

marking Bardet Shoal in the Port of Brindisi will be temporarily withdrawn whilst dredging is being carried out. Further notice will be given when the buoy is again laid down.

Approximate position, lat. $40^{\circ} 39' N.$, long. $17^{\circ} 58' E.$

This Notice temporarily affects the following Admiralty Chart:—Brindisi Harbour, No. 1492. Also, Mediterranean Pilot, Vol. III, 1899, page 57.

No. 1212.—NORTH SEA—MOUTHS OF THE EMS.

Huibert Gat—Light-Buoy Established.

The German Government has given notice, dated 14th August, 1907, that a light-buoy has been established in the place of buoy H. 5 in the Huibert Gat at the mouth of the Ems River.

The light is red group flashing with groups of two red flashes about every eight and a half seconds, thus:—flash, one and a half seconds; eclipse, one and a half seconds; flash, one and a half seconds; eclipse, four seconds.

Approximate position, lat. $53^{\circ} 35\frac{1}{2}' N.$, long. $6^{\circ} 31\frac{3}{4}' E.$

This Notice affects the following Admiralty Chart:—Ameland to Jade River, No. 2593; Mouths of the Ems, No. 3509.

No. 1213.—IRELAND—WEST COAST.

Bantry Bay—Buoys Laid Down.

Information has been received from Captain H. B. Pelly, His Majesty's ship King Edward VII, that two mooring-buoys have been placed in Glengarriff Harbour, Bantry Bay, in the following positions:—

(a) The northern buoy is situated in a position from which Morneen Rocks bear S. $64^{\circ} E.$, distant 1,000 yards, and Gun Point (H.W. mark) N. $15^{\circ} E.$

(b) The southern buoy is situated in a position from which the Morneen Rocks bear N. $83^{\circ} E.$, distant 650 yards, and Gun Point (H.W. mark) N. $2^{\circ} W.$

Approximate position, lat. $51^{\circ} 43\frac{1}{4}' N.$, long. $9^{\circ} 31\frac{1}{4}' W.$

This Notice affects the following Admiralty Charts:—Bantry Bay, Sheet II, No. 1838; and Bantry and Glengarriff Harbours, No. 3165. Also, Irish Coast Pilot, 5th edition, 1902, page 283.

No. 1214.—SOUTH AMERICA, SOUTH-EAST COAST—RIO DE LA PLATA APPROACH.

Point Medano—Shoal Reported Southward of.

Information, dated August 2nd, 1907, has been received from His Britannic Majesty's Acting Consul at Montevideo that the Master of the steamship Antisana, reports that his vessel, drawing 23 feet, touched on a shoal or obstruction in a position situated at a distance of 27 miles S. $6^{\circ} W.$ from Medano Point Lighthouse, in the southern approach to Rio de la Plata.

Approximate position, lat. $37^{\circ} 20' S.$, long. $56^{\circ} 46' W.$

A shoal, with a depth of $3\frac{1}{2}$ fathoms over it, has been placed on the charts in this position and marked P.D.

[Variation 4° Easterly in 1907.]

This Notice affects the following Admiralty Charts:—Rio de la Plata to Cape Dos Bahias, No. 1324; Santa Catharina Island to Rio de la Plata, No. 2522. Also, South America Pilot, Part I, 1902, page 332.

No. 1216.—ENGLAND, WEST COAST—ST. GEORGE'S CHANNEL.

Smalls Light—Alteration in Character.

With reference to Notice to Mariners No. 310 of 1907:—

The Trinity House, London, has given further notice, that the character of the light shown from the Smalls Lighthouse has been altered from white group occulting to white group flashing, showing three flashes in quick succession every fifteen seconds, thus:—flash, three-tenths of a second; eclipse, two and three-tenths seconds; flash, three-tenths of a second; eclipse, two and three-tenths seconds; flash, three-tenths of a second; eclipse, nine and five-tenths seconds.

The light is elevated 126 feet above high water, and is visible all round the horizon from a distance of 17 miles. The power of the light will be equal to 477,500 candles.

A red fixed subsidiary light of 11,250 candle-power is exhibited from the same tower at a distance of 19 feet below the main light. It is visible between the bearings of N. $89^{\circ} W.$ and N. $57^{\circ} W.$ over the Hats and Barrels Rocks.

Approximate position, lat. $51^{\circ} 43\frac{1}{4}' N.$, long. $5^{\circ} 40\frac{3}{4}' W.$

[Variation 18° Westerly in 1907.]

This Notice affects the following Admiralty Charts:—East Coast of Ireland, No. 1824a; English Channel, western sheet, No. 2675a; South coast of Ireland to Land's End, No. 1123; Irish Channel, No. 1825b; Bristol Channel, No. 1179; St. Govens Head to New Quay, No. 1410; St. Anne's Head to St. Brides Bay, No. 1488. Also, List of Lights, Part I, 1907, No. 926; and Sailing Directions for the West Coast of England, 1902, page 98.

No. 1217.—NORTH SEA, NETHERLANDS—MAAS RIVER.

Goeree Gat—Light-Buoys Replaced by Buoys.

The Netherlands Government has given notice, dated 27th August, 1907, that the undermentioned light-buoys in Goeree Gat, River Maas entrance, have been replaced by conical buoys surmounted by balls:—

a. Light-buoy No. 3, exhibiting a white flashing light, by a buoy of the above description moored in approximately lat. $51^{\circ} 52' 25'' N.$, long. $3^{\circ} 58' 35'' E.$

b. Light-buoy No. 6, exhibiting a white occulting light, by a buoy of the above description moored in approximately lat. $51^{\circ} 22' 5'' N.$, long. $4^{\circ} 1' 15'' E.$

This Notice affects the following Admiralty Chart:—Mouths of the Maas, No. 122. Also, North Sea Pilot, Part IV, 1901, page 123; and Supplement, 1906, pages 17 and 18.