

Entrance to Great and Little Belts, No. 2229.  
Also, Baltic Pilot, Part I, 1904, page 169.

No. 928.—FRANCE—WEST COAST.

*Rochebonne Plateau—Marks Withdrawn.*

With reference to Notice to Mariners No. 456 of 1905:—

The French Government has given further notice, dated the 25th August, 1905, that the construction of the lighthouse on La Congr e, Rochebonne Plateau, having been suspended for the winter season, the vessels from which the operations are carried out, and the white prismatic mooring buoys marking the area of the works, would be withdrawn.

Approximate position of La Congr e, lat. 46° 12' N., long. 2° 25½' W.

NOTE.—The Pontoon light-vessel and the light-buoys are unaltered.

This Notice affects the following Admiralty Charts:—Bay of Biscay, No. 1104; Pte. de la Coubre to Les Sables D'Olonne, No. 2648. Also, Sailing Directions for the West Coast of France, &c., 1900, page 183; and Supplement, 1903, page 17.

No. 929.—FRANCE—NORTH COAST.

*Cape de la Hague—Period of Light Altered.*

With reference to Notice to Mariners No. 433 of 1905:—

The French Government has given further notice, that on the 3rd September, 1905, the period of the white flashing light on Gros du Raz Rock, Cape de la Hague, would be changed from ten seconds to every five seconds, thus:—Flash, four-tenths of a second; eclipse, four and six-tenths seconds.

The new light is shown from the same elevation as the former light, and has a power of 250,000 candles. It should be visible in clear weather from a distance of 20 miles.

On the same date the provisional white fixed light was discontinued.

Approximate position, lat. 49° 43½' N., long. 1° 57½' W.

This Notice affects the following Admiralty Charts:—British Islands to Mediterranean Sea, No. 1; English Channel, No. 1538; English Channel, Middle Sheet, No. 2675b; Channel Islands, &c., No. 2669; Cape Flamanville to St. Marcouf Islands, No. 1106. Also, List of Lights, Part IV, 1905, No. 122; Channel Pilot, Part II, 1897, page 210; and Supplement, 1900, page 30.

No. 930.—AZORES—PICO ISLAND.

*Arealarga Point—Light to be Established.*

The Portuguese Government has given notice that, on or about the 1st October, 1905, a white fixed light, elevated 50 feet above high water, and visible in clear weather from a distance of 13 miles, will be shown from an iron column with platform above, 19 feet above the ground, painted red, erected on Arealarga Point, the north-western extreme of Pico Island.

The lantern is dioptric and of the 4th order. The light will be visible from the bearing S. 67° W., through south and east, to N. 33° E.; but is obscured by Fayal Island from S. 79° E. to S. 14° E., with the exception of a small ray visible over the Isthmus of Guia Peninsula on the bearing S. 73° E.; it is also obscured by the Magdalena Rocks when passing close to them in the Fayal Channel.

Approximate position, lat. 38° 31½' N., long. 28° 33' W.

[Variation 24° Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Fayal, Pico, and San Jorge, No. 1855; Fayal Channel on No. 1940. Also, List of Lights, Part IV, 1905, page 125; and Africa Pilot, Part I, 1899, page 76.

No. 931.—BAL TIC—DENMARK, FEHMARN BELT.

*Hyllekrog—Light Established.*

With reference to Notices to Mariners Nos.

The Danish Government has given further notice that, on the 6th September, 1905, a white group flashing dioptric light of the 3rd order, showing two flashes every twelve seconds, thus:—flash, about two-tenths of a second; eclipse, two and eight-tenths of a second; flash, about two-tenths of a second; eclipse, eight and eight-tenths of a second, elevated 60 feet above high water, would be established in a white square tower with dwelling-house attached, 58 feet in height, erected at Hyllekrog.

Approximate position, lat. 54° 35½' N., long. 11° 30½' E.

This Notice affects the following Admiralty Charts:—Baltic, No. 2842a; Fehmarn to Bornholm, No. 2150; Lubeck Bay and Fehmarn Belt, No. 2364. Also, List of Lights, Part III, 1905, No. 446; and Baltic Pilot, Part I, 1904, page 533.

No. 932.—JAPAN—WEST COAST.

*Simonoseki Strait—Sunken Wreck.*

The Japanese Government has given notice, dated 22nd July, 1905, that the wreck of the steamship "Ryoyō Maru," the bridge, masts, and funnel of which show above water, lies sunk off Simonoseki City, in a position from which Moji Hill bears N. 78° E., distant 13½ cables, and Kasagashira Yama S. 14° E.

Approximate position, lat. 33° 57½' N., long. 130° 56¼' E.

[Variation 4° Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Approaches to Simonoseki Strait, No. 532; Simonoseki Strait, No. 1578. Also, Sailing Directions for Japan, &c., 1904, page 503.

No. 933.—IRELAND, EAST COAST—WEXFORD.

*South Bay—Stranded Wreck in.*

The Commissioners of Irish Lights have given notice, dated 5th September, 1905, that the wreck of the barque "Bona-fide," with fore and mizen masts standing, lies in a depth of 15 feet at low water in Ballygerry or South Bay, with the inner green leading light of the South Shear Channel bearing N.W. by W., distant 7 cables.

The wreck, when possible, will be lighted at night, and steps are being taken for its removal.

Small vessels anchoring in this part of the bay at night-time should take every precaution to avoid this danger.

Approximate position, lat. 52° 15½' N., long. 6° 21½' W.

[Variation 19° Westerly in 1905.]

This Notice temporarily affects the following Admiralty Chart:—Approaches to Wexford Harbour, No. 1772. Also, Irish Coast Pilot, 1902, page 128.

No. 934.—ENGLAND, EAST COAST—OUTER DOWSING CHANNEL.

*Triton Knoll—Sunken Wreck Marked by Buoy.*

The Trinity House, London, has given notice, dated 4th September, 1905, that the wreck of a schooner, with two masts showing, lies sunk near Triton Knoll, in a position approximately 8 miles N.N.W. from the East Dudgeon buoy.

A green buoy, marked "Wreck," has been moored in a depth of 8 fathoms, at about 20 fathoms E. by N. from the wreck.

Approximate position, lat. 53° 25½' N., long. 0° 50½' E.

[Variation 16° Westerly in 1905.]

This Notice temporarily affects the following Admiralty Chart:—Blakeney to Flamborough Head, No. 1190. Also, North Sea Pilot, Part III, 1897, page 211.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London.