

No. 1350.—NORTH SEA.

*Ems and Weser Rivers Approach—Surveying
Buoys Withdrawn.*

Position.—Borkum Flat Light-vessel, lat. $53^{\circ} 45\frac{1}{2}'$ N., long. $6^{\circ} 3\frac{1}{2}'$ E.

Details.—Buoys established for surveying purposes between Borkum Flat, Norderny, and Weser Light-vessels.

Chart affected.—No. 2593, Ameland to Jade River.

Publications.—North Sea Pilot, Vol. IV., 1909, pages 159, 179, 181; Notices to Mariners, Nos. 770, 929 of 1910.

Authority.—Berlin Notice, No. 2463 of 1910.

No. 1351.—MEDITERRANEAN—ITALY,
WEST COAST.*Licosa Bank Light-Buoy—Temporarily
Extinguished.*

Position.—Lat. $40^{\circ} 15\frac{1}{2}'$ N., long. $14^{\circ} 52\frac{1}{2}'$ E.
Charts temporarily affected.—No. 1842, Naples to Cape Bonifati; No. 676, Tyrrhenian Sea.

Publications.—Mediterranean Pilot, Vol. II, 1905, page 274; Notice to Mariners, No. 958 of 1910.

Authority.—Genoa Notice, No. 216 (344) of 1910.

No. 1352.—SOUTH AMERICA, NORTH-EAST
COAST—BRAZIL.*Tutoia Light-Beacon—Temporarily Extinguished.*

Position.—Lat. $2^{\circ} 41'$ S., long. $42^{\circ} 14'$ W.

Remarks.—Further notice will be given when this light is again exhibited.

Chart temporarily affected.—No. 528, Maranhão to Pernambuco, with plan of Tutoia anchorage.

Publications.—List of Lights, Part VII, 1910, No. 77; South America Pilot, Part I, 1902, page 487; Notice to Mariners, No. 947 of 1910.

Authority.—Rio Notice (Lights), No. 37 of 1910.

No. 1353.—MEDITERRANEAN—MALTA
ISLAND.*Delhimara Point Light—Temporary Alteration in
Character.*

Position.—Lat. $35^{\circ} 49\frac{1}{4}'$ N., long. $14^{\circ} 33\frac{1}{2}'$ E.

Alteration.—From an alternating revolving, white and red light, to a fixed white light.

Visibility.—15 miles.

Date of alteration.—On or about 2nd November, 1910.

Charts affected.—No. 2628, Malta Island, South-east Portion; No. 194, Malta and Gozo Islands; No. 3670, Malta Channel; No. 165, Sardinia to Malta; No. 1800, Malta to Cape Malea; No. 2158a, Mediterranean Sea, Western Sheet; No. 2158b, Mediterranean Sea, Eastern Sheet; No. 449, Mediterranean Sea.

Publications.—List of Lights, Part V, 1910, No. 542; Mediterranean Pilot, Vol. I, 1904, page 424.

Authority.—Captain Attendant, Malta Dockyard, September 10th, 1910.

No. 1354.—ENGLAND, SOUTH COAST.

*Southampton Water and Approaches—Dredging
Operations in Progress.*

Position.—Calshot Castle, at the entrance to Southampton Water; lat. $50^{\circ} 49'$ N., long. $1^{\circ} 18\frac{1}{2}'$ W.

Details.—Dredging has commenced at Thorn Knoll, Calshot Spit, and in the deep water channel in Southampton Water. Each dredger will exhibit by night three red lights, triangular, at a height of 20 feet above the water-line, and showing all round the horizon; and by day three black balls similarly placed. To indicate the side for navigation the dredger will show by day a white flag, and by night two vertical white lights, 6 feet apart.

Remarks.—Beacons with tide gauges attached will be erected where required during dredging operations.

Caution.—Mariners are warned to navigate with care, and to reduce to a slow speed when passing these dredgers whilst at work.

Charts temporarily affected.—No. 1905, Southampton Water; No. 2050, Approaches to Spithead; No. 2040, The Solent.

Publication.—Channel Pilot, Part I, 1908, pages 192, 196.

Authority.—Southampton Harbour Board Notice, September, 1910.

No. 1355.—NORTH AMERICA—NEWFOUND-
LAND, WEST COAST.*St. John Bay—Shoals Discovered.*

(a) Position.—With the S.E. point of Black I., bearing North, distant $1\frac{1}{8}$ miles, and the north point of James I., N. 69° W.; Black I., lat. $50^{\circ} 57\frac{1}{2}'$ N., long. $57^{\circ} 2\frac{1}{2}'$ W.

Depth.—3 fathoms.

(b) Position.—The north point of James I., bearing S. 46° W., distant 2 miles, and southern extreme of Black I., S. 59° E.

Depth.— $3\frac{1}{2}$ fathoms.

(c) Position.—The south point of James I., bearing S. 60° E., distant $2\frac{1}{2}$ miles, and Wolf Rock, bearing S. 4° W.

Depth.—4 fathoms.

Remarks.—This is the centre of a shoal which extends $\frac{1}{4}$ mile north-east, and $\frac{1}{4}$ mile south-west, within the 5-fathom line; a depth of 4 fathoms being also charted $\frac{3}{8}$ mile south-west of (c).

(d) Position.—The south point of James I., bearing N. 86° E., distant $2\frac{3}{8}$ miles, and Wolf Rock, bearing S. 4° W.

Depth.—3 fathoms.

(e) Position.—Freycinet Shoal; the south point of James I., bearing N. 26° W., distant $2\frac{2}{8}$ miles.

Depth.— $\frac{1}{4}$ fathom, in the position where $1\frac{1}{4}$ fathoms is now shown on the chart.

(f) Position.—The south point of James I., bearing N. 29° W., distant $2\frac{1}{8}$ miles, and the eastern extreme of Fox Islands, N. 61° E.

Depth.— $2\frac{1}{2}$ fathoms.

(g) Position.—Wolf Rock, bearing S. 79° W., distant 2 miles, and the west extreme of Godes I (Turr Islands), S. 6° E.

Depth.— $2\frac{1}{2}$ fathoms.

(h) Position.—West extreme of Godes I., bearing S. 69° E., distant $\frac{6}{8}$ mile, and Young Whale Island, bearing N. 32° E.

Depth.— $2\frac{1}{2}$ fathoms.

(i) Position.—South of St. John I.; west point of Green I., bearing S. 23° E., distant $1\frac{2}{8}$ miles, and Seal Rocks, N. 46° E.

Depth.—3 fathoms.

Variation.— 32° W.