

NOTICES TO MARINERS.

(Nos. 637 to 647 of the year 1902.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 637.—SPAIN—EAST COAST, BARCELONA.

Breakwater Constructing—Bell Buoy Established, Directions.

Information has been received through the Foreign Office that the Dique del Este, Barcelona, is being extended in a direction of S. 39° W. from the light tower at the end of the Dique, and that a bell buoy has been moored off the end of the extension in a position with the light tower at the end of the Dique del Este bearing N. 39° E., distant 330 yards, and the Watch Tower at Monjuich Castle bearing N. 70° W.

Mariners are cautioned in entering the harbour by day to pass to westward of the buoy, and by night to give the end of the Dique del Este a berth of 4 cables until Cataluña fixed and flashing light is in line N. 39° E., with the fixed green light at the end of the Dique del Este.

Approximate position, lat. 41° 21½' N., long. 2° 11' E.

[Variation 13° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—Approaches to Barcelona, No. 1195. Also, Mediterranean Pilot, Vol. I, 1894, pages 149, 151.

No. 638.—BALTIC—POMERANIAN SHORE.

Stolpe Bank—Shoals, Buoy Moored.

The German Government has given notice, dated 30th August, 1902, of the existence of the following shoals on the Stolpe Bank, off the coast of Pomerania:—

1. A shoal of 5 fathoms, sand and stones, situated in lat. 54° 59' 30" N., long. 16° 40' 30" E.

2. A shoal of 4½ fathoms, sand and stones, situated in lat. 55° 0' 20" N., long. 16° 41' 10" E.

3. To the south-westward of No. 2 there are three other shoals with 5½, 6½, and 6¾ fathoms of water over them respectively.

4. A red iron spar buoy, surmounted by a cone, is temporarily moored in 11 fathoms of water, about 880 yards N. 45° E. from No. 2 Shoal.

Approximate position, lat. 55° 0' 40" N., long. 16° 41' 35" E.

As there are several shoal places in this neighbourhood, mariners are cautioned to avoid passing over the north-west edge of the Stolpe Bank.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842b; Jershöft Light to Rixhöft Light, No. 2368. Also, Baltic Pilot, Part II, 1896, page 198; and Supplement, 1900, to that work, pages 25, 26.

No. 639.—FRANCE, SOUTH COAST—CETTE.

St. Louis Mole Light—Altered. La Verrerie Light—Discontinued.

With reference to Notice to Mariners No. 334 of 1902:—

The French Government has given further notice that, on 15th September, 1902, St. Louis Mole Light, Port of Cette, will be replaced by a group occulting light with a period of eighteen seconds, thus:—light, nine seconds; eclipse, one second; light, three seconds; eclipse, one second; light, three seconds; eclipse, one

second. It exhibits the following sectors:—white from the coast to the northward to the bearing of N. 81° W.; red from N. 81° W. through north, to N. 27° E.; white from N. 27° E. to N. 67° E., and obscured from N. 67° E. to N. 83° E.

The white light will be visible in clear weather from a distance of 16 miles, and the red light 12 miles, the light powers being respectively 1,200 and 240 candles; in other respects the light will remain unaltered.

Approximate position, lat. 43° 23½' N., long. 3° 42' E.

On the same date the occulting light at La Verrerie, north of the Port, will be discontinued

[Variation 13° Westerly in 1902.]

This Notice affects the following Admiralty Charts:—Gulfs of Lyons and Genoa, No. 1780; Cape St. Sebastian to Cette, No. 1804; Cette to Marseille, No. 1805; Port of Cette, No. 367. Also, List of Lights, Part V, 1902, Nos. 164, 176; and Mediterranean Pilot, Vol. II, 1895, page 37.

No. 640.—ENGLAND—THE DOWNS.

Wreck Buoy Off Deal—Intended Removal.

With reference to Notices to Mariners Nos. 945 of 1901 and 281 of 1902:—

The Trinity House, London, has given notice that a depth of 37 feet at low-water springs having been obtained over the wreck of the Patria sunk in the Downs, it is intended, on or about 1st January, 1903, to remove the gas and bell buoy marking it, and which is situated with Deal Pier Light bearing N. 54° W., distant 10½ cables.

Approximate position, lat. 51° 13' N., long. 1° 26' E.

Mariners are cautioned not to anchor in the vicinity of the wreck as the ground there is foul.

[Variation 15° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—The Downs, No. 1828. Also, Channel Pilot, Part I, pages 342, 344.

No. 641.—NORTH SEA NETHERLANDS.

Hook of Holland—Special Wreck Signal.

The Netherlands Government has given notice, dated 30th August, 1902, that, in the event of a wreck being at any time situated between the Moles at the Hook of Holland, in a position obstructing the fairway, the following signals will be shown from the Tidal Signal Staff, until the wreck can be marked in accordance with the Netherlands system mentioned in North Sea Pilot, Part IV, 1901, page 19:—

By day:—A red flag.

By night:—A fixed red light.

Approximate position, lat. 51° 59' N., long. 4° 6' E.

This Notice affects the following Admiralty Chart:—Hook of Holland, No. 3142. Also North Sea Pilot, Part IV, 1901, pages 19, 130.

No. 642.—NORWAY, WEST COAST—STAVFIORD.

Hegø Light—New Sector.

The Norwegian Government has given notice that, on and after 1st September, 1902, Hegø occulting light will show green from the bearing