

No. 1037.—ENGLAND, WEST COAST—  
SWANSEA BAY.

*Mumbles Head—Intended Fog-Signal.*

The Swansea Harbour Trustees have given notice that early in the month of November, 1906, it is intended to establish on Mumbles Head a reed fog-horn, which will give, during thick or foggy weather, three blasts, each of about two seconds' duration, in quick succession every two minutes.

Approximate position, lat.  $51^{\circ} 34'$  N., long.  $3^{\circ} 58'$  W.

This Notice affects the following Admiralty Charts:—Ireland, No. 1824a; English Channel, No. 2675b; Bristol Channel, No. 1179; St. Govens Head to the Mumbles, No. 1076; Swansea Bay, No. 1161. Also, List of Lights, Part I, 1906, page 183; Sailing Directions for the West Coast of England, 1902, page 159; and Supplement, 1906, page 13.

No. 1038.—ENGLAND, EAST COAST—RIVER  
THAMES ENTRANCE.

*Long Sand—Additional Target-buoys Established.*

Information, dated 31st August, 1906, has been received from the Captain Superintendent, Sheerness Yard, that five additional pairs of target buoys have been moored on the south-eastern side of Long Sand, River Thames entrance:—

These buoys shaped like mooring buoys and painted black, are moored in two parallel lines in a  $\left\{ \begin{array}{l} \text{N.} \\ \text{S.} \end{array} \right\} 70^{\circ} \left\{ \begin{array}{l} \text{E.} \\ \text{W.} \end{array} \right\}$  direction, in the under-mentioned positions:—

a. The centre pair of buoys in the northern line, already shown on the chart, are situated  $1\frac{2}{5}$  miles N.  $68^{\circ}$  E. from South Long Sand Buoy. The outer pairs of buoys in this line are situated 1,200 yards N.  $70^{\circ}$  E. and S.  $70^{\circ}$  W., respectively, from the centre pair.

b. There are also three pairs of buoys in the southern line, each pair bearing S.  $20^{\circ}$  E., distant 1,400 yards, from the corresponding pair in the northern line.

The buoys forming each pair are from 120 to 150 yards apart.

Approximate position, South Long Sand Buoy, lat.  $51^{\circ} 31\frac{1}{2}'$  N., long.  $1^{\circ} 21\frac{1}{2}'$  E.

[Variation  $15^{\circ}$  Westerly in 1906.]

This Notice affects the following Admiralty Chart:—North Foreland to the Nore, No. 1607. Also, North Sea Pilot, Part III, 1905, page 343.

No. 1039.—UNITED STATES, ATLANTIC  
COAST—CONNECTICUT, FISHERS ISLAND  
SOUND.

*Groton Long Point—Rock Southward of; Buoy  
Established.*

The United States Government has given notice, dated 24th August, 1906, that a rock, with a depth of 13 feet over it at low water, exists in Fishers Island Sound, in a position from which the beacon off Groton Long Point bears N.  $2^{\circ}$  W., distant  $3\frac{1}{2}$  cables, and the beacon on Sea-flower Reef N.  $88^{\circ}$  W. It has been named Intrepid Rock.

A spar buoy has been moored, in a depth of 18 feet, close southward of the rock.

Approximate position, lat.  $41^{\circ} 18'$  N., long.  $72^{\circ} 0\frac{1}{4}'$  W.

This Notice affects the following Admiralty Charts:—Long Island Sound, No. 2754; Fishers Island Sound, No. 468. Also, Sailing Directions for the East Coast of the United States, 1899, page 430.

No. 1040.—NORTH AMERICA, ALASKA—  
RIVELLA GIGEDO CHANNEL.

*Tree Point Light—Intended Red Sector.*

With reference to Notice to Mariners No. 280 of 1904:—

The United States Government has given notice, that on or about 1st October, 1906, it is intended to establish a red fixed sector in the lantern of Tree Point Light, Revella Gigedo channel.

This sector, which will cover Lord Rocks and extend for a distance of half-a-mile south-westward of them, will be visible over an arc of  $10^{\circ}$  between the bearings of N.  $62^{\circ}$  W. and N.  $72^{\circ}$  W.

Approximate position, lat.  $54^{\circ} 48'$  N., long.  $130^{\circ} 55\frac{1}{2}'$  W.

[Variation  $27^{\circ}$  Easterly in 1906.]

This Notice affects the following Admiralty Charts:—Queen Charlotte Islands, No. 2430; Port Simpson to Cross Sound, No. 2431; Port Simpson to Port McArthur, No. 2458. Also, List of Lights, Part VII, 1906, No. 507; and Sailing Directions for the Bering Sea and Alaska, 1898, page 62.

No. 1041.—UNITED STATES, WASHINGTON  
—PUGET SOUND.

*Salmon Bay Entrance—Leading Lights  
Established.*

The United States Government has given notice, dated 10th August, 1906, that leading lights have been established at the entrance of the dredged channel leading into Salmon Bay and Ballard Harbour, Puget Sound.

The front light is a white fixed lantern light, elevated 12 feet above the water, exhibited from a pile erected on the southern end of a drying spit, situated on the north-eastern side of the dredged channel into Salmon Bay.

Approximate position, lat.  $47^{\circ} 40' 12''$  N., long.  $122^{\circ} 24' 15''$  W.

The rear light is a red fixed lantern light, elevated 12 feet above the water, exhibited from a pile erected on the southern side of the dredged channel, in a position situated about  $2\frac{1}{2}$  cables S.  $55^{\circ}$  E. from the front light.

[Variation  $23^{\circ}$  Easterly in 1906.]

This Notice affects the following Admiralty Charts:—Admiralty Inlet and Puget Sound, No. 1947. Also, List of Lights, Part VII, 1906, page 77; and British Columbia Pilot, 1905, page 45.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,  
11th to 14th September, 1906.