

will be struck six times in succession with silent intervals of three and a half seconds between each group of strokes, would be established on board the Tail of the Horseshoe Light-vessel, Chesapeake Bay.

Approximate position, lat.  $36^{\circ} 58\frac{1}{2}'$  N., long.  $76^{\circ} 2'$  W.

This notice affects the following Admiralty Charts:—Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake Bay, Nos. 2843*a*, 355*a*. Also, List of Lights, Part VIII, 1906, No. 1047; Sailing Directions for the East Coast of the United States, 1899, page 600; and Supplement, 1902, page 34.

No. 1282.—ENGLAND, EAST COAST—  
THAMES ESTUARY.

*The Cant—Buoys marking Gunnery Range.*

Information, dated 22nd October, 1906, has been received from the Captain of the Gunnery School at Sheerness, that two cylindrical wooden buoys, marked "Range Buoys," in white, have been moored on the Cant Sands, Thames Estuary, to mark the gunnery range; one buoy is situated in approximately lat.  $51^{\circ} 28' 10''$  N., long.  $0^{\circ} 55' 40''$  E., and the other in approximately lat.  $51^{\circ} 28' 0''$  N., long.  $0^{\circ} 55' 35''$  E.

These buoys are clear of the main channel of the Estuary, but Masters of fishing vessels and barges are cautioned against navigating in their vicinity.

This Notice affects the following Admiralty Charts:—North Foreland to Orford Ness, No. 1610; North Foreland to the Nore, No. 1607. Also, Channel Pilot, Vol. I, 1900, page 385; and North Sea Pilot, Part III, 1905, page 388.

No. 1283.—ENGLAND, EAST COAST.

*Harwich Harbour—Pinnacle Rocks in Entrance.*

Information, dated 26th October, 1906, has been received from the District Captain, Harwich, that during recent dredging operations (still in progress) the rock at the bottom of the entrance to Harwich Harbour has been in many cases displaced, and turned up on end, causing small obstructions, over which the depth is about 15 feet at low water. Many of these have been found by sweeping, the most recent being in the following positions:—

a. A stone situated at a distance of 590 yards S.  $55^{\circ}$  W. from Landguard N.W. Beacon.

b. A stone situated at a distance of 580 yards S.  $60^{\circ}$  W. from Landguard N.W. Beacon.

c. A stone situated at a distance of 700 yards N.  $49^{\circ}$  W. from Landguard N.W. Beacon.

d. A stone situated at a distance of 680 yards N.  $44^{\circ}$  W. from Landguard N.W. Beacon.

Approximate position, Landguard N.W. Beacon, lat.  $51^{\circ} 56\frac{1}{2}'$  N., long.  $1^{\circ} 19\frac{1}{4}'$  E.

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

This Notice affects the following Admiralty Charts:—Harwich Approaches, No. 2052; Harwich Harbour, No. 1491. Also, North Sea Pilot, Part III, 1905, pages 295, 296.

No. 1284.—NORTH SEA—GERMANY, WESER RIVER.

*Eversand Lights—Sectors and Period Altered.*

With reference to Notice to Mariners No. 1193 of 1906:—

The German Government has given further notice, dated 27th October, 1906, that the following alterations have been made in the under-mentioned lights in the River Weser entrance to facilitate the navigation of the Dwars Gat, as follows:—

a. Ober Eversand Light.—The sectors of this light have been altered as follows:—it now shows white fixed from the bearing of N.  $28^{\circ}$  W. to N.  $16^{\circ}$  W.; red fixed from N.  $16^{\circ}$  W. to North; white fixed from North to N.  $24^{\circ}$  E.; red fixed from N.  $24^{\circ}$  E. to N.  $49^{\circ}$  E., being obscured in other directions.

Approximate position, lat.  $53^{\circ} 45'$  N., long.  $8^{\circ} 21'$  E.

b. Unter Eversand Light.—The period of system of this light (group occulting) has been altered from fifteen to twelve seconds, thus:—light, six seconds; eclipse, one second; light, one and a half seconds; eclipse, one second; light, one and a half seconds; eclipse, one second.

[Variation  $12^{\circ}$  Westerly in 1906.]

This Notice affects the following Admiralty Chart:—Jade and Weser Rivers, No. 3346. Also, List of Lights, Part II, 1906, Nos. 390, 391; and North Sea Pilot, Part IV, 1901, page 187.

No. 1285.—IRELAND, EAST COAST.

*South Rock Light-Vessel—Light, Fog, and Distress Signals Altered.*

With reference to Notice to Mariners No. 177 of 1906:—

The Commissioners of Irish Lights have given further notice, dated 29th October, 1906, that the character of the light exhibited from South Rock Light-vessel has been altered from revolving to white group flashing, showing groups of two flashes every forty-five seconds, thus:—flash, two and a half seconds; eclipse, five seconds; flash, two and a half seconds; eclipse, thirty-five seconds.

The fog gun on board this vessel has also been replaced by an explosive signal giving, during thick or foggy weather, one report every three minutes.

The interval at which the signal for summoning the life-boat (three reports in quick succession) is fired, has also been altered from fifteen to three minutes.

The light-vessel now carries a black ball at the mainmast instead of the jigger mast, and the lantern is lowered and hoisted instead of being fixed.

Approximate position, lat.  $54^{\circ} 24'$  N., long.  $5^{\circ} 22'$  W.

This Notice affects the following Admiralty Charts:—Irish Channel, No. 1825*a*; Ireland, No. 1824*a*; Lough Carlingford to Lough Larne, No. 45. Also, List of Lights, Part I, 1906, No. 1144, page ix; Irish Coast Pilot, 1902, pages 215, 30; and Supplement, 1905, page 4.

By command of their Lordships,

A. Mostyn Field, Hydrographer,  
Hydrographic Office, Admiralty, London,  
7th to 9th November, 1906.