

No. 302.—ENGLAND—EAST COAST.

Flamborough Head Fog Signal—Intended Alteration.

Particulars.—On and after 20th May, 1908, the fog rockets at Flamborough Head light station will be replaced by a signal of the undermentioned description.

Position.—Lat. $54^{\circ} 7' N.$, long. $0^{\circ} 4\frac{3}{4}' W.$

Character.—A siren, giving two blasts (long, short), every ninety seconds, thus:—Blast, seven seconds; silent interval, two and a half seconds; blast, two seconds; silent interval, seventy-eight and a half seconds.

Charts affected.—No. 1882, Bridlington Bay; No. 1191, Flamborough Head to Hartlepool; No. 1190, Blakeney to Flamborough Head; No. 2182a, North Sea.

Publications.—List of Lights, Part I, 1907; No. 333; North Sea Pilot, Part III, 1906; page 138.

Authority.—Trinity House, London, Notice, No. 11, 1908.

No. 303.—ADRIATIC—DALMATIA, SEBENICO CHANNEL.

Krapano Shoal—Beacon Disappeared.

Particulars.—The eastern beacon on north end of Krapano Shoal, Sebenico Channel, has disappeared.

Position.—In a depth of 13 feet on the shoal extending northward from Krapano Island $7\frac{1}{2}$ cables S. $58^{\circ} W.$ from Mount Razina Δ . Lat. $43^{\circ} 41\frac{1}{4}' N.$, long. $15^{\circ} 53\frac{1}{2}' E.$

Variation.— $8^{\circ} W.$

Charts affected.—No. 1581, Approaches to Port Sebenico.

Publications.—Mediterranean Pilot, Vol. III, 1899, page 224; and Supplement, 1904; Notice to Mariners No. 896 of 1907.

Authority.—Pola Notice, No. 129, 1908.

No. 304.—ADRIATIC—QUARNEROLO CHANNEL.

Dolfin Island Light—Intended Alteration in.

Particulars.—It is intended to alter Dolfin Island Light from white fixed to a light of the undermentioned description:—

Position.—Lat. $44^{\circ} 41\frac{1}{2}' N.$, long. $14^{\circ} 41\frac{1}{4}' E.$

Character.—White flashing.

Remarks.—During the alterations which are in progress, this light will be unreliable.

Chart Affected.—No. 2711, Gulf of Quarnero.

Publications.—List of Lights, Part V, 1907; No. 748; Mediterranean Pilot, Vol. III, 1899, page 186.

Authority.—Pola Notice, No. 128; 1908.

No. 305.—ADRIATIC—ITALY.

Port Bari—Wreck in Entrance, Marked by Light.

Particulars.—The wreck of the steamship Japigia, a portion of which shows above water, lies sunk in the entrance to the port of Bari.

Position.—Outer Mole Lighthouse bearing N. $58^{\circ} E.$, distant $2\frac{1}{2}$ cables; lat. $41^{\circ} 8' N.$, long. $16^{\circ} 51\frac{1}{2}' E.$

Remarks.—A white light is exhibited from the highest part of the wreck. During the work of removing the wreck, it will not be possible to exhibit this light; the wreck will then be otherwise marked, of which further notice will be given.

Variation.— $8^{\circ} W.$

Chart temporarily affected.—No. 199, Plan of Bari.

Publication.—Mediterranean Pilot, Vol. III, 1899, page 64.

Authority.—Genoa Notice, No. 37, 1908.

No. 306.—SOUTH AUSTRALIA—PORT ADELAIDE.

Semaphore Anchorage—Wreck in, Marked by Light-Buoys.

Particulars.—The wreck of the ship Norma, which lies sunk in the Semaphore Anchorage, Port Adelaide, has been marked by the undermentioned buoys:—

Position.—Wonga Shoal Lighthouse bearing East, distant $15\frac{1}{2}$ cables, and the Old Lighthouse at the entrance to Port Adelaide River, N. $45^{\circ} E.$ Lat. $34^{\circ} 50\frac{1}{2}' S.$, long. $138^{\circ} 25\frac{1}{4}' E.$

Buoys.—At the northern end of the wreck a green wreck buoy is moored, exhibiting a green fixed light. At the southern end of the wreck a similar buoy is moored, exhibiting a green occulting light.

Remarks.—Vessels should give these buoys a berth of at least half a mile. The wreck-marking vessel Argyle, formerly marking this wreck, has been withdrawn.

Variation.— $5^{\circ} E.$

Chart temporarily affected.—No. 1752, Approaches to Port Adelaide.

Publication.—Australia Directory, Vol. I, 1907, page 331.

Authority.—Marine Board, Port Adelaide, Notice, No. 1, 1908.

No. 307.—CANADA—RIVER ST. LAWRENCE.

Montreal Harbour—Additional Light-Buoys Established; Light-Buoy Moved.

Particulars.—The undermentioned light-buoys have been established in Montreal Harbour, and the position of light-buoy No. 195 M. has been altered as follows:—

New Buoys.—(a) A red steel spar buoy, marked "194 M," and exhibiting a red occulting light, situated $1\frac{1}{4}$ cables southward of Laurier Pier, and at a distance of 5,875 feet, N. $16^{\circ} E.$, from Mouton Island Lighthouse.

(b) A red steel spar buoy, marked "196 M," and exhibiting a red occulting light, situated at a distance of 2,800 feet N. $29^{\circ} W.$, from Mouton Island Lighthouse.

Buoy moved.—Black spar buoy No. 195-M, exhibiting a white occulting light, has been moved a distance of 300 feet N. $68^{\circ} W.$, from its former position, and is now situated at a distance of 2,275 feet, N. $20^{\circ} W.$, from Mouton Island Lighthouse.

Position.—Mouton Island Lighthouse, lat. $45^{\circ} 31\frac{1}{2}' N.$, long. $75^{\circ} 32' W.$

Variation.— $14^{\circ} W.$

Charts affected.—No. 1127, Montreal Harbour; No. 2788, Long Point to Lachine Rapids.