

Portland Bill at slack water. The wind can aggravate it, of course, but the race is a boiling cauldron of broken water and tidal rips in calm weather, and at its worst when the tidal stream runs strongly. It is conceivable then, that there is a case for a local disturbance due to the rift in the sea bed. It may be very local, or possibly on a line of unknown length. It may always be there, or it may only be there when the current is running strongly and there is a heavy adverse swell (S.W.). As to the current, I might here remark that divers operating in the anchorage at East London have found that often when there is no surface current there is a strong current over the bottom and vice versa so that observations at ship are by no means an infallible guide: indeed they may be entirely misleading.

Another question which poses itself is this. Why, after

hundreds of voyages between Durban and East London, have I never experienced this before? I think the answer to that is that, in any event, it is very locally confined, and if it be a line, as opposed to a spot, it is still easily possible to pass outside it, inside it, or to close or open the coast North or South of it. I have closed the coast before to get out of an awkward swell, but the decision to do this was taken at the time and my ship may well have been North or South of her position on this occasion, though, as far as I can recall this action was always taken somewhere "Off St. Johns". The position of the ship on this occasion, as logged, was Latitude  $31^{\circ}39'$  South Longitude  $29^{\circ}46'$  East, taken from the chart to the nearest minute. So that she was just closing the hundred fathom line on a true course of 260 degrees.