

## NOTICES TO MARINERS.

(Nos. 1761 to 1769 of the year 1910.)

[The Astronomical positions are only approximate unless seconds are given. The bearings are Magnetic and those relating to lights are given from seaward. The visibility of lights is that in clear weather. Fog signals are sounded only during thick or foggy weather unless otherwise stated. The depths given are at low-water ordinary springs. The heights given are above high water.]

## No. 1761.—ADMIRALTY PUBLICATIONS.

*New Editions of Charts.*

New editions of the undermentioned charts, dated November, 1910, have been published:—

(a) England, South Coast.—No. 2450, Portland to Owers.

The following Notice to Mariners, which temporarily affects this chart, is still in force:—No. 1628 of 1909, Section 1, Spithead, eastern approach—Mooring buoys temporarily established.

(b) England, South-East Coast.—No. 1698, Dover Harbour.

(c) Norway, West Coast.—No. 2304, Karmö to Bergen. Plan added:—"Noreimsund."

(d) Adriatic, Italy.—No. 199, Brindisi to Ortona. Plan added:—"Tremiti Islands anchorage."

(e) Eastern Archipelago.—No. 934, Surabaya and Sapudi Straits, &c. Plans taken from another sheet added to this sheet.

## No. 1762.—UNITED STATES, ATLANTIC COAST—CHESAPEAKE BAY.

*Tail of the Horseshoe Light-vessel—Temporarily Replaced by Relief Light-vessel.*

Position.—Lat.  $36^{\circ} 58\frac{1}{4}'$  N., long.  $76^{\circ} 2\frac{1}{4}'$  W.

Characteristics of relief light-vessel:—

Lights.—Similar to those of the permanent light-vessel.

Fog-signal.—A bell, struck rapidly by hand.

Light-vessel.—Painted in the usual manner for relief light-vessels, and numbered "2" on each bow and quarter.

Note.—The relief light-vessel is not equipped with a submarine bell.

Remarks.—Further Notice will be given when the permanent light-vessel has been replaced on her station.

Charts temporarily affected.—No. 2843a, Chesapeake Bay, sheet I; No. 355a, Chesapeake Bay; No. 266, Great Egg Harbour to Albemarle Sound.

Publications.—List of Lights, Part VIII, 1910, No. 1231; E.C. United States Pilot, Part II, 1909, page 104.

Authority.—United States Commerce Notice, No. 2813 of 1910.

## No. 1763.—NORTH SEA—GERMANY.

*Lister Deep Approach—Non-existence of Certain Wrecks.*

(a) Position.—Lat.  $54^{\circ} 59' 00''$  N., long.  $8^{\circ} 14' 15''$  E., on chart No. 1887.

(b) Position.—Lat.  $55^{\circ} 0' 20''$  N., long.  $8^{\circ} 4' 00''$  E., on chart No. 1887.

(c) Position.—Lat.  $55^{\circ} 4' 10''$  N., long.  $8^{\circ} 11' 10''$  E., on chart No. 1887.

Remarks.—The wrecks formerly situated in the positions given above have been expunged from the charts.

Charts affected.—No. 1887, Eider River to Blaavand Point; No. 2842a, Baltic Sea, western sheet; No. 2182a, North Sea, southern sheet.

Publication.—North Sea Pilot, Part IV, 1909, page 272.

Authority.—German Hydrographer, 2nd December, 1910.

## No. 1764.—CANADA, NOVA SCOTIA—CAPE BRETON ISLAND.

*Cheticamp Eastern Harbour—Intended Bell-buoy.*

Position.—In entrance to harbour, at a distance of half a cable, W.N.W., from Caveau Shoals; Caveau Shoals, lat.  $46^{\circ} 39\frac{1}{2}'$  N., long.  $61^{\circ} 0\frac{1}{2}'$  W.

Date of establishment.—At the opening of navigation in 1911.

Description.—A black buoy surmounted by a bell, marked "Caveau Shoal." The bell is sounded by the motion of the buoy on the waves.

Variation.— $24^{\circ}$  W.

Charts affected.—No. 2727, Cape Breton Island; No. 1651, Nova Scotia, &c.; No. 2516, Gulf of St. Lawrence; No. 2666, St. Johns to Halifax.

Publication.—St. Lawrence Pilot, 1906, page 474.

Authority.—Ottawa Notice, No. 310 of 1910.

## No. 1765.—CHINA SEA—SINGAPORE, WESTERN APPROACH.

*Salat Sinki—Existence of a Shoal.*

Position.—Cyrene Shoal western beacon, bearing S.  $70^{\circ}$  E., distant  $14\frac{1}{2}$  cables, and beacon on western end of Pulo Bosing reef, S.  $12^{\circ}$  W.; Cyrene Shoal, lat.  $1^{\circ} 15\frac{1}{2}'$  N., long.  $103^{\circ} 45\frac{1}{2}'$  E.

Depth.—One foot, coral bottom, with depths of 5 fathoms around.

Variation.— $1^{\circ}$  E.

Charts affected.—No. 2404, Singapore Main Strait; No. 2403, Singapore Strait; No. 795, Cape Rachado to Singapore; No. 3543,