

pedestal lantern, now in course of erection on Chain Rock, Boca Tigris, Cantou River.

Approximate position, lat. $22^{\circ} 47\frac{1}{2}'$ N., long. $113^{\circ} 37\frac{1}{4}'$ E.

Further Notice will be given when received.

This Notice affects the following Admiralty Charts:—Canton River, No. 2562; Lintin Bar to Tiger Island, No. 1741. Also, List of Lights, Part VI, 1906, page 123; and China Sea Directory, Vol. III, 1904, page 92.

No. 576.—BALTIC—POMERANIAN COAST.

Stolpe Bank—Intended Whistle and Light-Buoy.

The German Government has given notice, dated 26th May, 1906, that it is intended during June next to establish a whistle and light-buoy, painted white, marked "Stolpe Bank N.," and surmounted by two triangles, points upwards, in a depth of $9\frac{1}{4}$ fathoms on the northern side of Stolpe Bank in approximately lat. $55^{\circ} 0' 50''$ N., long. $16^{\circ} 37' 30''$ E. A white flashing light every fifteen seconds, thus:—flash, four seconds; eclipse, eleven seconds, will be exhibited from this buoy.

Further notice will be given.

This Notice affects the following Admiralty Charts:—Baltic, No. 2842*b*; Jershöft to Rixhöft, No. 2368. Also, Baltic Pilot, Part II, 1904, page 206.

No. 577.—BALTIC—POMERANIAN COAST.

Scholpin Light—Intended Alteration.

The German Government has given notice, dated 26th May, 1906, that it is intended during July or August next, to alter Scholpin Light from fixed to white group occulting, showing groups of two eclipses every sixteen seconds, thus:—Light, eleven seconds; eclipse, one second; light, three seconds; eclipse, one second.

Approximate position, lat. $54^{\circ} 43\frac{1}{4}'$ N., long. $17^{\circ} 14\frac{3}{4}'$ E.

Further notice will be given.

This Notice affects the following Admiralty Charts:—Baltic, No. 2842*b*; Jershöft to Rixhöft, No. 2368. Also, List of Lights, Part III, 1906, No. 598; and Baltic Pilot, Part II, 1904, page 207.

No. 578.—SEA OF AZOV.

Kertch Strait—Buoy replaced by Light and Bell Buoy; Buoy withdrawn.

The Russian Government has given notice, dated 17th May, 1906, that the black conical buoy surmounted by a cone, base downwards, moored at a distance of 5 cables N. 46° W. from the north-western extremity of Tuzla Spit in the approach to Tuzlinsk Roads, has been replaced by a black conical bell buoy from which a white fixed light is exhibited.

Approximate position on Chart No. 2205, lat. $45^{\circ} 18\frac{1}{2}'$ N., long. $36^{\circ} 29\frac{1}{4}'$ E.

Also, with reference to Notice to Mariners No. 1254 of 1905, the red conical light and bell buoy formerly moored at a distance of

11 cables S. 83° E. from Ak Burun has been withdrawn.

Approximate position, lat. $45^{\circ} 19'$ N., long. $36^{\circ} 31'$ E.

[Variation Nil in 1906.]

This Notice affects the following Admiralty Chart:—Kertch Strait, No. 2205. Also, Sailing Directions for the Dardanelles, &c., 1900, pages 255, 250, and Supplement, 1906, page 31.

No. 579.—ENGLAND, SOUTH COAST—PLYMOUTH SOUND, WESTERN ENTRANCE.

Knap Shoal—Shoal Head Southward of.

Information, dated 23rd May, 1906, has been received from Commander H. C. Lockyer, King's Harbour Master at Plymouth, that a recent examination of the ground in the vicinity of the Knap Shoal in the western entrance to Plymouth Sound reveals the existence of a shoal head, with a depth of 28 feet over it at low water, in a position from which the Breakwater Lighthouse bears N. 32° E., distant $5\frac{3}{4}$ cables, and the Shagstone Beacon S. 56° E.

Approximate position, lat. $50^{\circ} 19\frac{1}{2}'$ N., long. $4^{\circ} 9\frac{3}{4}'$ W.

This is probably the head on which the steamship Omrah struck in November, 1905.

[Variation 17° Westerly in 1906.]

This Notice affects the following Admiralty Chart:—Approaches to Plymouth, No. 1267; Plymouth Sound, No. 30. Also, Channel Pilot, Part I, 1900, page 122.

No. 580.—NORTH SEA.

Heligoland—Wreck Northward of, Dispersed.

With reference to Notice to Mariners No. 344 of 1906:—

The German Government has given further notice, dated 26th May, 1906, that the wreck of the barque, which sank at a distance of about 14 miles N. 3° E. from Heligoland Lighthouse, is reported to have been dispersed; this wreck has therefore been erased from the charts.

Approximate position, lat. $54^{\circ} 24\frac{3}{4}'$ N., long. $7^{\circ} 48\frac{3}{4}'$ E.

[Variation 12° Easterly in 1906.]

This Notice affects the following Admiralty Charts:—North Sea, No. 2182*a*; Eider River to Blaavand Point, No. 1887. Also, North Sea Pilot, Part IV, 1901, page 193.

No. 581.—NORTH SEA—RIVER HEVER APPROACH.

Norderoog Sand—Surveying Beacon Erected.

The German Government has given notice, dated 26th May, 1906, that a beacon surmounted by a black triangle, point upwards, above which is a yellow and red flag, has been erected for surveying purposes on Norderoog Sand, westward of Pellworm, in approximately lat. $54^{\circ} 31' 55''$ N., long. $8^{\circ} 26' 20''$ E.

This Notice affects the following Admiralty Chart:—Eider River to Blaavand Point, No. 1887. Also, North Sea Pilot, Part IV, 1901, page 222.