

ENGLAND.

South-east Coast.—Dover Strait.—Light-vessels established.—Traffic Regulations.

Former Notice.—No. 887 of 1915; hereby cancelled.

Two light-vessels have been moored in the English Channel off Folkestone, as follows:—

(1.) *Position.*—At a distance of about 2 miles, south-eastward, from Folkestone pier head. Lat. $51^{\circ} 3' 5''$ N., long. $1^{\circ} 13' 45''$ E. *Characteristics.*—(a.) Light: Character—A flashing green light every thirty seconds. (b.) Fog-signal: Description—A siren giving four blasts in quick succession, of two seconds' duration each, every minute. (c.) Vessel: Description—Has one mast with two globes as daymark, hull painted green.

(2.) *Position.*—At a distance of 5 cables, 145° (S. 21° E. mag.) from (1). *Characteristics.*—(a.) Light: Character—A flashing white light every ten seconds. (b.) Fog-signal: Description—A horn worked by hand giving two blasts in quick succession every two minutes. (c.) Vessel: Description—Has one mast with one globe as daymark, hull painted red.

Shipping is hereby warned that all traffic in that part of the Straits of Dover which lies between the Varne Shoal and Folkestone must pass between the above-mentioned light-vessels, and that Article 25 of the Collision Regulations must be complied with—that is to say, eastbound traffic must keep to the southern side of the passage, and westbound traffic must keep to the northern side.

Ships disregarding this warning will do so at their own peril.

Variation.— 14° W.

Charts temporarily affected.—No. 1895, Dungeness to the Thames; No. 1406, Dover and Calais to Orfordness and Scheveningen; No. 2451, Owers to Dungeness; No. 2675c, English Channel, eastern sheet; No. 2182A, North Sea, southern sheet; No. 1598, English Channel.

East Coast.—River Thames Entrance.—Maplin Sands.—Caution with regard to Artillery Practice.

Position.—Shoeburyness, lat. $51^{\circ} 31' 4''$ N., long. $0^{\circ} 47' 8''$ E.

Caution.—It is necessary to carry out artillery practice over the Maplin Sands at all states of the tide and in all conditions of the weather. The boundaries of the danger area are as follows:—

(a.) *On the South.*—By a line drawn from Pig's Bay, situated about $1\frac{1}{2}$ miles north-eastward from Shoeburyness to the Maplin buoy.

(b.) *On the East.*—By a line drawn from the Maplin buoy to Fisherman's Head, Foulness.

(c.) *On the North-west.*—By a line drawn from Fisherman's Head along high-water mark, crossing the southern ends of Shelford, New England, and Havengore Creeks to Pig's Bay.

Notice is hereby given that any vessel navigating in thick weather within the danger area described above does so at her own risk, as practice will not be suspended on account of fog.

STRAIT OF GIBRALTAR.—SPAIN.

Tarifa Light.—Alteration in Characteristics.

Former Notice.—No. 482 of 1915; hereby cancelled.

Position.—Lat. $35^{\circ} 59' 4''$ N., long. $5^{\circ} 36' 4''$ W.

New abridged description.—Lt. gp. fl. (3), ev. 15 secs., 144 ft., vis. 18 m., and lt. F. red, vis. 8 m.

Details.—The group occulting white light with red sector has been replaced by a new light having the undermentioned characteristics:—

Character.—A group flashing white light showing three flashes every fifteen seconds, as follows, with a fixed red sector—flash 0.6 sec., eclipse 2.6 secs.; flash 0.6 sec., eclipse 2.6 secs.; flash 0.6 sec., eclipse, 8 secs.

Elevation.—144 ft.

Visibility.—White light, 18 miles; red light, 8 miles.

White from 247° (S. 81° W. mag.), through west to 117° (S. 49° E. mag.), with a fixed red sector covering Cabezos Shoal, from 88° (S. 78° E. mag.), to 110° (S. 56° E. mag.).

Remarks.—It will be seen that the white light is now visible over Pearl Rock.

Note.—The temporary group flashing white light, with fixed red sector, has been discontinued.

Variation.— 14° W.

NORTH ATLANTIC OCEAN.

Further Report of Derelict.

A further report of the position of the derelict Swedish barque has been received, as undermentioned:—

Date sighted.—7th November, 1915.

Position.—Lat. $49^{\circ} 52'$ N., long. $24^{\circ} 50'$ W.

Description.—Derelict timber-laden iron barque, water-logged and partially dismasted, with Swedish colours painted on sides.

Remarks.—Since this derelict was last reported, 9 days previously, she has drifted in a south-westerly direction at an average rate of about 8 miles a day.

Caution.—This derelict still constitutes a danger to navigation, as it lies in the track of shipping crossing the North Atlantic.

Charts temporarily affected.—No. 2060A, North Atlantic Ocean, eastern portion; No. 2058, North Atlantic Route Chart.

URUGUAY.

Río De La Plata.—Colonia.—Wreck, South-eastward of marked by Light-buoy.

(a.) *WRECK.*—*Position:* At a distance of 4.8 miles, 143° (S. 42° E. mag.), from Colonia light on the south-west angle of the Plaza. Lat. $34^{\circ} 32' 4''$ S., long. $57^{\circ} 47' 4''$ W. *Description:* Wreck of s.s. "Colonia."

(b.) *LIGHT-BUOY.*—*Position:* At a distance of about 30 yards, northward, of the wreck. *Description:* A light-buoy painted green, exhibiting a flashing green light.

Variation.— 5° E.

SOUTH PACIFIC OCEAN.

PHENIX GROUP.—GARDNER ISLAND.—REPORTED POSITION.—Captain Robert N. Gordon, of the "City of Corinth," reports that from careful observations made on the 9th October, 1915, he determined the position of Gardner Island to be in (approximately) latitude $4^{\circ} 40' 30''$ S., longitude $174^{\circ} 34' 30''$ W.

AFRICA.

SOUTH COAST.—CAPE COLONY.—ALGOA BAY.—BIRD ISLAND.—OBSTRUCTION REPORTED SOUTH-EASTWARD.—The steamer "Orbell" is reported to have struck a submerged obstruction 4 miles 133° from Bird Island Lighthouse.

Approx. position: Lat. $33^{\circ} 53' 15''$ S., long. $26^{\circ} 21'$ E.

H.O. Charts Nos. 855A, 1133, 1602, and 1601.

Africa Pilot, Part III, 1905, page 134.

BUFFALO BAY APPROACH.—WALKER POINT.—OBSTRUCTION REPORTED WESTWARD.—The steamer "Clara" reports having observed broken water about 7.5 miles westward of Walker Point, in (approximately) latitude $34^{\circ} 6'$ S., longitude $22^{\circ} 50'$ E. The Norwegian barque "Seier" struck a submerged obstruction in this vicinity.

H.O. Charts Nos. 855A, 1133, and 1601.

Africa Pilot, Part III, 1905, page 109.

CHINA.

EAST COAST.—KIAOCHOW BAY.—WRECKS.—Wrecks lie sunk in Kiaochow Bay, located as follows: 820 yards 246° , 920 yards 278° , 2.7 miles 263° , 2.7 miles 251° , 2.5 miles 255° , 2.2 miles 253° from Horse-shoe (Hufeisen) Reef light.

A wreck located 1.8 miles $114^{\circ} 30'$ from Iltis Hill.

Wrecks located 1,560 yards 272° , 1,580 yards 240° , 1.4 miles 295° from Yunuisan Lighthouse.

Wrecks located 1,600 yards $308^{\circ} 30'$ and 2 miles $258^{\circ} 30'$ from Stein Island.

A wreck located 1.6 miles $80^{\circ} 30'$ from Kutzeyang Rock.

WRECKS AND OBSTRUCTIONS REMOVED.—The following wrecks and obstructions in Kiaochow Bay have been removed:—

Wrecks located 2.2 miles 282° , 2.6 miles 258° , 3.7 miles 254° , 3.1 miles 238° , 1.5 miles 227° , 2.8 miles 102° from Diederich's Hill signal mast.

Obstructions located 2.3 miles 285° , 2.3 miles 280° , 1.9 miles 270° , 2.3 miles 262° , 2.9 miles 250° , 3 miles 246° from Diederich's Hill signal mast.

Approximate position of Diederich's Hill signal mast: Latitude $36^{\circ} 4'$ N., longitude $120^{\circ} 19' 17''$ E.

KIAOCHOW BAY APPROACH.—SUBMARINE CABLE.—A submarine cable has been laid between Tsingtau Bay and Chalienau.

Approx. position: Lat. $36^{\circ} 3'$ N., long. $120^{\circ} 19'$ E.

NORTH PACIFIC OCEAN.

REEFS DISCOVERED.—The master of the French ship "Rene" reports the existence of a reef about 1 mile long in a north-south direction and 0.2 mile wide, named Rene, in (approximately) latitude $16^{\circ} 44'$ N., longitude $179^{\circ} 0' 15''$ E., and a reef about 0.3 mile long in a north-south direction and 0.1 mile wide, named Rional, in (approximately) latitude $17^{\circ} 16'$ N., longitude $177^{\circ} 16' 15''$ E.

JAPAN.

NORTH-WEST COAST, KYUSHU.—Notice is hereby given that the red ray (between the bearings of S. $89^{\circ} 47'$ E. and