

the black bell-buoy which it will replace; lat. $21^{\circ} 1\frac{1}{2}'$ N., long. $156^{\circ} 52\frac{1}{2}'$ W.

Description.—Light-buoy, marked "Kamalo," exhibiting a fixed white light.

Chart affected.—No. 1510, Sandwich Islands.

Publication.—Pacific Islands, Vol. III, 1908, page 233.

Authority.—United States Commerce Notice, No. 2363 of 1910.

No. 1310.—ADMIRALTY LIST OF LIGHTS

Intended Alterations.

In future editions of the Admiralty List of Lights, the undermentioned alterations will be made:—(a) The lights in the Red Sea, north of Perim, will appear only in Part V, and not, as at present, also in Part VI. (b) Parts VI and VII will be re-arranged so that the meridian of 160° West will be the boundary between the areas embraced by the two volumes, with the exception that Raotonga Island will appear in Part VI. (c) Parts VII and VIII will be re-arranged so that the latitude of Cape Orange, Brazil, will divide the areas embraced by the two volumes.

Authority.—Hydrographic Office.

No. 1311.—COASTS OF NORWAY.

Information with Regard to Submarine Vessels.

Norwegian submarine vessels will, as a rule, when in Norwegian waters, be escorted by another vessel. When a submarine vessel is manœuvring submerged, the escorting vessel will hoist a red square flag. The only part of the submarine vessel then visible will be the two periscopes, the foremost of which is the lower. Vessels approaching the escorting vessel, when the above-mentioned flag is displayed must keep a good look-out, and exercise great care in their navigation.

Publication.—Norway Pilot, Part I, 1907, page 29; Norway Pilot, Part II, 1905, page 29.

Authority.—Christiania Notice, No. 340 of 1910.

No. 1312.—SCOTLAND, EAST COAST.

Cromarty Firth—Mooring Buoys Established.

1. Target mooring buoys:

(a) Position.—At a distance of $8\frac{6}{10}$ cables, N. 79° W. from Cromarty Lighthouse; lighthouse, lat. $57^{\circ} 41'$ N., long. $4^{\circ} 2'$ W.

(b) Position.—The westernmost buoy is situated at a distance of $1\frac{7}{10}$ cables, N. 83° W., from buoy (a).

Remarks.—Between these two buoys are 4 others placed at equal distances.

2. Mooring buoys for lighter:

(a) Position.—At a distance of $2\frac{1}{10}$ cables, N. 88° W., from the head of Ferry Pier, Invergordon; Ferry Pier, lat. $57^{\circ} 41\frac{1}{4}'$ N., long. $4^{\circ} 10\frac{1}{4}'$ W.

(b) Position.—At a distance of $2\frac{7}{10}$ cables, N. 86° W., from head of Ferry Pier.

Variation.— 19° W.

Charts affected.—No. 3110, Cromarty Firth Anchorage; No. 2167, Firth of Cromarty.

Publication.—North Sea Pilot, Part II, 1905, page 116, 118.

Authority.—His Majesty's ship Assistance, Hyd. Note, No. 1 of 1910.

No. 1313.—SWEDEN, WEST COAST.

Sote Fiord—Information with Regard to Shoals near Track.

1. Existence of a shoal.

Position.—Lat. $58^{\circ} 27' 19''$ N., long. $11^{\circ} 14' 27''$ E.

Depth.— $3\frac{3}{4}$ fathoms.

2. Decreased depths on shoals.

(a) Position.—Lat. $58^{\circ} 26' 55''$ N., long. $11^{\circ} 13' 9''$ E.

Depth.—3 fathoms, in the place of $5\frac{1}{4}$ fathoms.

(b) Position.—On western end of Hällebåde Shoal; lat. $58^{\circ} 26' 17''$ N., long. $11^{\circ} 12' 13''$ E.

Depth.— $2\frac{3}{4}$ fathoms, in the place of $3\frac{1}{4}$ fathoms.

Remarks.—The positions given above are those on Chart No. 156.

Chart affected.—No. 156, Väderöbod to Måseskär.

Publication.—Norway Pilot, Part I, 1907, page 398.

Authority.—Stockholm Notice, No. 1166 of 1910.

ERRATUM.

Saltholm Flat—Light-Buoy.

Notice to Mariners, No. 1292 of 1910.—The colour of the occulting light is green, and not white as stated in the notice.

By command of their Lordships,

H. E. Percy-Cust, Hydrographer.

Hydrographic Office, Admiralty, London,
10th to 14th September, 1910.

PORT OF LONDON AUTHORITY.

The Provisional Order of the Board of Trade authorising the levying of Port Rates on Goods by the Port of London Authority within the limits of a schedule of maximum rates embodied in and subject to the exemptions and rebates allowed by the Provisional Order has been confirmed by Parliament by the Port of London (Port Rates on Goods) Provisional Order Act, 1910, which received the Royal Assent on the 3rd August last. Under powers vested in them by the Port of London Act, 1908, and the Provisional Order, the Board of Trade have intimated that they will fix the first day of November next as the date on which the Provisional Order is to come into force, and for the convenience of traders the Port Authority desire to give notice that the book of actual rates, with particulars of exemptions and rebates allowed by the Provisional Order, will be published and the levying of the rates will commence on that date. Copies of the rate book will be made available as long in advance of the 1st November as is possible.

By order,

ROBERT PHILIPSON,

General Manager and Secretary

Port of London Authority,

109, Leadenhall-street, E.C.,

12th September, 1910