

No. 616.—CHINA SEA—TONG KING GULF.

Kao Tao Islands—Dangers Between.

The French Government has given notice, dated 20th June, 1903, of the existence of the undermentioned dangers between the Kao Tao Islands:—

a. A shoal, with a depth of 2 fathoms over it, situated with the northern extremity of Tsham Shao bearing N. 73° E., distant $1\frac{1}{2}$ miles, and the western extremity of Tankan Shao N. 33° W.

b. A shoal, with a depth of 2 fathoms over it, situated with the cone (541 feet) on Sha Pak Wan Island bearing S. 87° W., distant $2\frac{4}{10}$ miles, and the eastern extremity of Afo Shao N. 21° W.

c. A shoal, with a depth of 2 fathoms over it, situated with the cone (541 feet) on Sha Pak Wan Island bearing N. 79° W., distant $2\frac{5}{10}$ miles, and the eastern extremity of Afo Shao N. 13° W.

d. A rock awash, situated with the cone (541 feet) on Sha Pak Wan Island bearing S. 15° E., distant $2\frac{1}{2}$ miles, and the northern extremity of Uli Pai N. 85° W., distant $1\frac{6}{10}$ miles.

Approximate position, lat. 21° 3' N., long. 107° 43' E.

[Variation 2° Easterly in 1903.]

This Notice affects the following Admiralty Charts:—Kua Lacht to Kao Tao Islands, No. 1965; Shieng Mun to Tra Ko Island, No. 776. Also, China Sea Directory, Vol. II, 1899, page 459.

No. 617.—ENGLAND—WEST COAST.

Morecambe Bay Light-Vessel—Sunk, replaced by Reserve Light-Vessel.

The Trinity House, London, has given notice, dated 20th July, 1903, that the Morecambe Bay Light-vessel, which has been sunk, has been replaced by another light-vessel temporarily moored at a distance of $2\frac{1}{2}$ cables S. 22° E. from the position of the former vessel.

Approximate position, lat. 53° 54' N., long. 3° 31' W.

The sunken light-vessel, the masthead of which is visible at low water, is marked by a wreck buoy.

[Variation 18° Westerly in 1903.]

This Notice temporarily affects the following Admiralty Chart:—Formby Point to Kirkcudbright, No. 1826. Also, List of Lights, Part I, 1903, No. 804; and Sailing Directions for the West Coast of England, 1902, page 389.

No. 618.—BAL TIC—GULF OF BOTHNIA.

Plevna Light-Vessel, Ulko Kalla, and Kobbak—Fog Signals.

The Russian Government has given notice, that on 15th July, 1903, hand foghorns, which, during thick or foggy weather, will give one blast of six seconds' duration at intervals of two minutes, would be established at the undermentioned places:—

Plevna Light-vessel, approximate position, lat. 65° 26' N., long. 24° 22' E.

Ulko Kalla Lighthouse, approximate position, lat. 64° 20' N., long. 23° 27' E.

Kobbak Beacon, approximate position, lat. 60° 1 $\frac{1}{2}$ ' S., long. 19° 52' E.

This Notice affects the following Admiralty Charts:—Tome Point to Tauvo, No. 2302; Fiäderäg to Tome Point, No. 2301; Hangö Head to South Quarcken, No. 2297. Also, List of Lights, Part III, 1903, Nos. 855, 849, page 162; Baltic Pilot, Part II, 1896, pages 440, 435, 168; and Supplement, 1900, pages 55, 54.

No. 619.—ENGLAND, SOUTH-EAST COAST—THE DOWNS.

Gull Buoy—Replaced by Light-Buoy.

With reference to Notice to Mariners No. 531 of 1903:—

The Trinity House, London, has given notice, dated 22nd July, 1903, that the chequered black and white can buoy marking the Gull Shoal has been replaced by a light-buoy, of the same shape and colour, exhibiting a white group flashing light showing groups of two flashes every ten seconds.

Approximate position, lat. 51° 19 $\frac{1}{2}$ ' N., long. 1° 30 $\frac{3}{4}$ ' E.

This Notice affects the following Admiralty Charts:—Dungeness to the Thames, No. 1895; the Downs, No. 1828. Also, Channel Pilot, Part I, 1900, page 343.

No. 620.—CANADA—RIVER ST. LAWRENCE ABOVE QUEBEC.

Lake St. Peter, and Montreal Light-Buoys—Character of Lights.

With reference to Notice to Mariners No. 554 of 1903:—

The Government of the Dominion of Canada has given further notice, dated 30th June, 1903, that the undermentioned light-buoys have been established, but that the character of the lights exhibited from them is white occulting every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds, and not white fixed, as previously stated.

1. St. Peter Lake:

The light-buoy (57 L) situated $4\frac{2}{10}$ miles S. 7° W. from Yamachiche Church.

Approximate position, lat. 46° 12 $\frac{1}{2}$ ' N., long. 72° 49' W.

2. Montreal Approach:—

a. The light-buoy (174 M) situated $3\frac{4}{10}$ cables S. 5° E. from Long Point Church.

b. The light-buoy (181 M) situated 3,900 feet N. 83° E. from the north-east corner of the Sugar Refinery.

Approximate position, lat. 45° 33 $\frac{1}{4}$ ' N., long. 73° 31' W.

[Variation 14° Westerly in 1903.]

This Notice affects the following Admiralty Charts:—West Part of St. Peter Lake, No. 2783; Long Point to Lachine Rapids, No. 2788; Montreal Harbour, No. 1127. Also, St. Lawrence Pilot, Vol. I, 1894, page 341.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
25th to 28th July, 1903.