

Section thirty-eight.

"Nothing in this section shall prejudicially affect any power or right exercisable by or attaching to an owner or occupier of premises by virtue of section twenty-two of the Public Health Act, 1875, or of section eighteen of the Public Health Acts Amendment Act, 1890."

Given under the Seal of Office of the Local
Local Government Board, this
ninth day of July, in the year one
thousand nine hundred and ten.

L. S.

John Burns, President.

Walter T. Jerred, Assistant Secretary.

Dated this 22nd day of July, 1910.

HENRY HUMPHRIS,
Clerk to the Urban District Council
of Hendon.

NOTICES TO MARINERS.

(Nos. 1020 to 1033 of the year 1910.)

[The Astronomical positions are only approximate unless seconds are given. The bearings are Magnetic, and those relating to lights are given from seaward. The visibility of lights is that in clear weather. Fog signals are sounded only during thick or foggy weather unless otherwise stated. The depths given are at low-water ordinary springs. The heights given are above high water.]

No. 1020.—ENGLAND, EAST COAST.

Harwich Approach—Buoy Established to Mark Spoil Ground; Caution.

Position.—Landguard Lighthouse, bearing N. 29° W., distant 2½ miles, and Walton Naze Tower, S. 64° W.; Landguard Lighthouse, lat. 51° 56' N., long. 1° 19¼' E.

Description.—A conical buoy, painted in green and yellow vertical stripes.

Caution.—Close south-eastward of this buoy there is now a depth of only 2 fathoms.

Remarks.—The former spoil ground, situated to the westward of the new spoil ground buoy, is now disused, but has not been expunged from the charts, as the present depths within this area are not known. The black conical buoy, shown on the charts as marking the north-western limit of this spoil ground, has been removed.

Variation.—15° W.

Charts affected.—No. 2052, Harwich Approaches; No. 1610, North Foreland to Orfordness; No. 1406, Dover and Calais to Orfordness and Scheveningen.

Publication.—North Sea Pilot, Part III, 1905, page 293.

Authority.—Ipswich Dock Commissioners, 11th July, 1910.

No. 1021.—BALTIC—SWEDEN.

Stockholm Approach—Existence of Shoals.

1. North-eastward of Svenska Björn:

(a) Position.—Lat. 59° 39' 33" N., long. 19° 47' 20" E.

Depth.—4¾ fathoms.

(b) Position.—Lat. 59° 39' 49" N., long. 19° 45' 50" E.

Depth.—6½ fathoms.

(c) Position.—Lat. 59° 39' 50" N., long. 19° 45' 20" E.

Depth.—5½ fathoms.

(d) Position.—Lat. 59° 38' 42" N., long. 19° 44' 18" E.

Depth.—4¾ fathoms.

(e) Position.—Lat. 59° 38' 18" N., long. 19° 43' 35" E.

Depth.—4 fathoms.

Remarks.—Several shoal patches, not hitherto charted, lie westward and south-westward of this shoal.

(f) Position.—Lat. 59° 39' 15" N., long. 19° 40' 42" E.

Depth.—5½ fathoms.

2. In entrance to Söderarm Channel:

Position.—Lat. 59° 46' 13" N., long. 19° 20' 50" E.

Depth.—4½ fathoms.

Remarks.—The positions given above are those on Chart No. 3498.

Charts affected.—No. 3498, Stockholm Skär-gård, northern portion; No. 2362, Landsört to Gulf of Bothnia; No. 2297, Hangö Head to South Quarken; No. 2842b, Baltic Sea, eastern portion.

Publication.—Baltic Pilot, Part II, 1904, pages 156, 158.

Authority.—Swedish Government chart.

No. 1022.—BALTIC—SWEDEN.

(1) *Gumboda Fiård Approach—Decreased Depths on Certain Shoals.*

(a) Nygrund:

Position.—Lat. 64° 8¼' N., long. 21° 3¼' E.

Depth.—4 fathoms, in the place of 5 fathoms.

(b) Grallkallen Shoal:

Position.—Lat. 64° 8½' N., long. 21° 7¼' E.

Depth.—4 fathoms, in the place of 6 fathoms.

Remarks.—A 4-fathom shoal exists southward of Grallkallen Shoal, in lat. 64° 8' 15" N., long. 21° 7' 15" E., on Chart No. 2301.

(2) *Ursvik Approach—Existence of Shoals.*

(a) Position.—Lat. 64° 36' 52" N., long. 21° 22' 45" E.

Depth.—4½ fathoms.

(b) Position.—Lat. 64° 39' 49" N., long. 21° 24' 15" E.

Depth.—4½ fathoms.

Remarks.—The positions given above are those on Chart No. 2301.

Charts affected.—No. 2301, Fiäderäg to Tome Point; No. 2252, Gulf of Bothnia.

Publication.—Baltic Pilot, Part II, 1904, pages 403, 405.

Authority.—Swedish Government Chart.

No. 1023.—ENGLAND, EAST COAST—RIVER.
HUMBER.

Hull Road—Dredging in Progress; Caution.

Position.—Alexandra Dock Entrance, lat. 53° 44½' N., long. 0° 18' W.

Details.—Dredging is in progress on the north side of the main channel, off Alexandra Dock Entrance. When at work the dredger exhibits the undermentioned flags or lights.