

No. 966.—JAPAN—NIPON, SOUTH COAST.

Owari Bay—Buoys Established.

Position.—Eastward of Niye Saki; Niye Saki, lat. $34^{\circ} 42\frac{1}{2}'$ N., long. $136^{\circ} 31\frac{1}{2}'$ E.

Description.—Spherical buoys.

Remarks.—The buoys are arranged in 4 groups, each consisting of 3 buoys. The centre buoy of the westernmost group bears N. 88° E., distant $6\frac{1}{2}$ miles, from Niye Saki Lighthouse, and the centre buoys of the remaining groups are situated respectively, $8\frac{1}{10}$ cables, $16\frac{2}{10}$ cables, and $2\frac{3}{10}$ miles, S. 78° E., from it.

Variation.— 5° W.

Charts affected.—No. 952, Owari Bay to Takamatsu No Saki; No. 996, Kii Channel to Tokyo.

Publication.—Japan, Korea, &c., 1904, page 348.

Authority.—Tokyo Notice, No. 1533, 23rd May, 1910.

No. 967.—BALTIC—GULF OF FINLAND.

Revel Approach—Buoys Established.

(a) Position.—In a depth of 10 fathoms, on western side of reef extending from Wulf Island, at a distance of 7 cables, N. 69° W., from the north-western extreme of that island Wulf Island, lat. $59^{\circ} 35'$ N., long. $24^{\circ} 47'$ E.

Description.—A spar buoy, painted black and white, with 2 brooms bases together as topmark.

(b) Position.—In a depth of 9 fathoms, on western side of reef extending from Wulf Island, at a distance of $8\frac{1}{2}$ cables, S. 44° W., from the north-western extreme of that island.

Description.—A spar buoy, painted black and white, with 2 broom-bases together as topmark.

(c) Position.—On southern side of Karpova Reef, at a distance of $2\frac{1}{2}$ cables, S. 1° W., from the $1\frac{1}{2}$ -fathom head on that bank; Karpova Bank, lat. $59^{\circ} 33\frac{1}{4}'$ N., long. $24^{\circ} 59\frac{1}{4}'$ E.

Description.—Red spar buoy with one up-turned broom as topmark.

Remarks.—This buoy is only temporarily established, and may be withdrawn without notice.

Variation.— 2° W.

Charts affected.—No. 2227, Revel Roadstead; No. 2246, Port Baltic to Hogland; No. 2191, Gulf of Finland.

Publication.—Baltic Pilot, Part II, 1904, pages 285, 287; Revised Supplement, 1910.

Authority.—St. Petersburg Notice, No. 186 of 1910.

No. 968.—IRELAND, NORTH COAST—
LOUGH FOYLE ENTRANCE.*Tuns Bank—Experimental Light-buoy Withdrawn.*

Position.—At a distance of about 2 cables, westward, from the black can buoy marking the north-eastern end of Tuns Bank; lat. $55^{\circ} 13\frac{1}{2}'$ N., long. $6^{\circ} 54\frac{1}{4}'$ W.

Description.—Painted black, exhibiting a flashing red light.

Charts affected.—No. 3287, Entrance to Lough Foyle; No. 2499, Lough Foyle; No. 46, Larne to Bloody Foreland; No. 1825a, Irish Channel; No. 1824a, Ireland, east coast; No. 2635, Scotland, west coast.

Publications.—Irish Coast Pilot, 1902, page 258; Revised Supplement, 1908; Notice to Mariners, No. 1814 of 1908.

Authority.—Commissioners of Irish Lights Notice, No. 17 of 1910.

No. 969.—ENGLAND, SOUTH-EAST COAST.

Dover Harbour—Corrections to Charts.

Position.—Lat. $51^{\circ} 7'$ N., long. $1^{\circ} 20'$ E.

Corrections.—With reference to Notice to Mariners No. 908 of 1910, the following corrections should be made to the charts:—(a) Expunge note with regard to the fog-whistle on the Detached Mole from Chart No. 1698; (b) In Note on Tidal Streams, for "at Pier Works Light-Vessel" read "at A," on Charts Nos. 1698, 1828; and read "off Detached Mole, Dover," on Chart No. 1895.

Note.—The point A, referred to above, is the former position of Pier Works Light-Vessel, and is situated at a distance of 4 cables, S. 1° W., from the eastern end of the Detached Mole.

Variation.— 15° W.

Charts affected.—No. 1698, Dover Harbour; No. 1828, The Downs; No. 1895, Dungeness to the Thames.

Authority.—Hydrographic Office.

No. 970.—IRELAND, SOUTH COAST.

Coningbeg Light-Vessel—Submarine Fog-Signal Established.

Position.—Lat. $52^{\circ} 2\frac{1}{2}'$ N., long. $6^{\circ} 39\frac{1}{2}'$ W.

Description.—Submarine bell giving six strokes in quick succession, followed by a silent interval of seven and a half seconds.

Remarks.—This fog-signal is in addition to the siren or horn at present in use.

Charts affected.—No. 2049, Kinsale to Wexford; No. 1825b, Irish Channel, southern sheet; No. 1123, South Coast of Ireland to Land's End; No. 1824a, Ireland, East Coast; No. 1598, English Channel.

Publications.—List of Lights, Part I, 1910, No. 1098; Irish Coast Pilot, 1902, page 119; Revised Supplement, 1908.

Authority.—Commissioners of Irish Lights Notice, No. 18 of 1910.

No. 971.—ENGLAND, EAST COAST.

River Humber—Decreased Depth on Newsham Booth Leading Line.

Position.—On leading line, abreast of North Killingholm Haven; N. Killingholm Haven, lat. $53^{\circ} 40'$ N., long. $0^{\circ} 14\frac{1}{4}'$ W.

Depth.—23 feet.

Remarks.—At a distance of 150 yards, westward, of the leading line, there is a depth of only 20 feet, which is situated with the New Inn, North Killingholm Haven, bearing S. 81° W., distant $8\frac{1}{2}$ cables.

Variation.— 16° W.

Chart affected.—No. 109, Humber River entrance.

Publication.—North Sea Pilot, Part III, 1905, pages 168, 173; Supplement, 1908.

Authority.—Humber Conservancy Board Notice, No. 59, 29th June, 1910.

No. 972.—CHILE—CHILOE ISLAND,
EAST COAST.*Port Quellon—Existence of a shoal; Buoys Established.*

1. Existence of a shoal:

Position.—In the anchorage off Quellon, with Lapa Point, bearing S. 25° W., distant 7 cables,