

from the Residency Flagstaff; flagstaff, lat. $12^{\circ} 46\frac{3}{4}'$ N., long. $44^{\circ} 57\frac{1}{2}'$ E.

Alteration.—On or about the 7th July, 1910, the light-buoy, moored in the above position, exhibiting an occulting red light, will be withdrawn and temporarily replaced by a conical light-buoy exhibiting two fixed red vertical lights.

Variation.— 1° W.

Charts temporarily affected.—No. 3660, Aden Harbour; No. 7, Aden Harbour and approaches.

Publications.—Red Sea and Gulf of Aden Pilot, 1909, page 406; Notice to Mariners, No. 575 of 1910.

Authority.—Port Officer, Aden, 11th June, 1910.

No. 849.—KOREA, EAST COAST—YUNG HING BAY.

Won San Chin—Light Established; Buoy Withdrawn.

1. Light established:

Position.—On outer end of new breakwater, at a distance of $2\frac{1}{10}$ cables, N. 75° W., from Chotoku to lighthouse; lat. $39^{\circ} 10\frac{3}{4}'$ N., long. $127^{\circ} 26'$ E.

Character.—An unwatched flashing white light every three seconds, showing thus:—Light, $\frac{3}{10}$ second; eclipse, $2\frac{7}{10}$ seconds.

Elevation.—31 feet.

Visibility.—9 miles.

Structure.—White square framework beacon, 25 feet in height.

Remarks.—From the position given above, the breakwater curves in a north-westerly direction to a point on the shore situated close north-eastward of the 71-foot Δ .

2. Buoy withdrawn:

Position.—At a distance of 3 cables, N. 67° W., from Chotoku to lighthouse, and about half a cable, north-westward, from the new light.

Description.—Conical buoy, painted in red and black horizontal stripes, with spherical topmark.

Variation.— 6° W.

Charts affected.—No. 3037, Port Lazaref and Yung Hing Bay, with plan; No. 1316, Cape Duroch to Linden Point.

Publications.—List of Lights, Part VI, 1910, page 175; Japan, Korea, &c., 1904, page 136; Revised Supplement, 1909.

Authority.—Tokyo Notice, No. 1525, 26th April, 1910.

No. 850.—CHINA SEA—BANKA STRAIT.

Palembang River Light-Vessel—Alteration in Character of Light.

Position.—Lat. $2^{\circ} 12'$ S., long. $104^{\circ} 57'$ E.

Alteration.—The fixed white light has been replaced by a light having the undermentioned characteristics.

Character.—A flashing white dioptric light every six seconds, showing thus: Flash, 2 seconds; eclipse, 4 seconds.

Elevation.—75 feet.

Visibility.—14 miles.

Charts affected.—No. 3471, Banka Strait; No. 2597, Banka Strait; No. 2757, Banka Strait to Singapore; No. 2149, Banka and Gaspar Straits.

Publications.—List of Lights, Part VI, 1910, No. 531; China Sea Directory, Vol. I, 1906, page 462.

Authority.—Hague Notice, No. 1181 of 1910.

No. 851.—WALES—BRISTOL CHANNEL.

Llanelly Fairway Buoy—Alteration in Position.

New position.—At a distance of about 7 cables N. 52° E., from former position, with the western extreme of Burry Holm bearing S. 45° E., distant about $2\frac{5}{10}$ miles; lat. $51^{\circ} 37\frac{3}{4}'$ N., long. $4^{\circ} 22\frac{1}{2}'$ W.

Variation.— 18° W.

Charts affected.—No. 1167, Burry Inlet; No. 1076, St. Govens Head to the Mumbles; No. 1179, Bristol Channel.

Publication.—West Coast of England, 1902, page 147; Revised Supplement, 1908.

Authority.—Board of Trade, 10th June, 1910.

No. 852.—MEDITERRANEAN—ITALY, WEST COAST.

Leghorn Roadstead—Intended Harbour Works—Temporary Buoyage.

Position.—Curvilinea Mole, lat. $43^{\circ} 32\frac{1}{4}'$ N., long. $10^{\circ} 17\frac{1}{4}'$ E.

1. Harbour works:

Details.—A new basin is to be constructed northward of the existing port. The northern mole will extend in a south-westerly direction from Marzocco Tower; the western mole will extend in a N. by W. direction from the northern end of the Curvilinea Mole.

2. Temporary buoyage:

Details.—Four spar buoys, situated as under-mentioned, will be temporarily established to mark the northern channel of approach to the port. They will be later on replaced by light-buoys.

Bearing and distance from Northern Lighthouse, Curvilinea Mole.	Colour.
(a) N. 10° W., $3\frac{8}{10}$ cables.	Red.
(b) N. 7° E., $4\frac{1}{2}$ cables.	Not stated.
(c) N. 17° E., $2\frac{8}{10}$ cables.	"
(d) N. 44° E., $1\frac{1}{2}$ cables.	"

Remarks.—Buoy (a) should be left on the star-board hand when entering the port, and buoys (b), (c) and (d), which are in line on a N. 10° W. and S. 10° E. line of bearing, should be left on the port hand.

Caution.—A dredger is now at work in the channel marked by the above-mentioned buoys, and special care is necessary to avoid fouling her mooring chains. Vessels are recommended to use the southern channel until the dredging operations are completed.

Chart affected.—No. 2554, Leghorn Roadstead, with plan.

Publication.—Mediterranean Pilot, Vol. II, 1905, page 148.

Authority.—Genoa Notice, Nos. 140 (204) and 141 (211) of 1910.

By command of their Lordships,

H. E. Purey-Cust, Hydrographer.

Hydrographic Office, Admiralty, London,
16th to 17th June, 1910.