

No. 1026.—BAL TIC—GERMANY,
POMERANIAN COAST.*Scholpin Light—Character Altered.*

With reference to Notice to Mariners No. 577 of 1906:—

The German Government has given further notice that, on the 5th September, 1906, the character of the light shown from Scholpin Lighthouse, coast of Pomerania, would be altered from white 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. $54^{\circ} 43\frac{1}{2}'$ N., long. $17^{\circ} 14\frac{1}{2}'$ E.

This Notice affects the following Admiralty Charts:—Baltic, No. 2842b; Jershöft to Rixhöft, No. 2368. Also, List of Lights, Part III, 1906, No. 598; and Baltic Pilot, Part II, 1904, page 207; and Supplement, 1905, page 17.

No. 1027.—SWEDEN, WEST COAST—
GÖTEBORG APPROACH.*Outer Tistlarne—Light and Fog Signal Established.*

With reference to Notice to Mariners No. 436 of 1905:—

The Swedish Government has given further notice that, on the 10th September, 1906, a group occulting light of the 2nd order, showing groups of two eclipses every ten seconds, elevated 75 feet above the sea, and visible in clear weather from a distance of 14 miles, would be established on Outer Tistlarne, Göteborg Approach.

The light will show the following sectors:—Red from the bearing of S. 28° W., through south, to S. 63° E.; white from S. 62° E., through east and north, to N. 7° W.; red from N. 7° W. through west, to S. 46° W., and obscured elsewhere.

The lighthouse is a yellow building, 46 feet high, with flat roof, resembling a castle, and is surmounted by the lantern.

Also, that on the same date, a mechanical fog-horn, giving, during thick or foggy weather, one blast of five seconds' duration every fifteen seconds, would be established at the lighthouse.

Approximate position, lat. $57^{\circ} 30\frac{3}{4}'$ N., long. $11^{\circ} 43\frac{1}{4}'$ E.

[Variation 10° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Baltic, No. 2842a; Kattegat, No. 2114; Nidingen to Hönö, No. 196. Also, List of Lights, Part III, 1906, No. 129a; and Baltic Pilot, Part I, page 68.

No. 1028.—NORTH SEA, GERMANY—WESER
RIVER.*Rothersand Light—Amended Sector.*

With reference to Notice to Mariners No. 511 of 1906:—

The German Government has given further notice, dated 1st September, 1906, that the structural alterations to the lantern of Rother-sand Lighthouse having been completed, the

light is no longer obscured over the arcs mentioned in the above Notice.

Also, that the limits of the sector of white fixed light, shown from Rother-sand Lighthouse up the Jade River, are now sharply defined, and the sector is visible between the bearings of N. 14° E. and N. 16° E.

Approximate position, lat. $53^{\circ} 51\frac{1}{4}'$ N., long. $8^{\circ} 5'$ E.

[Variation 11° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Jade and Weser Rivers, No. 3346; Aussen Jade, No. 3506. Also, List of Lights, Part II, 1906, No. 387; and North Sea Pilot, Part IV, 1901, page 186.

No. 1029.—BAL TIC ENTRANCE, LITTLE
BELT—ALSEN, N.E. COAST.*Steenrön—Shoal South-eastward of.*

The German Government has given notice, dated 1st September, 1906, that a recent survey has revealed the existence of a shoal, with a depth of 31 feet over it, situated on the edge of the 10-fathom contour line extending south-eastward from Steenrön, north-east coast of Alsen.

From the shoal Takensand Lighthouse bears S. 36° W., distant $2\frac{1}{10}$ miles, and Tranerort Lighthouse N. 74° W.

Approximate position, lat. $55^{\circ} 2\frac{1}{2}'$ N., long. $9^{\circ} 59\frac{1}{2}'$ E.

[Variation 11° Westerly in 1906.]

This Notice affects the following Admiralty Chart:—Little Belt, No. 2116. Also, Baltic Pilot, Part I, 1904, page 432.

No. 1030.—SOUTH AMERICA, NORTH COAST
—BRAZIL.*Santa Anna Island—Shoal North-eastward of.*

Information, dated 3rd September, 1906, has been received from the Marine Superintendent of the Booth Steamship Company, that their steamship Fluminense, recently touched on a bank, situated with Santa Anna Lighthouse, North Coast of Brazil, bearing S. 76° W., distant $12\frac{1}{2}$ miles.

A sounding of 12 fathoms was obtained immediately after the accident, and shortly afterwards a depth of 19 fathoms.

The vessel at the time was drawing $19\frac{3}{4}$ feet of water.

A shoal of 3 fathoms has been placed on the Chart in the above position and marked "P.D."

Approximate position, lat. $2^{\circ} 11\frac{1}{2}'$ S., long. $43^{\circ} 26'$ W.

[Variation 9° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Maranhão to Pernambuco, No. 528; San Marcos or Maranhão Bay and Approaches, No. 535. Also, South America Pilot, Part I, 1902, page 490.

No. 1031.—UNITED STATES, ATLANTIC
COAST—SOUTH CAROLINA.*Charleston Harbour—New Lighthouse at Fort
Sumter.*

The United States Government has given notice