

No. 1823.—BALTIC—GERMAN COAST.

Adlergrund Light-Vessel—Wreck Southward of.

The German Government has given notice, dated 30th November, 1907, that the wreck of the steamship Norden lies sunk at a distance of about 3 miles S. 11° W. from Adlergrund light-vessel.

Approximate position, lat. 54° 47' N., long. 14° 22' E.

[Variation 9° Westerly in 1907.]

This Notice affects the following Admiralty Charts:—Arkona to Dievenow River, No. 2366; Fehmarn to Bornholm, No. 2150. Also, Baltic Pilot, Part II, 1904, page 181; and Revised Supplement, 1907.

No. 1824.—BALTIC ENTRANCE—
THE KATTEGAT.*Skaw or Skagen Harbour—Open, Depth in, Lights and Fog Signal, Signals Prohibiting Entry.*

With reference to Notice to Mariners No. 1613 of 1907:—

The Danish Government has given further notice, dated 27th November, 1907, that Skagen Harbour is now open to navigation. The depth in the outer harbour is 14 feet, and that in the inner harbour between 11 and 12 feet. There will be a depth of 7 feet alongside the piers when completed.

The undermentioned lights and signals prohibiting entry and exit have been established as follows:—

a. OUTER SOUTH-WEST MOLE. A red occulting dioptric light, eclipsed at short intervals, elevated 29 feet above high water, and visible from a distance of 5 miles, exhibited from a grey cylindrical tower, 23 feet high, erected on the mole head, the light being of the 6th order. A hand fog-horn sounded during thick or foggy weather, giving one long blast, followed by one short blast every minute, bad weather may prevent this signal from being given.

Approximate position, lat. 57° 43' N., long. 10° 35½' E.

b. OUTER NORTH-EAST MOLE. A green fixed dioptric light, elevated 29 feet above high water, and visible from a distance of 3 miles, exhibited from a grey cylindrical tower, 23 feet high, erected on the mole head, the light being of the 6th order.

c. INNER WEST MOLE. A red fixed light, elevated 18 feet above high water, exhibited from a post erected on the mole head.

d. INNER EAST MOLE. A green fixed light, elevated 18 feet above high water, exhibited from a post erected on the mole head.

The above lights (c and d) are only visible over the harbour.

e. SIGNALS PROHIBITING ENTRY AND EXIT. A black ball by day or two vertical green lights 4 feet apart by night, denote that entry into the inner harbour is prohibited. Two black balls by day or one white light 4 feet vertically above a green light by night, indicate that exit from the inner harbour is prohibited. These signals are made from eastern mole head of the inner harbour.

A new edition of chart No. 2114 showing a plan of Skagen Harbour will shortly be issued.

This Notice affects the following Admiralty Charts:—The Kattegat, No. 2114; the Skagerrack, No. 2289; Baltic, No. 2842a. Also, List of lights, Part III, 1907, page 1, No. 1, Remarks; Baltic Pilot, Part I, 1904, page 98; and Supplement, 1907.

No. 1825.—BLACK SEA, RUSSIA.

River Danube—Wreck in Approach.

The Russian Government has given notice, dated 18th September, 1907, that the wreck of the steamship Bosphoros, with one mast 6 feet above water, lies sunk in a depth of 15 fathoms in the approach to the River Danube, near Fidonisi or Serpent Island.

Information, dated 23rd November, has been received through the Board of Trade that the Master of the steamship Uplands reports the existence of a wreck, with one mast 20 feet above water and the other awash, in a position situated at a distance of 5 miles S. 45° W. from Serpent Island.

It is assumed that these wrecks are identical. A wreck has therefore been placed on the chart in the foregoing position and marked "Position approx. 1907."

Approximate position, lat. 45° 12' N., long. 30° 8' E.

[Variation 2° Westerly in 1907.]

This Notice affects the following Admiralty Chart:—Cape Kaliakra to Odessa, No. 2231. Also, Sailing Directions for the Dardanelles, &c., 1900, page 196.

No. 1826.—CHILE—CORCOVADO GULF.

Port Quellon—Position of Beacon Altered.

With reference to Notices to Mariners Nos. 1105 and 1645 of 1907:—

The Chilean Government has given further notice, dated 4th November, 1907, that the position of the rear leading beacon, on Direction Point, Quellon Harbour, has been altered, and is now situated about 55 yards N. 74° W. from the front beacon.

These two beacons in line N. 74° W. lead between the Chiguao and Velahué Shoals.

Approximate position, lat. 43° 11½' S., long. 73° 30' W.

[Variation 18° Easterly in 1907.]

This Notice affects the following Admiralty Chart:—Port Quellon, No. 1893. Also, South America Pilot, Part II, 1905, page 323.

No. 1827.—UNITED STATES, PACIFIC
COAST—CALIFORNIA.*San Diego Harbour Approach—Buoys Altered.*

With reference to Notice to Mariners No. 743 of 1905:—

The United States Government has given further notice that, on 30th October, 1907, the undermentioned alterations would be made in the buoys in the approach to San Diego Harbour:—

1. The red conical bar buoy No. 2, westward of Gammon Shoal, would be moved 40 yards from its former position, and moored on the eastern edge of the dredged channel, in a depth