

No. 25.—MEDITERRANEAN—EGYPT.

Port Said—Intended Discontinuance of Lights on Buoys.

The Egyptian Government has given notice that, on 1st April, 1904, the red fixed lights on the light-buoys, situated at distances of 15 cables N. 39° E., 11 cables N. 45° E., and 7 cables N. 47° E. respectively, and the green fixed light on light-buoy 7 cables N. 52° E. from the High Lighthouse at Port Said, will be discontinued.

Approximate position, High Lighthouse, lat. 31° 15' N., long. 32° 18' E.

[Variation 3° Westerly in 1904.]

Further notice will be given when this change has been made.

This Notice affects the following Admiralty Chart:—Port Said, No. 234. Also, Mediterranean Pilot, Vol. II, 1895, page 371; Supplement, 1898, page 16; and Red Sea, &c., Pilot, 1900, page 48.

No. 26.—SOUTH INDIAN OCEAN.

Farquhar Islands—Wrecks.

Information, dated 20th November, 1903, has been received from Captain E. P. Ashe, His Majesty's ship "Pearl," that the undermentioned steamships lie stranded on the reef extending westward from Farquhar Islands, in the positions given below:—

1. The wreck of the "Aymestry" is situated with the westernmost of the Trois Iles bearing N. 81° E., distant $1\frac{3}{10}$ miles, and the south-western extremity of Goelette Island S. 46° E.

2. The wreck of the "Hardwick Hall" is situated with the westernmost of the Trois Iles bearing N. 17° E., distant 6 miles, and the southern extremity of Goelette Island N. 80° E.

Approximate position of the westernmost of the Trois Iles, lat. 10° 8' S., long. 51° 4' E.

Both these wrecks have two masts and one funnel standing, and they would probably be the first objects sighted on making the Farquhar Islands from the westward.

[Variation 6° Westerly in 1904.]

This Notice affects the following Admiralty Chart:—Farquhar Group on Chart No. 718. Also, Islands, Southern Indian Ocean, 1891, page 360; and Supplement, 1898, page 64.

No. 27.—NEW GUINEA—NORTH COAST.

Supiore Islands and Jappen—Dangers Southward of.

The Netherlands Government has given notice, dated 19th and 22nd December, 1903, of the existence of the undermentioned dangers off the south coasts of Supiore and Jappen Islands:—

1. Supiore Island. A large reef, which partially dries, extends from Ineki Island, Korrido anchorage approach, to the eastward, the eastern edge of which is situated in approximately lat. 0° 55' 55" S., long. 135° 35' 5" E.

Nusambabi Group, about 9 miles to the westward of the entrance to Korrido anchorage, consists of five islands, and not four as shown on the Chart.

2. Jappen Island. A reef, with a depth of $3\frac{1}{2}$ fathoms over it, exists in a position from which the southern point of Manupasimin Island bears N. 48° E., distant 2 miles, and the easternmost of the Kuren Islands S. 42° E.

Approximate position, lat. 1° 50' S., long. 135° 44' E.

[Variation 3° Westerly in 1904.]

This Notice affects the following Admiralty Chart:—Eastern Archipelago, No. 942b. Also, Pacific Islands, Vol. I, 1900, pages 256, 254.

No. 28.—CHINA—YANG TSE KIANG.

Harvey Point, Confucius, and Centaur Channels again available—Buoyage Established.

The Chinese Government has given notice, dated 18th November, 1903, that Confucius and Centaur Channels being again available as navigable passages, the undermentioned buoys have been established:—

1. Mason Bank Buoy (red conical) has been moved about 4 cables S. 56° W. from its former position, and is now moored $5\frac{1}{10}$ miles N. 73° W. from Cone Tree Beacon.

2. The colour of Actæon Shoal Upper Buoy, $9\frac{3}{4}$ miles N. 71° W. from Cone Tree Beacon, has been altered from black to red; it now marks the northern side of the channel.

3. The colour of S.E. Spit Light Buoy, $6\frac{1}{4}$ miles S. 8° E. from Cone Tree Beacon has been altered from black to black and red vertical stripes, and now marks the south-eastern entrance point to Harvey Point and Confucius channels.

4. A red conical buoy with a ball as a topmark, named Dove's Nest Buoy, has been moored in a depth of 35 feet at a distance of 5 miles S. 23° W. from Cone Tree Beacon.

5. A red conical buoy, surmounted by a cylinder and named Actæon Buoy, has been moored in a depth of 33 feet on the south-western edge of the Actæon Shoal 5 miles S. 60° W. from Cone Tree Beacon.

6. A black conical buoy, surmounted by a triangle and named Centaur Lower Buoy, has been moored in a depth of 37 feet on the south-eastern edge of the Centaur Shoal $5\frac{3}{4}$ miles S. 82° W. from Cone Tree Beacon.

7. A black conical buoy, surmounted by a ball and named Centaur Upper Buoy, has been moored in a depth of 35 feet on the upper end of the Centaur crossing 7 miles N. 88° W. from Cone Tree Beacon.

Approximate position, Cone Tree Beacon, lat. 31° 42' N., long. 121° 16' E.

Also, that Vine Point Lower Buoy (red conical), about $25\frac{1}{2}$ miles N. 72° W. from Cone Tree Beacon, has been moved 2 cables S. 5° W. from its former position, and is now situated at a distance of $2\frac{6}{10}$ miles N. 70° E. from Fushan Pagoda.

[Variation 2° Westerly in 1904.]

This Notice affects the following Admiralty Chart:—Shanghai to Nanking, No. 2809. Also, China Sea Directory, Vol. III, 1894, pages 447, 448.

No. 29.—NORTH ATLANTIC.

English Channel—Derelict in Approach.

Information, dated 2nd January, 1904, has been received from the Trinity House, London, that the Master of the steamship "La Plata" reports having passed a derelict vessel, the Emillija of Riga, in approximately lat. 47° 4' N., long. 13° 31' W. The hull is stated to be white.

The probable drift will be to the south-eastward.

This Notice affects the following Admiralty Chart:—British Islands to the Mediterranean Sea, No 1