

Charts affected.—No. 2578, Sulu or Mindoro Sea, eastern part; No. 943, Molucca Passage to Manila; No. 1263, China Sea.

Publications.—List of Lights, Part VI, 1909, No. 608, and page 125; Eastern Archipelago, Part I, 1902, pages 319, 314; Revised Supplement, 1909.

Authority.—Manila Notices, Nos. 70 and 65 of 1909.

Charts affected.—No. 3465, Trælle Nes to Aarø Sund; No. 2116, Little Belt.

Publications.—Baltic Pilot, Part I, 1904, page 415; Notice to Mariners, No. 69 of 1910.

Authority.—Berlin Notice, No. 130 of 1910.

No. 183.—UNITED STATES, ATLANTIC COAST—DELAWARE BAY.

*Cross Ledge—Intended Alteration in Lighting.*

Position.—Cross Ledge Lighthouse, lat.  $39^{\circ} 9\frac{1}{2}'$  N., long.  $75^{\circ} 14\frac{1}{2}'$  W.

Alteration.—On or about the 1st February, 1910, the occulting white light shown from Cross Ledge Lighthouse will be discontinued, and a light having the undermentioned characteristics will be established in a new structure, known as the Elbow of Cross Ledge Lighthouse.

Position.—In a depth of 23 feet, at a distance of 19 cables, N.  $45^{\circ}$  W., from Cross Ledge Lighthouse; lat.  $39^{\circ} 10' 55''$  N., long.  $75^{\circ} 16' 10''$  W., on Chart No. 2563.

Character.—A group occulting light with white and red sectors, showing a group of three eclipses every thirty seconds, thus:—Light, 25 seconds; eclipse, 1 second; light, 1 second; eclipse, 1 second; light, 1 second; eclipse, 1 second.

Elevation.—57 feet.

Visibility.—Not stated.

Sectors.—White from N.  $26^{\circ}$  W., through north and east, to S.  $26^{\circ}$  E.; red from S.  $26^{\circ}$  E., through south and west, to N.  $26^{\circ}$  W.

Structure.—Red brick octagonal dwelling with brown watchroom and lantern.

Order.—4th.

Fog-signal.—A bell, worked by machinery, will be struck a single and a double blow alternately at intervals of fifteen seconds.

Remarks.—Cross Ledge Lighthouse will be removed, but the masonry foundation will remain. The light-buoy (No. 14), formerly marking the position of the new lighthouse, has been withdrawn.

Variation.— $7^{\circ}$  W.

Charts affected.—No. 2563, Delaware River, Outer Sheet I; No. 355b, Chesapeake Bay; No. 266, Great Egg Harbour to Albemarle Sound; No. 2670, Halifax to the Delaware.

Publications.—List of Lights, Part VIII, 1909, No. 1175; East Coast of the United States, 1899, pages 552, 557; Revised Supplement, 1908.

Authority.—United States Commerce Notices, Nos. 41 and 40a of 1910.

No. 184.—BALTIC ENTRANCE—GERMANY.

*Aarø Sund—Wreck no Longer Dangerous.*

Position.—Between Aaresund Buoy and No. 10 Buoy; Aaresund Buoy, lat.  $55^{\circ} 13\frac{1}{2}'$  N., long.  $9^{\circ} 45'$  E.

Remarks.—The position of this wreck has been ascertained. It is not a danger to navigation, and should therefore be expunged from the charts.

No. 185.—UNITED STATES, PACIFIC COAST—CALIFORNIA.

*Pigeon Point Light—Temporary Alteration in Character.*

Position.—Lat.  $37^{\circ} 11'$  N., long.  $122^{\circ} 23\frac{1}{2}'$  W.

Temporary alteration.—On or about the 15th February, 1910, the light will be temporarily altered to show fixed white during repairs to the apparatus.

Charts temporarily affected.—No. 229, Point Pinos to Bodega Head; No. 2530, San Diego Bay to Cape Mendocino; No. 782, Pacific Ocean, North-east Sheet.

Publications.—List of Lights, Part VII, 1909, No. 449; West Coasts of Central America and the United States, 1907, page 393.

Authority.—United States Commerce Notice, No. 123 of 1910.

No. 186.—ENGLAND, SOUTH COAST.

*Penzance Bay—Wreck Removed.*

Position.—At a distance of  $1\frac{3}{4}$  miles, S.  $39^{\circ}$  E., from Penzance Pier Head; lat.  $50^{\circ} 6'$  N., long.  $5^{\circ} 29\frac{1}{2}'$  W.

Description.—French barque, Alice Marie.

Remarks.—The buoy marking this wreck has been withdrawn.

Variation.— $18^{\circ}$  W.

Charts affected.—No. 2345, Penzance Bay; No. 777, St. Agnes Head to Gerrans Bay; No. 2565, Trevoze Head to Dodman Point.

Publication.—Notice to Mariners, No. 1678 of 1908.

Authority.—Trinity House, London, Notice No. 7 of 1910.

No. 187.—ENGLAND, WEST COAST—BRISTOL CHANNEL.

*Wrecks Removed.*

(a) Position.—Off Porthkerry, at a distance of 2 cables, N.  $54^{\circ}$  E., from Chapel Rock, lat.  $51^{\circ} 23'$  N., long.  $3^{\circ} 19'$  W.

Description.—Shown on charts as "Wreck 1909."

(b) Position.—In Cardiff outer anchorage, at a distance of 4 cables, S.  $17^{\circ}$  W., from Monkstone Beacon; lat.  $51^{\circ} 24\frac{1}{2}'$  N., long.  $3^{\circ} 6'$  W.

Description.—Wreck of the steamship Miner.

(c) Position.—Eastward of Cardiff grounds, at a distance of  $1\frac{4}{10}$  miles, N.  $20^{\circ}$  E., from Monkstone Beacon; lat.  $51^{\circ} 26\frac{1}{2}'$  N., long.  $3^{\circ} 5\frac{1}{2}'$  W.

Description.—Wreck of the steamship Oberon. Remarks.—The buoy marking (a), and the wreck-marking vessels and buoys marking (b) and (c), respectively, have been withdrawn.

Variation.— $17^{\circ}$  W.