

No. 1081.—NORTH SEA—GERMANY.

Heligoland—Non-Existence of Wreck in South Channel.

With reference to Notice to Mariners No. 939 of 1907:—

The German Government has given further notice, dated 27th July, 1907, that investigation shows that the obstruction, supposed to be a wreck reported in the South Channel, Heligoland, on the leading line of the East and West Beacons on Sandinsel, and about 80 yards eastward from the black conical buoy No. 1, marking Steen Rock does not exist; it has therefore been erased from the charts.

Approximate position, lat. $54^{\circ} 10' N.$, long. $7^{\circ} 54\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Heligoland, No. 126. Also, North Sea Pilot, Part IV, 1901, page 196; and Supplement, 1906, page 41.

No. 1082.—GULF OF BOTHNIA—SWEDEN.

Nordmaling Fiord—Shoal in Southern Approach.

The Swedish Government has given notice, dated 31st July, 1907, of the existence of a shoal, with a depth of $2\frac{1}{2}$ fathoms over it, in the southern approach of Nordmaling Fiord, situated in approximately lat. $63^{\circ} 15' 50'' N.$, long. $19^{\circ} 38' 0'' E.$

This Notice affects the following Admiralty Charts:—Gulf of Bothnia, No. 2252; Stiernö Point to Fiäderäg, No. 2300. Also, Baltic Pilot, Part II, 1904, page 387; and Supplement, 1905, page 42.

No. 1083.—SPAIN—SOUTH-EAST COAST.

Port Sagunto—Mole Constructing, Provisional Light.

The Spanish Government has given notice, dated 29th July, 1907, that a mole is in course of construction at Port Sagunto, and that since 6th May last a provisional white fixed light, elevated 39 feet above the sea, and visible in clear weather from a distance of 5 miles, has been exhibited from a white wooden post, 41 feet high, with a head painted in white, red, and green horizontal bands, erected on the completed head of the mole. This light will be moved outwards as the works progress.

The position of the mole is not given, a note has consequently been placed on the chart.

Approximate position, Murviedro, lat. $39^{\circ} 38\frac{1}{2}' N.$, long. $0^{\circ} 13\frac{1}{2}' W.$

This Notice affects the following Admiralty Charts:—Cape San Antonio to Cape Tortosa, No. 1320. Also, List of Lights, Part V., 1907, page 13, and Mediterranean Pilot, Vol. I, 1904, page 171.

No. 1084.—ENGLAND—EAST COAST.

River Tyne, King Edward (New High Level) Bridge—Intended Lights.

With reference to Notices to Mariners Nos. 1076 of 1905 and 522 of 1906:—

The Tyne Improvement Commissioners have given further notice that, on and after 19th

August, 1907, two white fixed lights will be established, one on either side, on the top of the centre pier of the New High Level Bridge, now known as King Edward Bridge, situated about 250 yards eastward of Redheugh Bridge, Newcastle Harbour; the easternmost light will be visible from the bearing of south, through west, to north, and the westernmost light from south, through east, to north, both lights being visible until close to the bridge.

Approximate position lat. $54^{\circ} 57\frac{1}{2}' N.$, long. $1^{\circ} 37' W.$

[Variation 17° Westerly in 1907.]

This Notice affects the following Admiralty Chart:—River Tyne, No. 3258. Also, North Sea Pilot, Part III, 1905, page 90.

No. 1085.—BALTIC—GULF OF FINLAND.

Helsingfors—Gunnery Practice in Progress, Caution.

Information, dated 7th August, 1907, has been received through the Foreign Office that gunnery practice will be carried on from the fortress of Sveaborg, Helsingfors, on August 7th, 8th, 14th, 15th, 21st, 23rd, 29th, 30th, and on September 4th, 5th, 10th, and 12th during the daytime.

Firing will also take place between 8 and 11 P.M. in the beginning of September on dates not yet fixed.

To avoid accidents Mariners are cautioned not to approach the side of the fortress of Sveaborg where two red fixed lights, vertically placed, are exhibited as a warning signal.

Approximate position, lat. $60^{\circ} 9' N.$, long. $24^{\circ} 59' E.$

NOTE.—It may be assumed that this practice will take place annually at about the same time of year.

This Notice temporarily affects the following Admiralty Chart:—Helsingfors and Sveaborg, No. 2224. Also, Baltic Pilot, Part II, 1904, page 325.

No. 1086.—WHITE SEA—ARKHANGEL BAY

North Dvina Light-vessel—Light Altered.

The Russian Government has given notice, dated 11th July, 1907, that North Dvina Light-vessel in Arkhangel Bay, exhibiting a red and a white fixed light, has been replaced by a steam light-vessel exhibiting from the foremast head a white fixed electric light, elevated 45 feet above the sea; the new vessel is painted black with "Сѣверо-Двинскіи" (North Dvina) on each side, and carries a ball at the mainmast head under the usual light-vessel flag.

During thick or foggy weather a siren gives one blast of twenty seconds' duration every minute.

When a vessel is observed standing into danger in the daytime, "J. D.," International Code, will be hoisted, and star rockets giving two reports will be fired, until the vessel answers the signal; at night only the rocket signals will be made.

A pilot station has also been established on board this light-vessel. If from any cause a pilot cannot be sent, a black ball will be hoisted by day, and a red fixed light exhibited by night.