

Charts affected.—No. 2010, Morecambe Bay ; No. 1826, Formby Point to Kirkcudbright.

Publications.—Sailing Directions for the West Coast of England, 1902, page 393 ; Notice to Mariners No. 1672 of 1908.

Authority.—Trinity House, London, Notice, No. 56 of 1908.

#### No. 43.—WEST INDIES—BAHAMAS.

##### *Grand Turk Island—Buoy Established.*

Subject.—A buoy has been established on the western side of Grand Turk Island.

Position.—On edge of Ballast Ground, at a distance of  $2\frac{2}{10}$  cables S.  $86^{\circ}$  W. from the Settlement Pier ; lat.  $21^{\circ} 28\frac{1}{2}'$  N., long.  $71^{\circ} 9'$  W.

Description.—Not stated.

Remarks.—This buoy is for navigational purposes and must not be used as a mooring buoy.

Variation.— $1^{\circ}$  W.

Chart affected.—No. 1441, Turks Islands, with plan.

Publications.—West India Pilot, Vol. II, 1899, page 525 ; Revised Supplement, 1908 ; Notice to Mariners, No. 888 of 1908.

Authority.—United States Hydrographic Office, Notice No. 2260 of 1908.

#### No. 44.—BALTIC ENTRANCE—KIEL BAY.

##### *Gabelsfach Light-Vessel—Wreck South-eastward of, Removed.*

Subject.—The wreck of the schooner St. Antonio, sunk to the south-eastward of Gabelsfach Light-Vessel, has been removed, and the buoy placed to mark her position has been withdrawn.

Position.—Lat.  $54^{\circ} 29\frac{1}{2}'$  N., long.  $10^{\circ} 30\frac{1}{2}'$  E., on Chart No. 2117.

Charts affected.—No. 2117, Kiel Bay ; No. 2842a, Baltic Sea.

Publications.—Baltic Pilot, Part I, 1904, page 472 ; Notice to Mariners No. 1201 of 1908.

Authority.—Berlin Notice, No. 2949 of 1908.

#### No. 45.—ENGLAND, EAST COAST— RIVER MEDWAY.

##### *Long Reach Leading Beacons—Positions Altered.*

Subject.—Two new leading beacons for Long Reach, River Medway, have been erected in the undermentioned positions :—

1. Front beacon (No. 1) :

Position.—Situated on eastern edge of Hoo Flats, with Darnett Ness Fort Flagstaff bearing S.  $41^{\circ}$  E., distant 535 yards, and Folly Point Fort Flagstaff, S.  $59^{\circ}$  W., distant 1,015 yards ; lat.  $51^{\circ} 24\frac{1}{2}'$  N., long.  $0^{\circ} 35\frac{1}{2}'$  E.

Description.—Similar in all respects to the former front beacon.

2. Rear beacon (No. 2) :

Position.—Situated at a distance of 1,040 yards N.  $77^{\circ}$  W., from the front beacon.

Description.—Similar in all respects to the former rear beacon.

Remarks.—These beacons in line, bearing N.  $77^{\circ}$  W., lead through Long Reach, touching the points of the bank, between the Upper and

Lower Mussel Buoys and between Lower Mussel Buoy and Oakham Ness, in 17 feet of water. The channel at these points will shortly be deepened and the old beacons removed.

Variation.— $15^{\circ}$  W.

Charts affected.—No. 3021, Pinup and Chatham Reaches ; No. 1834, Bishops Ness to Rochester.

Publications.—North Sea Pilot, Part III, 1908, page 394 ; Channel Pilot, Part I, 1908, page 348.

Authority.—The Captain, His Majesty's Dockyard, Chatham, 22nd December, 1908.

#### No. 46.—JAPAN—NAIKAI (INLAND SEA).

##### *Bingo Nada—Telegraph Cable ; Prohibited Anchorage.*

Subject.—A submarine telegraph cable has been laid across Bingo Nada ; Inland Sea, from a position near Miyo Shima to Mino Shima.

Position.—Miyo Shima Lighthouse ; lat.  $33^{\circ} 58\frac{3}{4}'$  N., long.  $133^{\circ} 15'$  E.

Route of cable.—From a position on the shore, situated at a distance of  $1\frac{7}{10}$  miles, S.  $13^{\circ}$  W., from Miyo Shima Lighthouse, the route of the cable is as follows :—(a) N.  $48^{\circ}$  W., for a distance of  $1\frac{1}{2}$  miles ; (b) N.  $9^{\circ}$  W., for a distance of  $7\frac{3}{10}$  miles ; (c) N.  $1^{\circ}$  W., for a distance of  $1\frac{2}{10}$  miles ; (d) N.  $31^{\circ}$  W., for a distance of  $3\frac{1}{2}$  cables to the eastern extreme of Mino Shima.

Prohibited Anchorage.—No vessel shall anchor within about  $\frac{1}{10}$  of a cable on either side of the telegraph cable for about 3 cables from its southern end, nor within a distance of about  $\frac{1}{10}$  of a cable on either side from its northern end, nor within a distance of 2 cables on either side for the remainder of the route.

Variation.— $5^{\circ}$  W.

Charts affected.—No. 83, Gogo Shima to Miyo Shima ; No. 2875, Naikai ; No. 132, Channels Between Misima Nada and Bingo Nada.

Publication.—Sailing Directions for Japan, &c., 1904, page 457 ; Supplement, 1906.

Authority.—Tokyo Notice, No. 1262 of 1908.

#### No. 47.—JAPAN, YEZO ISLAND—TSUGARU STRAIT.

##### *Shirakami Zaki—Fog-Signal Re-Established.*

Subject.—The fog-signal at Shirakami Zaki Lighthouse, Tsugaru Strait, which had been temporarily discontinued, is again in working order.

Position.—Lat.  $41^{\circ} 24'$  N., long.  $140^{\circ} 11\frac{1}{2}'$  E.

Description of fog-signal.—As described in the Admiralty List of Lights.

Charts affected.—No. 2441, Tsugaru Strait ; No. 3409, Ishinomaki Wan and Sakata Ko to Tsugaru Kaikyo ; No. 452, Yezo Island.

Publications.—List of Lights, Part VI, 1908, No. 1086 ; Sailing Directions for Japan, &c., 1904, page 694 ; Notice to Mariners, No. 1885 of 1908.

Authority.—Tokyo, Department of Communications Notice, No. 1186 of 1908.

By command of their Lordships,

*A. Mostyn Field*, Hydrographer.

Hydrographic Office, Admiralty, London,  
7th to 9th January, 1909.