

No. 1231.—BALTIC—GERMANY.

Kiel Fiord—Herring Fishery.

The German Government has given notice, dated 13th October, 1906, that herring fishery will be in progress from 1st September, 1906, to 1st June, 1907, in Kiel Fiord.

The outer ends of the nets used for the fishing will be marked by perches with red flags by day, and by small light-buoys at night, and the nets will be drawn towards the nearest shore.

When these marks are seen on the eastern side of Kiel Fiord vessels must pass westward of them; and when observed on the western side of the fiord vessels must pass eastward of them.

Approximate position, Bulk Lighthouse, lat. $54^{\circ} 27\frac{1}{2}'$ N., long. $10^{\circ} 12'$ E.

This Notice affects the following Admiralty Charts:—Eckernförder Bucht, No. 33; Kiel Harbour, No. 696. Also, Baltic Pilot, Part I, 1904, page 474.

No. 1232. — BALTIC — GERMANY,
POMERANIAN COAST.*Oder Bank—Additional Buoys.*

The German Government has given notice, dated 13th October, 1906, that the three under-mentioned additional buoys have been established to mark the Oder Bank. They are situated approximately on chart No. 2366, as follows:—

a. A white spar buoy surmounted by two red triangles, apex upwards, marked Oder Bank N., in lat. $54^{\circ} 27' 0''$ N., long. $14^{\circ} 27' 0''$ E.

b. A white spar buoy surmounted by a red triangle, apex downwards, marked Oder Bank S.W., in lat. $54^{\circ} 16' 50''$ N., long. $14^{\circ} 18' 30''$ E.

c. A white spar buoy surmounted by a red ball, marked Oder Bank S.O., in lat. $54^{\circ} 16' 50''$ N., long. $14^{\circ} 32' 25''$ E.

Outside the lines joining the North, East, South, and West Oder Bank Buoys, the depths are not under $5\frac{1}{2}$ fathoms; and outside the lines joining the South Oder Bank Buoy to the South-east, and South-west buoys, the depths are not under $3\frac{1}{2}$ fathoms.

This Notice affects the following Admiralty Charts:—Baltic, No. 2842b; Fehmarn to Bornholm, No. 2150; Arkona to Dievenow River, No. 2366. Also, Baltic Pilot, Part II, 1904, page 197.

No. 1233.—BALTIC, GERMAN COAST—PORT
SWINEMÜNDE APPROACH.*Heringsdorf—Bismarck Tower Constructed.*

The German Government has given notice, dated 13th October, 1906, that a cylindrical tower, 131 feet high, and elevated 295 feet above the sea, has been constructed upon the Präsidentenberg at Heringsdorf, in the approach to Stettin, at a distance of $7\frac{1}{2}$ cables N. 61° W. from Ahlbeck Church. This is a conspicuous land mark, and is named Bismarck Tower.

Approximate position, lat. $53^{\circ} 56\frac{1}{2}'$ N., long. $14^{\circ} 10\frac{1}{2}'$ E.

[Variation 8° Westerly in 1906.]

This Notice affects the following Admiralty

Charts:—Arkona to Dievenow River, No. 2366; Port Swinemünde, No. 185. Also, Baltic Pilot, Part II, 1904, page 190.

No. 1234.—SOUTH AMERICA—ARGENTINA.

*Bahia Blanca (Port Belgrano) Light-Ship—
Fog-Signal Established.*

With reference to Notice to Mariners No. 55 of 1905:—

The German Government has given notice, dated 13th October, 1906, that information has been received that a fog siren, which gives during thick or foggy weather one blast every two minutes, has been established on board the light-ship at the entrance to Bahia Blanca (Port Belgrano).

The duration of the blast is half a minute.

Approximate position, lat. $39^{\circ} 10'$ S., long. $61^{\circ} 38\frac{1}{2}'$ W.

This Notice affects the following Admiralty Charts:—Rio de la Plata to Cape Dos Bahias, No. 1324; Bahia Blanca to Union Bay, No. 1329; Port Belgrano, No. 1331. Also, List of Lights, Part VII, 1906, No. 145; and South American Pilot, Part I, 1902, page 337.

No. 1235.—ENGLAND—SOUTH-EAST COAST.

*Dover Harbour Works, Southern Breakwater
Head—Wrecked Staging marked by Light-Buoy.*

With reference to Notice to Mariners No. 680 of 1906:—

As, notwithstanding the warnings contained in the above-mentioned notice, a vessel has run into and partially destroyed the outer part of the staging of the southern breakwater:—

Notice is hereby given, that instead of the green light, which was exhibited from the south-western corner of the staging of the southern breakwater at Dover, a wreck buoy showing a green fixed light will be moored over the south-west part of the wrecked staging; but that the green fixed light will continue to be exhibited from the north-west corner of the staging, and a white occulting light just eastward of the green light.

Approximate position, lat. $51^{\circ} 6\frac{1}{2}'$ N., long. $1^{\circ} 20'$ E.

This Notice affects the following Admiralty Chart:—Dover Bay, No. 1698. Also, Channel Pilot, Part I, 1900, page 331.

ERRATUM.—In Notice to Mariners No. 1173, 1906, the wreck referred to shows about 3 feet above water, and is situated to the southward of Læso in a position from which Byrum Church bears N. 22° W., distant $9\frac{3}{10}$ miles, and not N. 42° E., as stated in that notice.

Approximate position, lat. $57^{\circ} 7\frac{1}{2}'$ N., long. $11^{\circ} 10'$ E.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,
24th to 26th October, 1906.