

Character.—A fixed red light. Elevation, 17 feet; visibility, 4 miles.

Structure.—Green iron post, 17 feet in height.

11. Position.—On Croce Point, Port Verboska, Lesina Island, at a distance of about 6 cables, westward, from Glavica Point; lat. $43^{\circ} 10' 42''$ N., long. $16^{\circ} 41' 12''$ E., on Plan No. 1612.

Character.—A fixed green light. Elevation, 21 feet; visibility, 2 miles.

Structure.—Red iron column, 14 feet in height.

12. Position.—At landing place, Port Verboska; lat. $43^{\circ} 11'$ N., long. $16^{\circ} 40\frac{1}{2}'$ E.

Character.—A fixed red light. Elevation, 16 feet; visibility, 1 mile.

Structure.—Green iron post, 15 feet in height.

Remarks.—The position of the landing place is not shown on the plan.

13. Position.—On point, northern side of entrance to Port Berna, Curzola Island; lat. $42^{\circ} 54' 8''$ N., long. $16^{\circ} 51' 30''$ E., on Chart No. 2712.

Character.—A fixed red light. Elevation, 19 feet; visibility, 3 miles.

Structure.—Green iron post, 15 feet in height.

14. Position.—On end of mole, Lagosta Harbour; lat. $42^{\circ} 46\frac{1}{4}'$ N., long. $16^{\circ} 53\frac{3}{4}'$ E.

Character.—A fixed red light. Elevation, 23 feet; visibility, 4 miles.

Structure.—Green hut, with gibbet, 23 feet in height.

Remarks.—The position of the mole is not shown on the chart.

Charts affected.—No. 1612, Plan of Port Verboska; No. 201, Gulfs of Venice and Trieste; No. 2774, Grossa Island to Zirona Channel, with plan of Port Capocosto (2 to 9 inclusive); No. 2712, Zirona Channel to Curzola (9 to 14 inclusive).

Publications.—List of Lights, Part V, 1909, pages 131, 159, 163, 165, 169, 175; Mediterranean Pilot, Vol. III, 1908, pages 110, 170, 179, 180, 181, 182, 190, 195, 194, 215, 231, 233.

Authority.—Trieste Notice, No. 47 of 1909.

No. 1882.—JAPAN, NAIKAI (INLAND SEA) SUO NADA.

Motoyama Zaki—Wreck Southward of.

Subject.—A wreck has been reported to exist in Suo Nada, in the undermentioned position.

Position.—At a distance of about $3\frac{2}{10}$ miles, S. 2° E., from Motoyama Zaki; lat. $33^{\circ} 52\frac{3}{4}'$ N., long. $131^{\circ} 11\frac{1}{4}'$ E.

Description.—Two masts projecting about 15 feet above water.

Variation.— 4° W.

Charts affected.—No. 3225, Shimonoseki Strait to Maruyama Zaki; No. 2875, Naikai (Seto Uchi).

Publication.—Japan, Korea, &c., 1904, page 497.

Authority.—Tokyo, No. 1435, 2nd October, 1909.

No. 1883.—NORTH SEA—NETHERLANDS.

Ameland—Wreck Northward of.

Subject.—A wreck is reported to lie sunk northward of Ameland, as undermentioned.

Position.—Lat. $53^{\circ} 44\frac{1}{4}'$ N., long. $5^{\circ} 42'$ E.

Description.—Wreck, apparently of a steamship, with the masts showing about 20 feet above water.

Charts affected.—No. 2322, Scheveningen to Ameland; No. 2182a, North Sea.

Publication.—North Sea Pilot, Part IV., 1909, page 154.

Authority.—Hague Notice, No. 2392 of 1909.

No. 1884.—CHINA, EAST COAST—WUSUNG RIVER.

Shanghai—Night Time-Signal Established.

Subject.—A time-signal of the undermentioned description, for use at night, has been established at Shanghai.

Position.—On signal tower in French Concession, where time-ball is dropped; lat. $31^{\circ} 14'$ N., long. $121^{\circ} 29\frac{1}{4}'$ E.

Description.—Four white lights arranged in the form of a diamond, which are switched on, and simultaneously extinguished, at the following standard times of the 120th meridian of east longitude.

H.	M.	S.	H.	M.	S.
8	55	00 P.M.	8	58	00 P.M.
8	56	00 "	8	59	00 "
8	57	00 "	9	00	00 "

Chart affected.—No. 389, Shanghai Harbour.

Publications.—List of Time Signals, 1908, page 68; China Sea Directory, Vol. III, 1904, page 422; Supplement, 1907.

Authority.—His Majesty's ship Cadmus, Remark Book, 1909.

No. 1885.—BALTIC, GERMANY—EAST PRUSSIA.

Pillau—Night Storm-signals Established.

Subject.—The undermentioned storm-signals, for use at night, have been established at Pillau.

Position.—On Russian Dam, north side of Inner Harbour; lat. $54^{\circ} 38\frac{1}{4}'$ N., long. $19^{\circ} 54'$ E.

Signals:—

1. Westerly winds:

(a) Gale from North-westward:—Three red lights placed in the form of a triangle, point upwards.

(b) Gale from South-westward:—Three red lights placed in the form of a triangle, point downwards.

2. Easterly winds:

(a) Gale from North-eastward:—Three red lights placed in the form of a triangle, point upwards, with a fourth red light placed above the point of the triangle.

(b) Gale from South-eastward:—Three red lights, placed in the form of a triangle, point downwards, with a fourth red light below the point of the triangle.

Remarks.—When the wind is shifting to the right (veering) an additional red light will be placed in the base of the triangle.

Publication.—Baltic Pilot, Part II, 1904, pages 17 and 220.

Authority.—Berlin Notice, No. 2629 of 1909.

By command of their Lordships,

H. E. Purey-Cust, Hydrographer.

Hydrographic Office, Admiralty, London,
2nd and 3rd December, 1909.