

Approximate position, Torpedo Pier, lat. 50° 36' N., long. 2° 26½' W.

[Variation 17° Westerly in 1902.]

This Notice affects the following Admiralty Charts:—Portland and Weymouth, No. 2255; Portland, No. 2268. Also, List of Lights, Part I, 1902, No. 14; and Channel Pilot, Vol. I, 1900, pages 181, 182.

No. 597.—NORTH SEA.

River Elbe Signals indicating Obstructions.

The German Government has published information respecting signals indicating obstructions for navigating the lower part of the River Elbe, as follows:—

1. A red flag by day (or a green light by night), with a white flag below it, indicates an obstruction which can be passed without any special precautions.

2. A black ball under the red flag, or near it, indicates vessels must reduce speed.

3. A black cylinder, that engines must be stopped.

4. A cone point downwards, that the obstruction must be passed at as great a distance as possible.

5. A cone point upwards, that anchorage within 2½ cables of the obstruction is prohibited.

6. Two cones in the form of a quadrangle by day, or a red light over a green light at night, indicate that the obstruction cannot be passed.

7. Two cones points together, or two green lights vertical at night, indicate that the obstruction may only be passed with a favourable stream.

8. Two black balls by day, or two white lights vertical at night, indicate that the obstruction should be passed on that side from which the signal is shown, the other side being marked at night by one white light. The two black balls or two white lights may, however, be shown on both sides of the obstruction, in which case the vessel must leave the obstruction on her port hand.

9. Two black balls by day, or two white lights at night on one side, and three balls or three white lights on the other, indicate that vessels of 6 feet draught should pass on the side of the two black balls, or two lights, and vessels over that draught on the side of the three balls or three lights.

10. A ball 5 feet above a cylinder, or two red lights over one white light at night, each 5 feet apart, indicates that all vessels which do not steer well at low speeds must employ a tug to pass the obstruction.

11. The signals given in paragraphs 8 and 9 may be accompanied by figures made by the International Code for vessels of 13 feet draught and upwards. Vessels of this draught must only pass when their draught in decimetres is less than the figures shown.

Signals described in paragraphs 2, 3, 4, 5, and 11 are not made at night.

Several of the above signals may be made at the same time, and will be shown from a mast, gaff, or yard, from the obstruction itself when possible; if not, from a vessel anchored down stream close to it. When the vessel cannot be placed close to it, and is anchored up stream, she will carry a black ball as low as possible by day and a white lantern by night.

These signals cover a distance of about 2½ cables from the point at which they are made.

If obstructions exist which are not provided for in the above signals, special vessels carrying the Prussian or Hamburg service flag by day, and a red light at the masthead in addition to the usual lights, will be in attendance. The orders of the captains of these vessels must be complied with.

This Notice affects the following Admiralty Chart:—Elbe, Weser, and Jade Rivers, No. 1875. Also, North Sea Pilot, Part IV, 1901, page 199.

No. 598.—FRANCE—NORTH COAST.

Dunkerque Light—Period Altered.

With reference to Notice to Mariners No. 347 of 1902:—

The French Government has given further notice that, on 25th August, 1902, the period of Dunkerque Light (white group flashing electric) would be altered from seven and a half to ten seconds, thus:—flash, about three-tenths of a second; eclipse, two and two-tenth seconds; flash, three-tenths of a second; eclipse, seven and two-tenth seconds. The light power of the new light will be about from 3,500,000 to 6,500,000 candles, according to the state of the atmosphere. In other respects the light is unchanged.

Approximate position, lat. 51° 3' N., long. 2° 22' E.

This Notice affects the following Admiralty Charts:—Calais to River Schelde, No. 1872; Dunkerque, No. 1352. Also, List of Lights, 1902, Part II, No. 11; Part IV, No. 6; North Sea Pilot, Part IV, 1901, page 67; and Channel Pilot, Part II, 1897, page 615.

No. 599.—PACIFIC, NEW CALEDONIA— UEN ISLAND.

Cape Ndua—Leading Lights Established.

With reference to Notices to Mariners Nos. 90 of 1900 and 140 of 1901:—

The French Government has given further notice that, on 1st September, 1902, the under-mentioned white fixed leading lights would be established on Cape Ndua, Prony Bay approach:—

The high light, elevated 620 feet above high water, and visible in clear weather from a distance of 15 miles, is shown from a stone block 6 feet high erected on the summit of the Cape.

Approximate position, lat. 22° 23½' S., long. 166° 56' E.

The low light, elevated 374 feet above high water, and visible from a distance in clear weather of 10 miles, is shown from a stone block 3 feet high erected at a distance of 3 cables N. 57° E. from the high light.

These two lights in line S. 57° W. lead through Havannah Passage.

After passing Ioro Reef from the eastward, the high light is obscured. It is intended to exhibit a red sector of 5° from the high light over Prony Reef.

[Variation 10° Easterly in 1902.]

This Notice affects the following Admiralty Charts:—New Caledonia, No. 936b; Isle of Pines to Uen Island, No. 2906. Also, List of Lights, Part VI, 1902, No. 1550, Part VII, No. 499; and Pacific Islands, Vol. II, 1900, page 302.