## NOTICES TO MARINERS.

(Nos. 155 to 170 of the year 1905.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

### No. 155.—UNITED STATES—ATLANTIC COAST, MAINE.

*West Penobscot Bay—Shoal Reported.*

The United States Government has given notice, dated 4th February, 1905, that a shoal with a depth of 12 feet over it is reported to exist in West Penobscot Bay, in a position from which Cutter Nubble bears S. 64° W., distant one mile, and Owls Head Lighthouse N. 19° W., but this position must be considered approximate.

There is deep water around this shoal.

Approximate position, lat. 44° 4½′ N., long. 69° 1½′ W.

[Variation 16° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Little Spoon Island to Pemaquid Bay, No. 612. Also, Sailing Direction for the East Coast of the United States, 1899, page 141.

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### No. 156.—KOREA, WEST COAST—NAJU GROUP.

*Moji Do—Shoal North-Eastward of.*

The Japanese Government has given notice that the Master of the steamship "Chiyo Maru" reports the existence of a shoal, with a depth of 1½ fathoms over it, situated at a distance of about 8 cables S. 76° E. from the northern extremity of Moji Do, Naju Group, Korea.

Approximate position, lat. 34° 38½′ N., long. 125° 58¾′ E.

This shoal appears to be the outer extremity of a ledge which extends for about three-quarters of a mile in an E.N.E. direction from the north-east point of the island.

[Variation 4° Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Korean Archipelago, No. 104; Western Coast of Korea, No. 913. Also, Sailing Directions for, &c., Korea, &c., 1904, page 74.

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### No. 157.—ITALY—WEST COAST.

*Leghorn (Livorno) Port—Wreck in Northern Approach.*

The Italian Government has given notice, dated 10th February, 1905, that the wreck of a fishing boat lies sunk in the north approach to the Port of Livorno at a distance of about one mile N. 32° W. from the Meloria Bank light-vessel.

A pole, which stands 13 feet out of the water, has been attached to the wreck to mark the position.

Approximate position, lat. 43° 37′ N., long. 10° 11½′ E.

[Variation 10° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Leghorn Roadstead, No. 2554. Also, Mediterranean Pilot, Vol. II, 1895, page 153.

### No. 158.—STRAIT OF MALACCA—STRAITS SETTLEMENT.

*Kwala Muar—Light-Buoy Established at Entrance.*

The Harbour Master at Singapore has given notice that, on 1st January, 1905, a light-buoy was established at the entrance of Kwala Muar, in approximately lat. 2° 2′ 0″ N., long. 102° 31′ 40″ E. The character of the light exhibited is not stated, but it is presumed that it is white fixed.

This Notice affects the following Admiralty Chart:—Cape Rachado to Singapore, No. 795. Also, China Sea Directory, Vol. I, 1896, page 190; and Supplement, 1899, page 14.

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### No. 159.—ENGLAND, SOUTH COAST—WHITSAND BAY.

*Knight Errant Patch Buoy—Position Altered.*

The Trinity House, London, has given notice, dated 16th February, 1905, that the Knight Errant Bell Buoy (black and white chequered) has been moved about 4$\frac{3}{10}$ cables S. 19° W. from its former position, and is now moored in a depth of 11 fathoms at low-water springs, in a position from which Downderry Coast Guard Station bears N. 26° E., distant 2$\frac{4}{10}$ miles, and Rame Chapel S. 67° E.

Approximate position, lat. 50° 19¼′ N., long. 4° 22⅛′ W.

[Variation 17° Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Lizard Head to Start Point, No. 442; approaches to Plymouth, No. 1267; Whitsand Bay, No. 1564. Also, Channel Pilot, Part I, 1900, page 104.

ERRATUM.—In the title on Chart No. 1564, for "lat. 50° 16′ 47″ N." read "50° 18′ 47″ N."

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### No. 160.—IRELAND, EAST COAST—WEXFORD APPROACH.

*Rusk Bank—Extending Southward, Buoy Moved.*

The Commissioners of Irish Lights have given notice, dated 17th February, 1905, that Rusk Bank is extending to the southward; Conical Buoy No. 3 has been moved in consequence 3¼ cables S. 42° W. from its former position, and is now moored in a depth of 3½ fathoms at low-water springs, in a position from which Norris Castle Coast Guard bears N. 11° W., distant 2$\frac{1}{10}$ miles, and Tinnaberna ▲ N. 78° W.

Approximate position, lat. 52° 29′ N., long. 6° 12¾′ W.

[Variation 19° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Wexford to Wicklow, No. 1787. Also, Irish Coast Pilot, 1902, page 138.

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### No. 161.—INDIA, WEST COAST—BOMBAY HARBOUR APPROACH.

*Outer Light-Vessel—Temporary Alteration in.*

With reference to Notice to Mariners No. 781 of 1904:—

The Government of India has given further notice, dated 3rd February, 1905, that the Outer