

Publication.—West Coast of Scotland, 1902, page 111.

Authority.—His Majesty's ship *Temeraire*, Hydrographic Note, No. 1 of 1910.

No. 1237.—BALTIC—GULF OF FINLAND.

(1) *Narva Bay—Non-existence of Shoal.*

Position on charts.—At a distance of 6 miles, N. 65° W., from Narva River Lighthouse; light-house, lat. 59° 28½' N., long. 28° 4' E.

Depth.—3½ fathoms.

Remarks.—The spar buoy shown on the charts as marking this shoal has also been expunged.

(2) *Stirs Point—Amended Depth over Shoal Westward Of.*

Position.—At a distance of 6½ miles, N. 76° W., from Stirs Point; Stirs Point, lat. 60° 11' N., long. 29° 0¼' E.

Depth.—8 fathoms, instead of 3½ fathoms as now shown on the charts.

Variation.—(1) 1° W.; (2) Nil.

Charts affected.—No. 2279, St. Petersburg Bay (2); No. 2245, Hogland to Seskär (1); No. 2191, Gulf of Finland.

Publication.—Baltic Pilot, Part II, 1904, pages 296, 343.

Authority.—Russian Hydrographer, 16th August, 1910.

No. 1238.—NORTH SEA—GERMANY.

Ems and Jade Rivers—Experimental Obstructions Removed.

1. Ems River:

Position.—In Western Ems, between Hohe Reef and Buoy W. 6; Buoy W. 6, lat. 53° 35½' N., long. 6° 36¾' E.

2. Jade River:

Position.—In Vareler Channel, from Buoy $\frac{V}{B}$ to a distance of about 2 cables southward and south-eastward from it; Buoy $\frac{V}{B}$, lat. 53° 29¾' N., long. 8° 11¼' E.

Remarks.—The red buoys marking these obstructions have been withdrawn.

Note.—Navigation in these areas is re-opened.

Charts affected.—No. 3509, Mouth of the Ems; No. 3346, Jade and Weser Rivers.

Publications.—North Sea Pilot, Part IV, 1910, pages 174, 191; Notice to Mariners, No. 619 of 1910.

Authority.—Berlin Notice, No. 2307 of 1910.

No. 1239.—AFRICA, WEST COAST.

Cape Cross—Beacon Erected.

Position.—On extremity of cape, near the wooden cross; Cape Cross, lat. 21° 50' S., long. 13° 57' E., on Chart No. 1806.

Description.—Wooden beacon with topmark, 79 feet in height.

Remarks.—This beacon is very conspicuous. On the shore southward of it are several beacons which have been erected for surveying purposes.

Charts affected.—No. 1806, Great Fish Bay to Walfisch Bay; No. 1013, Cape Lopez to Cape of Good Hope.

Publication.—Africa Pilot, Part II, 1901, page 266.

Authority.—Berlin Notice, No. 2270 of 1910.

No. 1240.—CHINA—KWANG TUNG PENINSULA.

Dairen Wan Approach—Existence of a Wreck; Caution.

Position.—At a distance of 6½ cables, S. 4° W., from South San Shan Tau Lighthouse; light-house, lat. 38° 52' N., long. 121° 49½' E.

Description.—Not stated.

Caution.—Between the 7th July, 1910, and the 25th November, 1911, the work of destroying this wreck with explosives will be in progress. The vessels engaged in the work will carry red flags, and the position of the wreck will be similarly marked.

Variation.—5° W.

Charts affected.—No. 3694, Dairen Wan; No. 1798, Kinchau to Terminal Head.

Publication.—China Sea Directory, Vol. III, 1904, page 586.

Authority.—Tokyo Notice, No. 1561, 18th July, 1910.

No. 1241.—SPAIN, WEST COAST.

Arosa Bay—Non-Existence of Rock.

Position on charts.—At a distance of 7¼ cables, S. 78° E., from the extremity of Cabio Point; Cabio Point, lat. 42° 35' N., long. 8° 54½' W.

Description.—A six-foot rock, marked "E.D."

Variation.—17° W.

Charts affected.—No. 1758, Arosa and Pontevedra Bays; No. 1756, Cape Finisterre to Vigo Bay; No. 1053, Cape Peñas to Pontevedra Bay; No. 87, Cape Finisterre to Cape St. Vincent.

Publication.—West Coasts of France, Spain, &c., 1910, page 616.

Authority.—Spanish Hydrographer, 20th August, 1910.

No. 1242.—JAPAN—YEZO, SOUTH COAST.

Hakodate Ko—Mooring Buoy Established.

Position.—At a distance of 4½ cables, N. 84° W., from the Storm-signal Flagstaff; flagstaff lat. 41° 46½' N., long. 140° 43½' E.

Description.—Painted red with a white horizontal stripe.

Variation.—6° W.