

## NOTICES TO MARINERS.

(Nos. 858 to 891 of the year 1907.)

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

## No. 858.—ENGLAND—WEST COAST.

*Menai Strait, Northern Portion—Buoyage Altered.*

The Town Clerk, Beaumaris, has given notice, dated 26th May, 1907, that the buoyage of the northern portion of the Menai Strait has been altered, and is now as follows:—

a. A red conical buoy marked B. No. 1 has been established on the north-western end of Dinmor Bank in a position situated at a distance of  $6\frac{1}{2}$  cables N.  $30^{\circ}$  W. from Menai Light. The black buoy  $1\frac{1}{2}$  cables to the south-eastward has been withdrawn.

b. A can buoy, painted in black and white horizontal bands, known as Causeway Buoy, has been established in a position situated at a distance of  $4\frac{1}{2}$  cables S.  $24^{\circ}$  E. from Menai Light. The former red and white buoy, and the green wreck buoy, situated about one cable to the north-eastward and northward, have been withdrawn, the wrecks having disappeared.

c. A red conical buoy No. 2 has been established in a position situated at a distance of  $7\frac{1}{4}$  cables S.  $19^{\circ}$  W. from Menai Light.

In consequence of this, the red conical buoys have been renumbered thus:—the red conical buoy B. 2, off Penmon Bay, becomes No. 3, the red conical buoy B. 3 becomes B. 4, the red conical buoy situated  $1\frac{3}{4}$  cables south-eastward from Mount Field Light has been marked B. 5. The red conical buoy situated  $2\frac{3}{4}$  cables eastward from Beaumaris Pier Light has been marked B. 6. The red conical buoy M I, 2 cables to the southward of Gallows Point, has been marked B. 7.

d. The black can buoy B 2 is now situated at a distance of  $8\frac{3}{4}$  cables S.  $11^{\circ}$  W. from Menai Light.

e. A black can buoy marked B. 3 has been established in a position situated at a distance of 14 cables S.  $30^{\circ}$  W. from Menai Light.

In consequence of this the black can buoys have been renumbered thus:—Buoy B. No. 3 becomes B. No. 4; B. No. 4, B. No. 5; B. No. 5, B. No. 6 B.; No. 6, B. No. 7 B.; the black can buoy  $2\frac{1}{4}$  cables south-westward from Beaumaris Pier Light has been marked B. No. 8. The black can buoy situated 7 cables south-westward from Beaumaris Light has been marked B. No. 9.

f. A black can buoy marked B. No. 10 has been moored in a position situated at a distance of  $11\frac{1}{2}$  cables S.  $64^{\circ}$  W. from Beaumaris Pier Light. The black can buoy marked M I,  $1\frac{1}{2}$  cables to the eastward of Garth Pier Head, has been marked B. 11.

Approximate position, Menai Light, lat.  $53^{\circ} 19' N.$ , long.  $4^{\circ} 2' W.$

[Variation  $18^{\circ}$  Westerly in 1907.]

This Notice affects the following Admiralty Charts:—Holyhead to Great Orme's Head, No. 1170a; Menai Strait, No. 1464. Also, Sailing Directions for the West Coast of England, 1902, page 331.

## No. 859.—BELGIUM—RIVER SCHELDE.

*Antwerp Approach—Submarine Mining Practice.*

The Belgian Government has given notice that, between 12th June and 25th September, 1907, submarine mining practice will be carried out for Fort la Perle, in the approach to Antwerp. Vessels are prohibited from leaving the fairway between Buoys Nos. 58 and 62. A torpedo vessel will be anchored on the shoals extending from Fort Philip as a mark, and navigation between this vessel and the eastern bank is strictly prohibited.

Approximate position, Fort la Perle, lat.  $51^{\circ} 16' N.$ , long.  $4^{\circ} 17\frac{1}{2}' E.$

This Notice temporarily affects the following Admiralty Chart:—The River Schelde, No. 120. Also, North Sea Pilot, Part IV, 1901, page 105 and Supplement, 1906, page 14.

## No. 860.—SPAIN—WEST COAST.

*Corcubion Bay—Beacon Lights not yet Established.*

With reference to Notices to Mariners Nos. 420 and 577 of 1907:—

Further information, dated 12th June, 1907, has been received through the Board of Trade that the white fixed lights on Carrumeiro Viejo and Pindo Point beacons in Corcubion Bay have not yet been established.

Approximate position, Carrumeiro Viejo, lat.  $42^{\circ} 53\frac{1}{2}' N.$ , long.  $9^{\circ} 9' W.$

This Notice affects the following Admiralty Charts:—Cape Finisterre to Vigo Bay, No. 1756; Cape Peñas to Pontevedra Bay with Plan of Corcubion Bay, No. 1053; San Cyprian Bay to Cape Finisterre with Plan of Corcubion Bay, No. 1755. Also, List of Lights, Part IV, 1907, Nos. 538a, b; and Sailing Directions for the West Coasts of France, Spain, &c., 1901, page 421.

## No. 861.—SEA OF AZOV—NORTHERN SHORE.

*Berdiansk Dredging Operations—Spoil Ground Beacon and Buoy Discontinued.*

With reference to Notices to Mariners Nos. 409 of 1905 and 676 of 1907:—

The Russian Government has given further notice, dated 9th June, 1907, that the beacon situated at a distance of  $2\frac{1}{2}$  cables S.  $68^{\circ}$  W. from Upper Berdiansk Lighthouse, which, in line with the lighthouse N.  $68^{\circ}$  E. marked the limit of the Spoil Ground in Berdiansk Road, has disappeared, and will not be replaced. The red buoy placed on the limit has also been withdrawn, as this Spoil Ground has been abandoned. The beacon and the two red buoys shown on the chart on this line have therefore been erased.

Approximate position of beacon, lat.  $46^{\circ} 45\frac{3}{4}' N.$ , long.  $36^{\circ} 47\frac{1}{2}' E.$

[Variation  $1^{\circ}$  Easterly in 1907.]

This Notice affects the following Admiralty Charts:—Sea of Azov, No. 2234; Berdiansk