

No. 285.—IRELAND—EAST COAST.

Blackwater Light-Vessel—Character of Light Altered; Temporary Light-Vessel.

Particulars.—The character of the light exhibited from the Blackwater Light-vessel has been altered from white fixed to a white flashing light every fifteen seconds, thus:—Flash, one and two-thirds seconds; eclipse, thirteen and one-third seconds.

Position.—Lat. $52^{\circ} 31' N.$, long. $6^{\circ} 4' W.$

Light Power.—20,000 candles.

Remarks.—The above light-vessel has been temporarily replaced by a light-vessel exhibiting a white fixed light, and carrying a black ball at the head of the jiggermast as a daymark.

Charts affected.—No. 1787, Wexford to Wicklow; No. 1825*b*, Irish Channel, Southern Sheet; No. 1824*a*, Ireland, East Coast.

Publications.—List of Lights, Part I, 1907, No. 1105; Irish Coast Pilot, 1902, page 137; and Supplement, 1905.

Authority.—Irish Lights Notices, Nos. 2 and 4, 1908.

No. 287.—BALTIC—RUSSIA.

Windau Harbour—Experimental Light Discontinued.

Particulars.—The red and white flashing light exhibited experimentally from the head of the North Outer Mole, Windau Harbour, has been discontinued.

Position.—Lat. $57^{\circ} 2\frac{1}{2}' N.$, long. $21^{\circ} 31\frac{1}{4}' E.$

Chart affected.—No. 3300, Windau.

Publications.—List of Lights, Part III, 1907, No. 682; Baltic Pilot, Part II, 1904, page 239; and Supplement, 1905; Notice to Mariners, No. 1859 of 1907.

Authority.—St. Petersburg Notice, No. 126, 1908.

No. 288.—JAPAN, KIUSIU—NAGASAKI APPROACH.

Kageno Shima Light—Colour Altered; Red Sectors.

Particulars.—The colour of the light shown from Kageno Shima Lighthouse, Nagasaki approach, has been altered from red fixed to a white fixed light with two red sectors, showing as undermentioned:—

Position.—Lat. $32^{\circ} 42\frac{1}{2}' N.$, long. $129^{\circ} 49\frac{1}{2}' E.$

Sectors.—White from $S. 77^{\circ} E.$, through south, to $S. 28^{\circ} W.$; red from $S. 28^{\circ} W.$ to $S. 55^{\circ} W.$; white from $S. 55^{\circ} W.$ to $S. 67^{\circ} W.$; red from $S. 67^{\circ} W.$ to $S. 85^{\circ} W.$; white from $S. 85^{\circ} W.$, through west, to $N. 51^{\circ} W.$ From other directions, as formerly, the light is obscured.

Visibility.—10 miles.

Light Power.—110 candles.

Remarks.—In other respects the light is unaltered.

Variation.— $4^{\circ} W.$

Charts affected.—No. 2815, Nagasaki Harbour; No. 2415, Approaches to Nagasaki Harbour.

Publications.—List of Lights, Part VI, 1907, No. 975; Sailing Directions for Japan, &c., 1904, page 551.

Authority.—Tokyo, Department of Communications Notice, No. 18 of 1903.

No. 289.—IRELAND—EAST COAST.

Lough Carlingford—Light-Buoys Established; Banks Extending.

Particulars.—A buoy, showing a white occulting light, has been established in Carlingford Cut, Lough Carlingford entrance; and the two undermentioned buoys have been replaced by lighted buoys, showing a white fixed light:—

Buoy established.—West side of Carlingford Cut, situated at a distance of $2\frac{1}{2}$ cables, $S. 72^{\circ} E.$, from Haulbowline Rocks Lighthouse.

Position.—Lat. $54^{\circ} 1' N.$, long. $6^{\circ} 4\frac{1}{4}' W.$

Buoys replaced by Light-buoys.—(a) No. 15 (black-can), situated at a distance of 8 cables, $S. 31^{\circ} W.$, from Killowen Point.

(b) No. 20 (red conical), situated at a distance of $4\frac{3}{4}$ cables, $S. 35^{\circ} W.$, from Killowen Point.

Position.—Killowen Point, lat. $54^{\circ} 6' N.$, long. $6^{\circ} 6' W.$

Remarks.—The channel northward of Greenore, south-eastward of Watson Rocks, is reported to be shoaling; a depth of only 11 feet having been obtained. The bank situated on the eastern side of the channel, at a distance of 4 cables $N. N. W.$, from Stalka Rock Beacon, is extending westward into the channel.

Variation.— $19^{\circ} W.$

Charts affected.—No. 2310, Lough Carlingford entrance; No. 2800, Lough Carlingford; No. 44, Skerries Islands to Lough Carlingford.

Publication.—Irish Coast Pilot, 1902, pages 185, 186, 187, 190, 195.

Authority.—His Majesty's Coastguard Cruiser Colleen, Hydrographic Note, No. 1, 1908.

No. 290.—BALTIC ENTRANCE, THE SOUND —COPENHAGEN APPROACH.

Drogden Channel—Wreck Marked by Light-Vessel.

Particulars.—A lighter, with one mast showing above water, lies sunk in Drogden Channel, at a distance of $1\frac{1}{4}$ miles, $S. 47^{\circ} E.$, from Dragør Harbour Light, and about $2\frac{1}{2}$ cables eastward of the deepest fairway. A wreck-marking vessel has been placed near this position. The wreck will be removed as soon as possible.

Position.—Lat. $55^{\circ} 35' N.$, long. $12^{\circ} 42\frac{3}{4}' E.$

Variation.— $9^{\circ} W.$

Chart temporarily affected.—No. 790, Approaches to Copenhagen.

Publication.—Baltic Pilot, Part I, 1904, page 251.

Authority.—Copenhagen Notice, No. 320, 1908.

No. 291.—NORTH ATLANTIC—MADEIRA.

Funchal Bay—Wreck-Buoy Disappeared.

Particulars.—The green wreck-buoy, marking the wreck of the hulk Macedon, situated at a distance of $2\frac{3}{4}$ cables, $S. 45^{\circ} E.$, from Loo Rock Light has disappeared.

Position.—Lat. $32^{\circ} 37\frac{1}{2}' N.$, long. $16^{\circ} 54\frac{1}{2}' W.$

Variation.— $18^{\circ} W.$

Chart affected.—No. 1689, Funchal Bay.

Publications.—Africa Pilot, Part I, 1907, page 144; Notice to Mariners, No. 61 of 1908.

Authority.—Harbour Master, Funchal.