

No. 482.—UNITED STATES—ATLANTIC COAST—VIRGINIA, CHESAPEAKE BAY.

Tail of the Horse Shoe—Light-Vessel Established.
WITH reference to Notice to Mariners No. 689 of 1900:—

The United States Government has given further notice, that on 20th June, 1901, the temporary light-vessel No. 71, marking the Tail of the Horse Shoe, Chesapeake Bay, would be replaced by the permanent light-vessel No. 46.

Light-vessel No. 46 exhibits two white fixed lights (one at each masthead), elevated 45 feet above the sea, and visible in clear weather from a distance of 12 miles. The light-vessel is painted straw colour, with "Tail of the Horse Shoe" and "46" on each side, has two masts and a black funnel, but no bowsprit, and is moored in a depth of $5\frac{1}{2}$ fathoms in lat. $36^{\circ} 58' 35''$ N., long. $76^{\circ} 2' 30''$ W.

During thick or foggy weather a steam whistle will give one blast of three seconds duration every thirty seconds, thus:—blast three seconds; silent interval, twenty-seven seconds.

This Notice affects the following Admiralty Chart:—Chesapeake Bay, No. 2843a. Also, List of Lights, Part VIII, 1901, No. 960a; and Sailing Directions for the East Coast of the United States, 1899, page 593.

No. 483.—SARDINIA—MADDALENA APPROACH.

St. Stefano Island, North-West Coast—Buoys Established.

THE Italian Government has given notice, dated 11th June, 1901, that two small cask buoys, painted white, have been established to mark the edge of the shoal water extending from the north-west coast of St. Stefano Island, Maddalena Road, in the following positions:—

a. A buoy moored with Poggio Tondo Δ bearing N. 76° E., distant $8\frac{1}{10}$ cables, and Nera Point N. 11° E.

Approximate position, lat. $41^{\circ} 11\frac{1}{2}'$ N., long. $9^{\circ} 24'$ E.

b. A buoy moored with Poggio Tondo Δ bearing S. 80° E., distant 4 cables, and north-western extreme of Chiesa Island N. 48° E.

[Variation 11° Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Maddalena Islands, No. 2157; Maddalena, No. 564. Also, Mediterranean Pilot, Vol. I, 1894, page 462.

No. 484.—SOUTH AMERICA—ARGENTINA.

Bahia Blanca—Shoal in Approach, Beacon.

INFORMATION, dated 21st May, 1901, has been received from Mr. F. W. Cutcliffe, Master of the steamship "Alzalja," that in December, 1900, his vessel grounded on a shoal, with a depth of 5 feet over it, at the southern entrance to the newly-dredged channel leading to the inner port of Bahia Blanca; it is situated with West Entrance Post bearing N.E., distant $2\frac{1}{2}$ cables, and Punta Pipa Post S. 40° E.

Approximate position, lat. $38^{\circ} 51'$ S., long. $62^{\circ} 13'$ W.

A buoy now marks this shoal.

Also, that a beacon has been erected on the south-eastern extremity of the shoal on the western side of the channel, with West Entrance Post bearing N. 12° E., distant 5 cables, and East Entrance Post N. 62° E.

[Variation 11° Easterly in 1901.]

This Notice affects the following Admiralty Chart:—Port Belgrano, No. 1331. Also, South America Pilot, Part I, 1893, page 306.

No. 485.—BORNEO—SOUTH COAST.
Barito River Entrance—Fairway Buoy replaced by Light-Vessel.

WITH reference to Notice to Mariners No. 397 of 1901:—

The Netherlands Government has given further notice, dated 20th June, 1901, that during the latter half of this year the fairway light-buoy at the entrance to the Barito River, exhibiting a white occulting light and situated $5\frac{1}{2}$ miles S. 28° W. from Burung Point, would be replaced by a light-vessel, painted red, exhibiting a white occulting light every forty seconds, thus:—light, twenty-five seconds; eclipse, fifteen seconds, and visible from a distance of 10 miles.

Approximate position, lat. $3^{\circ} 38\frac{1}{2}'$ S., long. $114^{\circ} 27\frac{1}{2}'$ E.

[Variation 2° Easterly in 1901.]

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941b; Plan of Barito River, on Sheet No. 2662. Also, List of Lights, Part VI, 1901, page 92; Eastern Archipelago, Part II, 1893, page 296, and Supplement, 1899, page 22.

No. 486.—UNITED STATES—ATLANTIC COAST, CONNECTICUT.

Stonington Harbour Light—Colour Unaltered.

WITH reference to Notice to Mariners No. 453 of 1901:—

The United States Government has given further notice, dated 11th June, 1901, that the colour of the light exhibited at Stonington Breakwater Lighthouse will not be changed from red to white, but remain red fixed as before.

Approximate position, lat. $41^{\circ} 10\frac{1}{2}'$ N., long. $71^{\circ} 54\frac{3}{4}'$ W.

This Notice affects the following Admiralty Chart:—Fishers Island Sound, No. 468. Also, List of Lights, Part VIII, 1901, No. 804; and Sailing Directions for the East Coast of the United States, 1899, page 428.

No. 487.—NORTH SEA, JUTLAND—BLAAVAND POINT.

Ringjobing Deep—Decreased Depth in.

THE Danish Government has given notice, dated 5th June, 1901, that the depths in Ringjobing Deep have decreased considerably; this Deep therefore cannot be safely used.

Approximate position, lat. $55^{\circ} 32'$ N., long. $8^{\circ} 1'$ E.

This Notice affects the following Admiralty Chart:—Eider River to Blavand Point, No. 1887. Also, North Sea Pilot, Part IV, 1892, page 237.

No. 488.—NORTH SEA—GRAA DEEP.

Skallingenknolde—Intended Light.

THE Danish Government has given notice, dated 5th June, 1901, that it is intended in 1902 to exhibit a dioptric white light from Skallingenknolde, showing a sector of fixed light over the channel across the bar, and a sector of flashing light on each side of it.

Approximate position, lat. $55^{\circ} 28'$ N., long. $8^{\circ} 19\frac{1}{4}'$ E.

Further notice will be given when this light is exhibited.

This Notice affects the following Admiralty Charts:—Eider River to Blavand Point, No. 1887; Graa Deep, No. 417. Also, List of Lights, Part II, 1901, page 84; North Sea Pilot, Part IV, 1892, page 233; and Supplement, 1896, page 37.