

b. On the harbour side by a green fixed light.

c. The lights and fog signal on the breakwater head have been discontinued.

Variation.—15° W.

Chart temporarily affected.—No. 1698, Dover Bay.

Publications.—Channel Pilot, Part I, 1900, page 328; and Supplement, 1903. Notices to Mariners, Nos. 49, 77, and 171 of 1908.

Authority.—Director of Works, 6th March, 1908.

#### No. 383.—ENGLAND—EAST COAST.

*Ramsgate, East Pier Light—Temporarily Altered during Repairs.*

Particulars.—During repairs the undermentioned red occulting light at the entrance to Ramsgate Harbour will show until further notice, as follows:—

Position.—Lat. 51° 19½' N., long. 1° 25¼' E.

Name.—East Pier Light.

Character.—Red fixed.

Chart temporarily affected.—No. 1828, The Downs.

Publications.—List of Lights, Part I, 1908, No. 204; Channel Pilot, Part I, 1900, page 350.

Authority.—Board of Trade Notice, 4th March, 1908.

#### No. 384.—ENGLAND, EAST COAST—RIVER THAMES ESTUARY.

*Spile Shoal—Extended Eastward.*

Particulars.—The Spile Shoal in the River Thames Estuary has extended to the eastward.

Position.—Lat. 51° 27' N., long. 0° 57' E.

Caution.—Vessels should not attempt to pass between the Spile and Middle Shoals.

Charts affected.—No. 1607, North Foreland to the Nore; No. 1610, North Foreland to Orfordness.

Publications.—North Sea Pilot, Part III, 1905, pages 332, 345; Channel Pilot, Part I, 1900, pages 366, 378.

Authority.—Commander-in-Chief at the Nore, 2nd March, 1908.

#### No. 385.—ENGLAND—EAST COAST.

*River Medway, Kethole Reach—Telephone Cable Across.*

Particulars.—A telephone cable has been laid from His Majesty's ship Edinburgh, moored between the mooring buoys 8 B and 11 S, across Kethole Reach, River Medway, as follows:—

Position.—The western end on board the Edinburgh is situated at a distance of 5 cables

N. 56° E. from the outer beacon on Oakham Ness; lat. 51° 25' N., long. 0° 39' E.

Remarks.—From the above position the cable is laid in a S. 72° E. direction for a distance of 3¼ cables to the shoal extending from Sharpness Saltings, and from this position it runs in a N. 45° E. direction for 2¼ cables, and from thence in an easterly direction across the mud flats to the Actæon in Stangate Creek. Notice boards have been placed on board the Edinburgh and on Sharpness Saltings.

Variation.—15° W.

Caution.—Anchorage in the vicinity of this cable is prohibited.

Chart affected.—No. 1833, River Medway.

Publication.—North Sea Pilot, Part III, 1905, page 393.

Authority.—The Commander-in-Chief at the Nore, 2nd March, 1908.

#### No. 386.—ENGLAND—SOUTH COAST.

*Plymouth Sound, Drake Channel—Wreck in, no longer Dangerous.*

Particulars.—The mast having been removed from the wreck of the barge Maud, which sank in Drake Channel, Plymouth Sound, the wreck is no longer a danger to navigation.

Position.—Situated at a distance of 1¼ cables S. 45° W. from Millbay Pier flagstaff; lat. 50° 21½' N., long. 4° 9' W.

Variation.—17° W.

Chart affected.—No. 1967, Plymouth Sound.

Publications.—Channel Pilot, Part I, 1900, pages 117, 130; and Supplement, 1903; Notice to Mariners No. 1541 of 1907.

Authority.—Admiral Superintendent, Devonport, 27th February, 1908.

#### No. 387.—ENGLAND—WEST COAST.

*Bideford Bar—Light Established.*

Particulars.—A light of the undermentioned character has been established on Braunton Burrows, in the approach to Bideford, as follows:—

Position.—Situated at a distance of about 11¾ cables N. 18° W. from Bideford upper light; lat. 51° 5¼' N., long. 4° 13¼' W.

Name.—Bideford Bar.

Character.—Occulting.

Elevation.—35 feet.

Sectors.—White from S. 79° E., through east, to N. 76° E.; red from N. 44° E. to N. 22° E.; obscured in other directions.

Remarks.—The above sectors will be altered from time to time to suit the changes in the bar.