

No. 442.—FRANCE—NORTH COAST.

Cape Fréhel Light—Replaced by Temporary Light.

With reference to Notice to Mariners No. 45 of 1903:—

The French Government has given further notice that, on 30th April, 1903, the white fixed and flashing light every thirty seconds on Cape Fréhel would be replaced by a temporary white flashing light showing one flash every half minute, with a light power of only 2,700 candles, and visibility of 15 miles, exhibited from the upper gallery of the Lighthouse; it is obscured by that building between the bearings of N. 14° W., through north, to N. 86° E. (100°). The new light may also be exhibited experimentally.

Approximate position, lat. 48° 41' N., long. 2° 19' W.

Further notice will be given as necessary.

[Variation 16° Westerly in 1903.]

This Notice affects the following Admiralty Charts:—English Channel, No. 2675B; Channel Islands, No. 2669. Also, List of Lights, Part IV, 1903, No. 184; Channel Pilot, Part II, 1897, page 106; and Supplement, 1900, page 24.

No. 443.—NEW ZEALAND, SOUTH ISLAND
—QUEEN CHARLOTTE SOUND.*Jackson Head—Light Established.*

The Government of New Zealand has given Notice that, on 21st April, 1903, a white fixed light, unwatched, elevated 37 feet above high water, and visible in clear weather from a distance of 5 miles except between the bearing of N. 35° E., through north, and N. 5° W., where it is obscured by the land, would be established on the beacon on Jackson Head at the entrance to Queen Charlotte Sound.

Approximate position, lat. 40° 59½' S., long. 174° 20¼' E.

[Variation 15° Easterly in 1903.]

This Notice affects the following Admiralty Charts:—Cook Strait to Cape Egmont, No. 2054; Cook Strait, Nos. 695, 2684, 2685. Also, List of Lights, Part VI, 1903, page 280; and New Zealand Pilot, 1901, page 204.

No. 444.—BALTIC—THE SOUND,
COPENHAGEN.*Trekroner Breakwater—Fog Signal Altered.*

With reference to Notice to Mariners No. 738 of 1902:—

The Danish Government has given further notice that, on 15th May, 1903, the fog gong at the outer end of the breakwater north of Trekroner, Copenhagen Approach, would be replaced by a bell, which will, during thick or foggy weather, be struck by machinery three times in succession every twenty seconds.

Approximate position, lat. 55° 42½' N., long. 12° 37' E.

This Notice affects the following Admiralty Charts:—The Sound, No. 2115; Copenhagen Road and Harbour, No. 3194. Also, List of Lights, Part III, 1903, No. 347a; and Baltic Pilot, Part I, 1895, page 238.

No. 445.—CHINA SEA, PALAWAN ISLAND
—SOUTH-EAST COAST.*Dumaran Island—Reef South-Westward of.*

The United States Government has given notice, dated 9th May, 1903, that the Captain of the United States transport "Hai Mun" reports the existence of a coal reef, with apparently a depth of 3 or 4 fathoms over it, off the south east coast of Palawan Island, in a position from

which High point bears N. 34° W., distant 8¼ miles, and the south-eastern extremity of Dumaran Island N. 49° E.

Approximate position, lat. 10° 16½' N., long. 119° 38¼' E.

[Variation 1° Easterly in 1903.]

This Notice affects the following Admiralty Chart:—China Sea, No. 2660b; Palawan Island, No. 967. Also, China Sea Directory, Vol. II, 1899, page 277.

No. 446.—NEW ZEALAND.

Auckland—Time Signal Reported Unreliable.

With reference to Notice to Mariners No. 709 of 1902:—

Further information has been received from Commander W. P. Dawson, His Majesty's Surveying Vessel "Penguin," that the time ball stated to be dropped from the yard arm of the Port Office Flagstaff at Auckland, at noon, New Zealand standard mean time, has been tested on several occasions and found to be unreliable, the errors ranging from 5 to 9 seconds. These errors were not published in the local news papers. "Reported unreliable" has, therefore, been noted against this time signal.

Approximate position, lat. 36° 50¼' S., long. 174° 46' E.

This Notice affects the following Admiralty Chart:—Auckland Harbour, No. 1970. Also, New Zealand Pilot, 1901, page 55; and List of Time Signals, 1901, page 30.

No. 447.—BALTIC, DENMARK—THE SOUND
APPROACH.*Moen Bank (Kriegers Bank)—Wreck Removed.*

With reference to Notice to Mariners No. 414 of 1903:—

The Danish Government has given further notice, dated 13th May, 1903, that the wreck, bottom up, reported in a depth of 10¼ fathoms on the south-eastern end of Moen Bank or Kriegers Flat, in the southern approach to the Sound, 18¼ miles N. 89° E. from the light on the south-eastern point of Moen Island, has been removed.

Approximate position, lat. 55° 0½' N., long. 13° 4½' E.

[Variation 9° Westerly in 1903.]

This Notice affects the following Admiralty Chart:—Femern to Bornholm, No. 2150. Also, Baltic Pilot, Part I, 1895, page 284.

No. 448.—THE PHILIPPINES, MINDORO
ISLAND—NORTH COAST.*Escarceo Point—Light Established.*

The United States Government has given notice, dated 9th May, 1903, that a white fixed light, visible in clear weather from a distance of 8 miles, has been established on Escarceo Point, in the approach to Port Galera.

Approximate position, lat. 13° 31½' N., long. 120° 59¼' E.

This Notice affects the following Admiralty Charts:—St. Bernardino and Mindoro Straits, No. 2577; Port Galera, on Chart No. 949. Also, List of Lights, Part VI, 1903, page 112; and Eastern Archipelago, Part I, 1902, page 229.

No. 449.—THE PHILIPPINE ISLANDS.

Simara Island—Reef Reported Eastward of.

The United States Government has given notice, dated 9th May, 1903, that the Captain of the steamship "Gibson" reports the existence of a reef to the eastward of Simara