remains unchanged.

Approximate position, lat. $53^{\circ} 58' N.$, long. $10^{\circ} 53' E.$

[Variation 10° Westerly in 1903.]

This Notice affects the following Admiralty Chart:—Lübeck Bay to Femern Belt, No. 2364. Also, List of Lights, Part III, 1903, No. 250; and Baltic Pilot, Part I, 1895, page 451.