

distant $6\frac{1}{2}$ cables, and the Dockyard chimney bearing N. 77° W.; lighthouse on eastern arm of Commercial Mole, lat. $49^{\circ} 39'$ N., long. $1^{\circ} 37'$ W.

Description.—Sunken lighter loaded with stones, submerged 10 feet below the level of low water ordinary springs.

Variation.— 16° W.

Charts temporarily affected.—No. 2602, Port de Cherbourg; No. 1106, Cape Flamanville to St. Marcouf Island.

Publication.—Channel Pilot, Part II, 1906, page 396.

Authority.—Paris Notice, No. 2295 of 1910.

No. 1322.—BALTIC ENTRANCE, DENMARK
—COPENHAGEN APPROACH.

Hollander Deep—Wreck Removed, Light-Vessel Withdrawn.

Position.—At a distance of $1\frac{4}{10}$ cables, S. 60° W., from Smaagrundene Buoy; Smaagrundene Buoy, lat. $55^{\circ} 39\frac{1}{2}'$ N., long. $12^{\circ} 42\frac{1}{4}'$ E.

Description.—Wreck of a small sailing vessel.

Remarks.—The light-vessel marking this wreck has been withdrawn.

Variation.— 9° W.

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

Publications.—Baltic Pilot, Part I, 1904, page 250; Notice to Mariners, No. 1158 of 1910.

Authority.—Copenhagen Notice, No. 1940 of 1910.

No. 1323.—ENTRANCE TO BALTIC—GREAT
BELT.

Korsor—Wreck in Approach, Marked by Light-Buoy.

Position.—At a distance of half a mile, S. 76° W., from the Korsor Light-vessel; Korsor Light-vessel, lat. $55^{\circ} 19\frac{3}{4}'$ N., long. $11^{\circ} 7'$ E.

Details.—Wreck of the steamship Octa, with the bridge showing above water.

Wreck-buoy established:

Position.—N. 35° W., half a cable from the wreck.

Description.—Light-buoy, exhibiting a flashing green light, every fifteen seconds.

Variation.— 9° W.

Charts affected.—No. 2994, Great Belt, Sprogø to Omø; No. 326, Great Belt.

Publication.—Baltic Pilot, Part I, 1904, page 306.

Authority.—Copenhagen Notice, No. 1941 of 1910.

No. 1324.—NORTH AMERICA, WEST COAST
—BRITISH COLUMBIA.

Burrard Inlet—First Narrows.

1. Prospect Point, change in character of light:

Position.—Lat. $49^{\circ} 18\frac{1}{2}'$ N., long. $123^{\circ} 8'$ E.

Alteration.—The fixed white light has been replaced by a light of the undermentioned description.

Character.—Occulting white light every nine seconds, thus:—Light, 6 seconds; eclipse, 3 seconds.

Order.—5th.

2. Northern shore—Change in position of gas-lighted beacon—fog-bell established:

New position.—100 yards, N. 39° W., from the old site, and 620 yards, N. 39° W., from the lighthouse on Prospect Point.

Fog-signal.—A fog-bell will be rung at short intervals, by machinery, during thick or foggy weather.

Variation.— 25° E.

Charts affected.—No. 922, Burrard Inlet, with plan of First Narrows, and plan of Vancouver Harbour; No. 1922, Fraser River and Burrard Inlet; No. 2689, Juan de Fuca Strait to Strait of Georgia.

Publications.—List of Lights, Part VII, 1910, Nos. 722, 723; British Columbia Pilot, 1905, page 176; Notice to Mariners, No. 2033 of 1908.

Authority.—Ottawa Notices, Nos. 221, 222 of 1910.

No. 1325.—EASTERN ARCHIPELAGO—
STRAIT OF MAKASSAR.

Borneo, East Coast—Pamukan Bay Entrance—Non-existence of Fairway Buoy.

Position.—Lat. $2^{\circ} 37\frac{1}{2}'$ S., long. $116^{\circ} 31\frac{1}{2}'$ E.

Remarks.—The buoy hitherto shown on the charts in this position does not exist, and has therefore been expunged.

Charts affected.—No. 2637, South Part of the Strait of Makassar; No. 941b, Eastern Archipelago, Western Portion.

Publication.—Sailing Directions, Eastern Archipelago, Part II, 1904, page 280.

Authority.—Hague Notice, No. 1859 of 1910.

No. 1326.—MEDITERRANEAN—ITALY,
WEST COAST.

Sestri Levante—Alteration in Colour of Light.

Position.—Lat. $44^{\circ} 16'$ N., $9^{\circ} 23'$ E.

Alteration.—From fixed red to fixed white.

Chart affected.—No. 157, San Remo to Cape Cavallo, with plan of Sestri Levante.

Publications.—List of Lights, Part V, 1910, No. 343; Mediterranean Pilot, Vol. II, page 136.

Authority.—His Majesty ship Hussar, Hyd. Note, 17th August, 1910.

No. 1327.—BALTIC, RUSSIA—GULF OF
RIGA ENTRANCE.

Wreck-Marking Light-Buoy to be Established.

Position.—To mark the wreck of the Steamship Hans Wogalsky; lat. $57^{\circ} 38\frac{1}{2}'$ N., long. $21^{\circ} 40'$ E.

Remarks.—Further notice will be given when the Light-Buoy is established.

Caution.—Mariners are recommended not to use this passage at night until the light-buoy is established.

Charts affected.—No. 2263, Entrance to the Gulf of Riga; No. 2372, Libau to Lyser Ort.

Publications.—Baltic Pilot, Part II, 1904, page 241; Notice to Mariners, No. 1214 of 1910.

Authority.—St. Petersburg Notice, No. 281 of 1910.

No. 1328.—BALTIC—GULF OF FINLAND.

Great Tyters Light—Alteration in Character.

Position.—Lat. $59^{\circ} 51\frac{1}{4}'$ N., long. $27^{\circ} 12\frac{1}{4}'$ E.

Alteration.—On or about the 14th August, 1910, the fixed light was to be replaced by a fixed and flashing light of the same character and description as given in the Light List, 1910.

Note.—The alterations announced in Notice to Mariners, No. 955 of 1910, were of a temporary character.

Charts affected.—No. 2245, Hogland to Seskär; No. 2191, Gulf of Finland.

Publications.—List of Lights, Part III, 1910, No. 753; Baltic Pilot, Part II, 1904, page 296;