

Also, List of Lights, Part III, 1906, Nos. 407, 408, 409; and Baltic Pilot, Part I, 1904, pages 252, 253, 255.

No. 1021.—BAL TIC ENTRANCE—THE
SOUND.

Flint Channel—Wreck Removed.

With reference to Notice to Mariners No. 846 of 1906:—

The Swedish Government has given notice, dated 29th August, 1906, that the wreck situated in the Flint Channel, with Kalkgrund and Oscargrund light-vessels in line N. 58° E., in a position $1\frac{1}{2}$ cables N. 7° W. from the white buoy marking the north-western end of Lille ground, has been removed, and there is now depth of 27 feet over its former position.

Approximate position, lat. 55° 32 $\frac{1}{2}$ ' N., long. 12° 44 $\frac{1}{2}$ ' E.

[Variation 9° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—The Sound, No. 2115; approaches to Copenhagen, No. 790. Also, Baltic Pilot, Part I, 1904, page 270.

No. 1022.—SOUTH AMERICA—DUTCH
GUIANA.

*Surinam River—Light-Vessel Replaced on Station;
Position of Buoy Altered.*

With reference to Notice to Mariners No. 404 of 1905:—

The Netherlands Government has given further notice, dated 10th August, 1906, that the light-vessel Surinam, which had been withdrawn for repair, has been replaced on her former station.

Approximate position, lat. 6° 3 $\frac{1}{2}$ ' N., long. 55° 13 $\frac{1}{2}$ ' W.

The schooner Nickerie, temporarily moored about 2 miles to the southward of the above position, has been withdrawn.

Also, that the black buoy, moored off the point of the bank between the Commewyne and Surinam Rivers, has been moved about 3 cables to the southward of its former position, and is now situated with the signal post near Fort New Amsterdam bearing N. 71° E., distance 2 cables.

Approximate position, lat. 5° 53 $\frac{1}{4}$ ' N., long. 55° 5 $\frac{1}{2}$ ' W.

[Variation 2° Westerly in 1906.]

This Notice affects the following Admiralty Chart:—Surinam River on Chart No. 1155. Also, List of Lights, 1906, Part VII, No. 19; Part VIII, No. 1733; and West India Pilot, Vol I, 1903, page 80; and Supplement, 1906, page 7.

No. 1023.—NORTH SEA, GERMANY—ELBE
AND WESER APPROACH.

*Wester Till Buoy—Experimental Whistle-Buoy
Westward of.*

The German Government has given notice

that, on the 31st August, 1906, a black whistle-buoy, marked "Wester Till N.," was experimentally moored in a depth of 13 fathoms at low water, in a position situated to the westward of Wester Till Buoy.

Further notice will be given when this buoy is permanently established.

Approximate position, lat. 53° 57' 50" N., long. 8° 4' 50" E.

This Notice affects the following Admiralty Chart:—Elbe, Weser, and Jade Rivers, No. 1875. Also, North Sea Pilot, Part IV, 1901, page 181.

No. 1024.—ADRIATIC, AUSTRIA—GULF OF
TRIESTE.

St. Andrea Point—Light Discontinued.

The Austrian Government has given notice that, on the 1st September, 1906, the red fixed light shown from St. Andrea Point, Trieste, would be discontinued.

Approximate position, lat. 45° 38 $\frac{1}{2}$ ' N., long. 13° 45' E.

This Notice affects the following Admiralty Chart:—Gulfs of Venice and Trieste, No. 201; Gulf of Trieste, No. 1434. Also, List of Lights, Part V, 1906, No. 646; and Mediterranean Pilot, Vol. III, 1899, page 126.

No. 1025.—AUSTRALIA—QUEENSLAND,
MORETON BAY.

*Spitfire Bank and East Knoll—Amended Positions
of Buoys.*

Information, dated 26th July, 1906, has been received from Captain L. Halsey, His Majesty's ship Powerful, that the buoys marking Spitfire Bank and East Knoll, Moreton Bay, have been moved, and are now situated as follows:—

1. Spitfire Bank Light-buoy has been moved 4 cables N. 46° E. from its former position, and is now situated with Cowan Cowan Point Lighthouse bearing S. 49° E., distant $7\frac{2}{5}$ miles, and the south-eastern extreme of Bribie Island S. 36° W.

2. East Knoll Buoy has been moved $4\frac{1}{2}$ cables S. 88° W. from its former position, and is now situated with Cowan Cowan Point Lighthouse bearing N. 67° E., distant $1\frac{2}{5}$ miles, and Combyuro Point Lighthouse N. 7° E.

Approximate position, Cowan Cowan Point Lighthouse on Charts 1760a and b, lat. 27° 8 $\frac{1}{4}$ ' S., long. 153° 21 $\frac{3}{4}$ ' E.

NOTE.—(1) It will be seen that the buoys in their new positions do not apparently guard the shoals they are intended to mark. (2) When entering Moreton by the North-west Channel it is advisable to keep just northward of the line of the leading lights, as North Bank appears to be extending to the northward.

[Variation 9° Easterly in 1906.]

This Notice affects the following Admiralty Charts:—Danger Point to Cape Moreton, No. 1029; Moreton Bay, Nos. 1670a, 1670b. Also, Australia Directory, Vol. II, 1898, pages 126, 127.