

Should the signal fail it is again hoisted, and the signal repeated in a similar manner to the time balls at Fort Canning and Pulo Brani.

An electric time bell for the use of shipping has been fitted in the office of the Wharf Superintendent, Tanjor Pagar Company. This time bell is in connection with the observatory standard clock, and rings automatically at every hour of Greenwich mean time.

Chronometer comparisons may be obtained by applying at the above-mentioned office.

Approximate position, Mount Faber, latitude  $1^{\circ} 16' 15''$  N., longitude  $103^{\circ} 49' 24''$  E.

This Notice affects the following Admiralty Charts:—Singapore Roads, No. 1995; Keppel Harbour, No. 2023. Also, List of Time Signals, 1904, page 22; China Sea Directory, Vol. I, 1896, page 213; and Supplement, 1899, page 15.

No. 1027.—JAPAN—HONSHU, RIKUOKU GULF.

*Aomori Anchorage—Wreck Removed.*

With reference to Notice to Mariners No. 384 of 1905:—

The Japanese Government has given further notice, dated 10th August, 1905, that the wreck of the steamship "Chitose Maru" that lay sunk in Aomori Anchorage, Rikuoku Gulf, in a position  $2\frac{1}{2}$  cables N.  $11^{\circ}$  W. from the pier-head, has been removed to a position about 120 yards from the pier, where it is no longer dangerous to shipping.

Approximate position, lat.  $40^{\circ} 50\frac{1}{4}'$  N., long.  $140^{\circ} 44\frac{1}{2}'$  E.

This Notice affects the following Admiralty Chart:—Plan of Aomori Anchorage on Sheet No. 101. Also, Sailing Directions for Japan, &c., 1904, page 687.

No. 1028.—JAPAN—LA PEROUSE STRAIT.

*Nijogan (Opasnost Rock) Bell-buoy Established Eastward of.*

The Japanese Government has given notice, dated 22nd August, 1905, that a bell-buoy, painted in black and white horizontal bands, has been moored about 9 cables eastward of Nijogan (Opasnost Rock), in a position from which Cape Krilon Lighthouse bears N.  $41^{\circ}$  W., distant  $8\frac{1}{2}$  miles, and Nijogan N.  $81^{\circ}$  W.

The charted position of Nijogan is stated to be doubtful.

Approximate position, Nijogan on Chart No. 3341, lat.  $45^{\circ} 48'$  N., long.  $142^{\circ} 13'$  E.

[Variation  $7^{\circ}$  Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Kuril Islands, No. 2450; Yezo Islands, No. 452; Gulf of Tartary, Southern Sheet, No. 3341. Also, Sailing Directions for Japan, &c., 1904, page 237.

No. 1029.—JAPAN, NAIKAI (INLAND SEA)—SUWO NADA.

*Misaki—Wreck South-Westward of.*

The Japanese Government has given notice, dated 22nd August, 1905, that the wreck of a large junk, with three masts showing about six

feet above water, lies sunk in a depth of 10 fathoms, about one mile to the south-westward of Motoyama Light-buoy, in a position (approximate) from which Misaki bears N.  $29^{\circ}$  E., distant  $4\frac{1}{2}$  miles, and Motoyama Zaki N.  $27^{\circ}$  W.

This wreck is very dangerous to shipping as it lies on the route of vessels bound to the eastward or westward.

Approximate position, lat.  $33^{\circ} 51\frac{1}{4}'$  N., long.  $131^{\circ} 13\frac{1}{4}'$  E.

[Variation  $4^{\circ}$  Westerly in 1905.]

This Notice temporarily affects the following Admiralty Charts:—Naikai or Inland Sea, No. 2875; Simonoseki Strait to Maruma Zaki, No. 3325. Also, Sailing Directions for Japan, &c., 1904, page 497.

No. 1030.—KOREA—SOUTH COAST.

*Fusan Harbour—Position of Leading Lights Altered.*

The Japanese Government has given notice, dated 10th August, 1905, that the positions of the leading lights on the north-western shore of Fusan Harbour, Korea, have been altered, and they are now situated as follows:—

a. The rear light (white fixed), elevated 158 feet above high water, is situated with Sapyongu san  $\Delta$  bearing S.  $28^{\circ}$  W., distant  $9\frac{1}{10}$  cables and Uno se (Channel Rock) Light-beacon S.  $56^{\circ}$  E.

b. The front light (red fixed), elevated 60 feet above high water, is situated  $1\frac{1}{10}$  cables S.  $53^{\circ}$  E. from the rear light.

These lights are visible from a distance of 5 miles, and when in line bearing N.  $53^{\circ}$  W. lead up the harbour clear of the dangers on either hand.

A patch, with a depth of 9 fathoms over it, exists on the northern side of the entrance to the harbour, in a position from which the southern extreme of the Kokugan Islets bears S.  $85^{\circ}$  E., distant  $5\frac{1}{10}$  cables, and the northern extreme of the islet (127 feet) off Shindu Kutsu N.  $46^{\circ}$  E.

Approximate position, Sapyongu san  $\Delta$ , lat.  $35^{\circ} 7\frac{1}{2}'$  N., long.  $129^{\circ} 1'$  E.

[Variation  $5^{\circ}$  Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Fusan Harbour, No. 1259. Also, List of Lights, Part VI, 1905, No. 878; and Sailing Directions for Japan, &c., 1904, page 119.

No. 1031.—PHILIPPINE ISLANDS—SAMAR, WEST COAST, KATBALOGAN.

*Lutao Reefs—Amended Position of Buoy.*

Notice is hereby given, that from copies of a United States chart recently received, it appears that the black can buoy marking the eastern end of Lutao Reefs is situated with Anas Point bearing N.  $17^{\circ}$  E., distant  $11\frac{1}{2}$  cables, and the Cemetery Chapel S.  $81^{\circ}$  E., and not as now shown on some copies of Admiralty Chart No. 1622.

Approximate position, lat.  $11^{\circ} 46\frac{1}{2}'$  N., long.  $124^{\circ} 50\frac{1}{2}'$  E.

[Variation  $1^{\circ}$  Easterly in 1905.]

This Notice affects the following Admiralty Charts:—San Pedro Bay to Libukan Islands, No. 2987; Katbalogan Anchorage on Sheet No. 1622. Also, Eastern Archipelago, Part I, 1902, page 360.