

Charts affected.—No. 2597, Banka Strait; No. 2137, Gaspar Strait 2 (d); No. 2149, Banka and Gaspar Straits; No. 941a, Eastern Archipelago, Western Portion.

Publications.—China Sea Directory, Vol. I, 1906, pages 535, 533; Notice to Mariners, No. 458 of 1910.

Authority.—Hague Notice, No. 1760 of 1910.

No. 1292.—BALTIC ENTRANCE, THE SOUND
—COPENHAGEN APPROACH.

Saltholm Flat—Light-Buoy Established to Mark Fort Constructing.

Position.—On northern end of flat, about $2\frac{1}{2}$ cables, southward, from site of works; lat. $55^{\circ} 41' 48''$ N., long. $12^{\circ} 44' 12''$ E., on Chart No. 790.

Description.—Light-buoy, painted green, exhibiting an occulting green light every seven and a half seconds.

Charts affected.—No. 790, Approaches to Copenhagen; No. 2115, the Sound.

Publications.—Baltic Pilot, Part I, 1904, page 251; Notice to Mariners, No. 512 of 1910.

Authority.—Copenhagen Notice, No. 1879 of 1910.

No. 1293.—NORTH SEA—DENMARK.

Graa Deep—Further details of intended Alterations in Buoyage.

Date of alterations.—On or about the 28th September, 1910.

1. Intended light-buoys:

(a) Position.—On Graa Deep Bar, about half a cable northward of Sædenstrand leading line, and at a distance of $2\frac{1}{10}$ miles, S. 56° W., from Skallingenknolde Old Lighthouse, and $4\frac{1}{10}$ miles, S. 87° W., from Mill Beacon, Fanø; Lighthouse, lat. $55^{\circ} 28\frac{1}{2}'$ N., long. $8^{\circ} 19\frac{1}{2}'$ E.

Description.—Light-buoy, painted white, marked "B," exhibiting a flashing red light every three seconds, thus:—Flash, $\frac{1}{2}$ second; eclipse, $2\frac{1}{2}$ seconds.

(b) Position.—On western edge of Fovrfeld Sand, at a distance of one mile, N. 74° W., from Stranby Light-beacon; Light-beacon, lat. $55^{\circ} 28\frac{1}{2}'$ N., long. $8^{\circ} 25\frac{1}{2}'$ E.

Description.—Light-buoy, painted white, marked "I," exhibiting a flashing red light every three seconds.

2. Intended alterations in lights exhibited by certain light-buoys:

(a) Sören Jessens Sand Light-buoy, No. III $\frac{1}{2}$: Position.—At a distance of $1\frac{2}{10}$ miles, S. 46° W., from Skallingenknolde Old Lighthouse, and $2\frac{2}{10}$ miles, N. 87° W., from Mill Beacon, Fanø.

Alteration.—The occulting red light will be replaced by an occulting white light.

(b) Sandodden Light-buoy:

Position.—At a distance of one mile, S. 24° W., from Stranby Light-beacon.

Alteration.—The occulting white light will be replaced by an occulting red light.

Remarks.—When the above mentioned alterations have been effected, all light-buoys which, when entering, have to be left on the starboard hand will exhibit white lights, and those on the port hand red lights.

3. Buoys to be withdrawn:

(a) Graadyb Bell-buoy.

Position.—In approach to Graa Deep.

(b) White can buoy "B."

Position.—On Graa Deep Bar.

(c) White can buoy "J."

Position.—At a distance of 13 cables, N. 69° W., from Stranby Light-beacon.

Variation.— 12° W.

Charts affected.—No. 417, Plan of Graa Deep; No. 1887, Eider River to Blaavand Point; No. 2182b, North Sea, Northern Sheet; No. 2842a, Baltic Sea, Western Sheet 3 (a).

Publications.—North Sea Pilot, Part IV, 1909, pages 280, 281; Notice to Mariners, No. 1115 of 1910.

Authority.—Copenhagen Notice, No. 1878 of 1910.

No. 1294.—MEDITERRANEAN—ITALY,
WEST COAST.

Civita Vecchia Light-buoy—Light temporarily Discontinued.

Position.—Off northern extremity of outer breakwater; lat. $42^{\circ} 5\frac{1}{2}'$ N., long. $11^{\circ} 46\frac{1}{2}'$ E.

Character.—A flashing green light.

Remarks.—Further notice will be given when the light has been re-exhibited.

Chart temporarily affected.—No. 1093, Civita Vecchia.

Publication.—Mediterranean Pilot, Vol. II, 1905, page 230; Supplément, 1908.

Authority.—Genoa Notice, No. 209 (335) of 1910.

No. 1295.—ENGLAND, EAST COAST.

Harwich Harbour—Further Details with regard to Intended New Leading Lights.

Date of establishment.—On or about the 22nd September, 1910.

(a) Front light:

Position.—On southern angle of Felixstowe Passenger Pier; lat. $51^{\circ} 56\frac{1}{2}'$ N., long. $1^{\circ} 19'$ E.

Character.—A group occulting white light, showing a group of two eclipses every 10 seconds, thus:—Light, 6 seconds, eclipse, 1 second; light, 2 seconds, eclipse, 1 second.

Elevation.—29 feet.

Arc of visibility.— 7° on each side of leading line.

Structure.—A red framework beacon.

(b) Rear light:

Position.—At a distance of 340 yards, N. 31° E., from the front light.

Character.—A group occulting white light similar in period to the front light.

Elevation.—65 feet.

Arc of visibility.— 12° on the eastern side of the leading line, and 6° on the western side of the leading line.

Structure.—The light will be exhibited from a window in the high square elevator tower with battlemented top, over Messrs. Marriage & Sons' Silo Buildings, on the northern side of Felixstowe Dock.

Remarks.—These lights in line, bearing N. 31° E., will lead through the deep-water fairway of the harbour entrance.

Note.—On the exhibition of the new leading lights, the existing fixed red leading lights will be discontinued.

Variation.— 15° W.

Charts affected.—No. 1491, Harwich Harbour; No. 2693, Orwell and Stour Rivers; No. 2052, Harwich Approaches.

Publications.—List of Lights, Part I, 1910, Nos. 258, 259; North Sea Pilot, Part III, 1905, pages 286, 296, 297; Notice to Mariners, No. 1193 of 1910.

Authority.—Harwich Harbour Conservancy Notice, 30th August, 1910.