

No. 905.—ENGLAND, EAST COAST—
THE WASH, LYNN DEEPS.

*Bar Flat Light-Vessel—Replaced by Light-Buoy.
Roaring Middle—Light-Vessel Established.*

Particulars.—On 20th May, 1908, the under-mentioned light-buoy and light-vessel were established in Lynn Deep:—

a. Light-buoy.—Bar Flat Light-vessel, exhibiting a white fixed light, was replaced by a light-buoy of the description given below.

Position.—Lat. $52^{\circ} 55\frac{1}{2}'$ N., long. $0^{\circ} 16\frac{1}{2}'$ E.

Description.—A light-buoy painted black, marked "Bar Flat," from which a white group flashing light, showing groups of two white flashes in quick succession every ten seconds, is exhibited.

b. Light-vessel.—The Bar Flat Light-vessel was moved to the undermentioned position and her name changed to "Roaring Middle."

Position.—About 2 cables north-eastward of the buoy marking the northern end of the Roaring Middle, or about $3\frac{3}{5}$ miles N. 58° E. from her former position; lat. $52^{\circ} 57\frac{3}{4}'$ N., long. $0^{\circ} 19\frac{1}{4}'$ E.

Variation.— 16° W.

Charts affected.—No. 108, The Wash; No. 1190, Blackeney to Flamborough Head; No. 2182a, North Sea.

Publications.—List of Lights, Part I, 1908, No. 302; North Sea Pilot, Part III, 1905, pages 196, 193; Notice to Mariners No. 23 of 1908.

Authority.—King's Lynn Conservancy Board, 20th May, 1908.

No. 906.—ENGLAND, EAST COAST—THE
THAMES ESTUARY.

Gun Fleet Light—Alteration in Character.

Particulars.—On or about 9th September, 1908, the character of the Gun fleet light will be altered from red revolving every thirty seconds to a light of the undermentioned character.

Position.—Lat. $51^{\circ} 46' 0''$ N., long. $1^{\circ} 20' 30''$ E.

Character.—Red flashing every fifteen seconds, thus:—Flash, $\frac{7}{10}$ second, eclipse, $14\frac{3}{10}$ seconds.

Power.—80,000 candles.

Charts affected.—No. 1975, Kentish Knock to West Swin; No. 2052, Harwich Approaches; No. 1610; North Foreland to Orfordness; No. 2675c, English Channel; No. 1406, Dover and Calais; No. 2339, North Sea.

Publications.—List of Lights, Part I, 1908, No. 243; North Sea Pilot, Part III, 1905, page 309.

Authority.—Trinity House, London, Notice, No. 27 of 1908.

No. 907.—ENGLAND—EAST COAST.

South Foreland—Wreck off, Marked by Buoy and Vessel.

Particulars.—A wreck of the undermentioned description lies sunk off the South Foreland.

Position.— $15\frac{1}{2}$ cables N. 85° E. from South Foreland Lighthouse; lat. $51^{\circ} 9' 0''$ N., long. $1^{\circ} 24' 50''$ E.

Description.—The steamship *Loanda*, with two masts above high water.

Buoy and vessel.—A green wreck buoy has been placed six-tenths of a cable west of the wreck, and a wreck-marking vessel, showing

the regulation lights, marks the position at night.

Variation.— 15° W.

Charts affected.—No. 1828, the Downs; No. 1895, Dungeness to the Thames; No. 1406, Dover and Calais, &c.

Publication.—Channel Pilot, Part I, 1900, page 332.

Authority.—Trinity House, London, Notice, No. 25 of 1908.

No. 908.—NORWAY, SOUTH COAST—
CHRISTIANIA FIORD.

Laurvik Fiord—Further Particulars of Shoal in.

Particulars.—The shoal reported to exist in Laurvik Fiord has been examined and found to be as follows:—

Position.—Southward of Agnæs Point; lat. $59^{\circ} 0' 40''$ N., long. $10^{\circ} 2' 50''$ E.

Depth.—10 feet.

Remarks.—A white perch surmounted by a broom has been placed on its southern side.

Charts affected.—No. 3158, Nevlunghavn to Tornbiörnskie; No. 2329, Sandoen to Svenöer.

Publications.—Norway Pilot, Part I, 1907, page 236; Notice to Mariners No. 724 of 1908.

Authority.—Christiania Eft, No. 136 of 1908

No. 909.—NORTH SEA, NETHERLANDS.

Ymuiden Harbour Approach—Buoy Disappeared.

Particulars.—The undermentioned buoy, in the approach to Ymuiden Harbour, has disappeared.

Former position.—Lat. $52^{\circ} 29\frac{1}{4}'$ N., long. $4^{\circ} 30\frac{1}{4}'$ E., on Chart No. 2322.

Description.—Conical buoy chequered red and white.

Chart affected.—No. 2322, Scheveningen to Ameland.

Publication.—North Sea Pilot, Part IV, 1901, page 137.

Authority.—Hague Notice, No. 1012 of 1908.

No. 910.—NORTH SEA, GERMANY.

River Ems—Tide Gauges Established.

Particulars.—Self-registering tide gauges placed on dolphins of the undermentioned description have been erected outside the fairway in depths of one to $1\frac{1}{2}$ fathoms in the approaches to Delfzyl and Emden, as follows:—

Positions.—In Randzel Gat, lat. $53^{\circ} 30' 45''$ N., long. $6^{\circ} 48' 25''$ E.; in Osterens, lat. $53^{\circ} 32' 5''$ N., long. $6^{\circ} 55' 0''$ E.; in Duke Gat, lat. $53^{\circ} 27' 15''$ N., long. $6^{\circ} 53' 5''$ E.; in Emden Approach, lat. $53^{\circ} 19' 55''$ N., long. $7^{\circ} 5' 0''$ E.

Description.—Dolphins, elevated 13 to 16 feet, painted white with a black stripe below the platform.

Charts affected.—No. 3509, Mouths of the Ems; No. 2593, Ameland to Jade River.

Publications.—North Sea Pilot, Part IV, 1901, page 171; Supplement, 1906; Notice to Mariners No. 88 of 1908.

Authority.—Berlin Notice, No. 1220 of 1908.