

1. Graa Deep.—Fovrfeld W. Buoy will be a new, white can buoy, with the letter J on it, and surmounted by two down-turned brooms, moored in a depth of 3 fathoms, on the western side of the  $1\frac{1}{2}$  fathoms shoal westward of Fovrfeld.

Approximate position, lat.  $55^{\circ} 29' 0''$  N., long.  $8^{\circ} 23' 30''$  E.

2. Great Belt.—Halskov Reef South Buoy will be a new, white can buoy, surmounted by 2 down-turned brooms, moored in a depth of 4 fathoms, on the southern side of Halskov Reef, with Halskov Head bearing N.E.  $\frac{1}{2}$  E., distant about  $6\frac{2}{3}$  cables.

Approximate position, lat.  $55^{\circ} 20\frac{1}{2}'$  N., long.  $11^{\circ} 4'$  E.

3. Little Belt.—a. Fløekøiet Buoy will be a new, red conical buoy, surmounted by two brooms, moored on the eastern side of the shoal, in approximately lat.  $55^{\circ} 26\frac{1}{2}'$  N., long.  $9^{\circ} 43'$  E.

b. Baagø North Buoy will be a new, red conical buoy, surmounted by 3 brooms, moored on the northern side of the shoal extending northward from Baagø, in approximately (doubtful) lat.  $55^{\circ} 20\frac{1}{2}'$  N., long.  $9^{\circ} 47'$  E.

c. Rem East Buoy will be a new, red conical buoy, surmounted by a broom, moored about 2 cables south-eastward of the most southerly 10 feet rock on Rem Shoal, or approximately in lat.  $55^{\circ} 18'$  N., long.  $9^{\circ} 51'$  E.

4. The Sound.—Maglebylille Hage northern and southern perches; the two perches near Ravneungerne, north-eastward of Dragor, and the three perches eastward of Dragor, are withdrawn.

5. Great Belt.—Kragepullen (Lang puller) perch, southward of Halskov head, is withdrawn.

6. Graa Deep. The red conical buoy VI, marking the south-west end of the shoal north-westward of Stejlen, will be moved to a position northward of the 10-foot patch in the middle of that shoal, or approximately to lat.  $55^{\circ} 28' 15''$  N., long.  $8^{\circ} 20' 40''$  E.

7. Kattegat—Liimfjord.—Hals inner buoy, red and white, will be moved to the north side of the channel, and moored in a depth of 17 feet immediately within the bar.

[Variation (2)  $11^{\circ}$  Westerly in 1897.]

This Notice affects the following Admiralty Charts:—Eider River to Blaavand Point, No. 1887 (1, 6); Graa Deep, No. 417 (1, 6); Femern to Bornholm, No. 2150 (2); Great and Little Belts, No. 2116 (2, 3, 5); Great Belt, No. 326 (2, 5); the Sound, No. 2115 (4); approaches to Copenhagen, No. 790 (4); Liimfjord, No. 2325 (7). Also, North Sea Pilot, Part IV, 1892, page 234; Supplement, 1896, relating to that work, page 38; and Baltic Pilot, Part I, 1895, pages 291, 369, 374, 250, 294, 106.

#### No. 104.—DANISH WATERS.

##### *Alterations in Uniform System of Buoyage.*

THE Danish Government has given notice that the undermentioned alterations in their Uniform System of Buoyage will be made when the sea marks are placed in the spring of 1897:—

1. a. Main Channels.—In the main channels the shapes and colours of the buoys, as well as their topmarks, indicate the side of the fairway on which they are placed.

b. The starboard side of the channel is marked by conical buoys, painted red; when topmarks are used they are either one, two, or three up-turned brooms upon a red staff.

c. The port side of the Channel is marked by can buoys, painted white; when topmarks are used they are either one, two, or three down-turned brooms upon a white staff.

d. Middle grounds, or dangers that may be

passed on either side, are marked by conical buoys, painted red and white in stripes; when a topmark is used it is a ball, striped red and white, on a staff, also striped red and white.

Similar buoys may be used as distinguishing marks.

e. Light buoys and whistle buoys, as regards colour and topmarks; and bell buoys, with regard to shape; are in accordance with the system given above.

2. a. Small Channels.—In the smaller channels the colour and topmark of the buoy or perch indicates the side of the channel on which it is placed.

b. The starboard side of the channel is marked by buoys or perches, painted red, and surmounted by one or two brooms.

c. The port side of the channel is marked by buoys or perches, painted white, and surmounted by one or two straw wisps.

d. Middle grounds and dangers that may be passed on either side are marked by buoys or perches, painted red and white in stripes, and surmounted by a broom over a straw wisp.

e. Distinguishing marks are painted red and white in stripes, and surmounted by a red and white striped ball.

3. a. APPLICATION OF SYSTEM.—The starboard side of a fairway is that which is on the starboard side of a vessel when entering; and the port side that which is on the port side.

b. In the Skagerrak, the Kattegat, the Sound, the Great Belt, and the Little Belt, a vessel is said to be entering the channel when proceeding from the North Sea towards a Danish harbour or to the Baltic.

c. In land-locked fiords and inlets to a port or roadstead, a vessel is said to be entering when coming from seaward.

d. Liim fjord, Smaalands Fairway, and the fairway southward of Fyen are considered as each two land-locked fiords; the meeting points, respectively, being Logstør, Masnedo, and Svendborg-Marstal.

4. WINTER BUOYAGE.—In the winter large bell buoys and can buoys are replaced by smaller buoys of similar shape, topmark, and colour, and a few buoys are withdrawn.

When ice compels the withdrawal of light buoys or whistle buoys, they are replaced by spar buoys or conical buoys.

5. WRECKS.—A wreck-marking vessel or buoy is painted green and carries as a topmark (if used) a green flag on a green staff.

A wreck-marking vessel also shows three balls upon a yard; two, placed vertically, from the yard-arm on the side on which vessels may pass; and one from the other yard-arm.

This Notice affects the North Sea Pilot, Part IV, 1892; and the Baltic Pilot, Part I, 1895.

#### No. 105.—GULF OF ST. LAWRENCE.

##### *Discontinuance of Beacons between Fame Point and Cape Chatte.*

THE Government of the Dominion of Canada has given notice, dated 25th January, 1897, that, of the day beacons formerly standing at Fame Point, Frigate Point, Pleureuse Point, Martin River and St. Anne Point, south shore of the Gulf of St. Lawrence, those which have not already fallen will be taken down in the spring of 1897; as owing to the construction of lighthouses in the gulf they are considered no longer necessary.

Approximate position, Fame Point, lat.  $49^{\circ} 6\frac{1}{2}'$  N., long.  $64^{\circ} 36\frac{1}{2}'$  W.

This Notice affects the following Admiralty