

## NOTICES TO MARINERS.

(Nos. 290 to 300 of the year 1907.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward].

No. 290.—ENGLAND, WEST COAST—  
MORECAMBE BAY.*Fleetwood—Extension of North Pier.*

The Harbour Master, Fleetwood, has given notice, dated 21st February, 1907, that the extension of the south end of the North Pier is about to be commenced, and that two red fixed lights, vertical, 4 feet apart, will be placed to mark the southern end of the staging connected with the work. Mariners are warned to keep clear of the piles and staging erected for the purpose of carrying out this extension.

Approximate position, lat. 53° 56' N., long. 3° 1' W.

This Notice affects the following Admiralty Chart:—Morecambe Bay, No. 2010. Also, Sailing Directions for the West Coast of England, 1902, page 396; and Supplement, 1906, page 28.

## No. 291.—MEDITERRANEAN—ALGERIA.

*Cape Corbelin—Light Intended.*

The French Government has given notice, dated 18th February, 1907, that it is intended during 1907 to establish a white group occulting light, showing groups of two eclipses every eight seconds, in a cylindrical tower, 44 feet high, erected on Cape Corbelin: it will show a sector of red fixed light from the bearing of S. 71° E. to the coast to the westward of the cape. The light will be elevated 137 feet above high water, the white light being visible in clear weather from a distance of 14 miles.

Approximate position, lat. 36° 54' 35" N., long. 4° 26' E.

Further notice will be given when this light which may be previously exhibited for experiment, is established.

[Variation 12° Westerly in 1907.]

This Notice affects the following Admiralty Charts:—Mediterranean, No. 2158a; Cape Ferrat to Cape Bongaroni, No. 1766; Algiers to Cape Bongaroni, No. 1910. Also, List of Lights, Part V, 1907, No. 1568; Mediterranean Pilot, Vol. I, 1904, page 320.

No. 292.—NORTH SEA—NETHERLANDS,  
HOOK OF HOLLAND.*New Rotterdam Canal—Wreck in Entrance.*

The Netherlands Government has given notice, dated 22nd February, 1907, that wreck of the steamship Berlin, with one mast above water, lies sunk in the entrance to New Rotterdam Canal in a position situated about 100 yards to the southward of Noordam Head. The wreck will be marked as soon as possible.

Approximate position, lat. 51° 59' N., long. 4° 5' E.

This Notice temporarily affects the following Admiralty Chart:—Hook of Holland, No. 3142. Also, North Sea Pilot, Part IV, 1901, page 131.

No. 293.—BRAZIL, BAHIA—BAHIA DE  
TODOS OS SANTOS.*Ubaranas Rocks—Existence of, Unsuccessful  
Search for Shoal.*

With reference to Notice to Mariners No. 603 of 1906:—

Further information, dated 20th February, 1907, has been received through the Board of Trade of the existence of Ubaranas Rocks named Onda Pequena, and Onda Grande in the approach to Bahia de Todos os Santos, situated at distances of 5 cables N. 89° W. and 2 cables S. 25° W. respectively from the eastern extremity of Itapuanzinho Point. Shoal water appears also to extend for a distance of 4 cables S. 25° W. from this point.

Approximate position, Itapuanzinho Point, lat. 13° 1' S., long. 38° 28' W.

Also, that the Local Authorities have failed to find the rock situated at a distance of 4½ miles S. 62° E. from San Antonio Point Light, Bahia de Todos os Santos, on which the steamship Manau was said to have struck. This rock, however, has been retained on the chart in the above position and marked P.D.

Approximate position, lat. 13° 2' S., long. 38° 27½' W.

[Variation 13° Westerly in 1907.]

This Notice affects the following Admiralty Charts:—Pernambuco to Victoria, No. 529; River Tariri to Contas, No. 2262; Bahia, No. 540. Also, South America Pilot, Part I, 1902, page 127; and Supplement, 1906, page 9.

No. 294.—CANADA, NEW BRUNSWICK—  
BAY OF FUNDY.*Port St. Andrews—Fog Signal Established.*

The Government of the Dominion of Canada has given notice, dated 25th January, 1907, that a fog-bell, which, during thick or foggy weather, will be struck by machinery twice in quick succession every four seconds, has been established at an elevation of 16 feet above high water in a white, square wooden structure erected near the lighthouse on the shoal extending eastward from Navy Island, in the entrance to Port St. Andrews.

Approximate position, lat. 45° 3½' N., long. 67° 2¼' W.

This Notice affects the following Admiralty Charts:—Bay of Fundy, No. 352; Quoddy Head to Cape Lepreau, No. 2013; Passamaquoddy Bay, No. 464; Port St. Andrews, No. 1743. Also, List of Lights, Part VIII, 1907, No. 765; and Sailing Directions for the South-East Coast of Nova Scotia, &c., 1903, page 272.

No. 295.—CANADA, NEW BRUNSWICK—  
BAY OF FUNDY.*St. John Harbour—Light and Bell Buoys in  
Approach Replaced by Light and Bell Boat.*

With reference to Notice to Mariners Nos. 799 and 1159 of 1906:—

The Government of the Dominion of Canada has given further notice, dated 28th January, 1907, that the bell and light buoys in the