

seconds; eclipse, one second, visible in clear weather from a distance of 17 miles, the light power being 15,000 candles. In other respects the light will remain as before.

The new light may be exhibited experimentally before being permanently shown, but further notice will be given when it is permanently established.

Approximate position, lat. $36^{\circ} 36\frac{3}{4}'$ N., long. $2^{\circ} 10\frac{3}{4}'$ E.

This Notice affects the following Admiralty Charts:—Mediterranean, No. 2158a; Cape Ferrat to Cape Bougaroni, with plan of Port Shershel, No. 1766; Cape Ivi to Algiers, No. 1909. Also, List of Lights, Part V, 1905, No. 1563; and Mediterranean Pilot, Vol. I, 1904, page 301.

No. 48.—JAPAN, SOUTH COAST—GULF OF TOKYO.

Kawasaki—Wreck South-Eastward of, Removed.

With reference to Notice to Mariners No. 1279 of 1905:—

The Japanese Government has given notice, dated 11th November, 1905, that the wreck of the junk which sank at a distance of about one mile S. 45° E. from Haneda or Kawasaki lighthouse has been removed to a shoal near the coast.

Approximate position lat. $35^{\circ} 31'$ N., long. $139^{\circ} 48'$ E.

[Variation 4° Westerly in 1906.]

This Notice affects the following Admiralty Chart:—Gulf of Tokyo, No. 2657. Also, Sailing Directions for Japan, &c., 1904, page 373.

No. 49.—INDIA, WEST COAST.

Port of Bombay—Mine Practice Fields.

The Government of India has given notice, dated 5th December, 1905, that two rectangular areas, each 800 yards long by 500 yards wide, and situated respectively to east-south-eastward of Middle Ground, and west-south-westward of Karanja Shoal, Port of Bombay, have been appropriated for mining practice.

The corners of the area south-eastward of the Middle Ground are situated at distances of three-quarters of a cable N. 42° E., 2 cables S. 5° W., $4\frac{1}{4}$ cables S. 52° E., and $4\frac{1}{2}$ cables S. 85° E. respectively from Middle Ground flagstaff.

The corners of the area south-westward of Karanja Shoal are situated at distances of $4\frac{1}{4}$ cables N. 83° W., 5 cables S. 66° W., 3 cables S. 14° W., and half a cable S. 25° W. respectively from Karanja Beacon.

These areas, when in use, will be connected by a submarine cable, and their limits will be marked by red or black buoys. When practice is being carried out vessels are prohibited from anchoring either in the areas or in the space between them.

To mark the limits of the navigable channel between the mine fields a light-boat will be stationed to the eastward of the Middle Ground mine field, and a buoy to the westward of the Karanja mine field. The light-boat will exhibit 3 vertical lights, the upper two being green and the lower white. In the daytime a square blue flag will be shown. The buoy will be chequered red and white and show a square metal vane similarly coloured.

Approximate position, Middle Ground flagstaff, lat. $18^{\circ} 55'$ N., long. $72^{\circ} 51'$ E.

[Variation Nil in 1906.]

This Notice affects the following Admiralty Charts:—Bombay Harbour, No. 2621; Port of Bombay, No. 655. Also, West Coast of Hindustan Pilot, 1898, pages 199, 201.

No. 50.—CHINA SEA—BANKA STRAIT.

Kalian Light—Character Altered.

With reference to Notice to Mariners No. 1127 of 1904:—

The Netherlands Government has given further notice, dated 3rd January, 1906, that Tanjong Kalian Light in Banka Strait has been altered from white fixed to white flashing every fifteen seconds, the duration of each flash being three seconds, the light being produced by acetylene gas.

Approximate position, lat. $2^{\circ} 5'$ S., long. $105^{\circ} 8'$ E.

This Notice affects the following Admiralty Charts:—Easteru Archipelago, No. 941a; Gaspar and Banka Straits, No. 2149; Banka Strait, Nos. 2597 and 3471. Also, List of Lights, Part VI, 1905, No. 526; and China Sea Directory, Vol. I, 1896, page 414.

No. 51.—JAPAN—HONSHU, NORTH-WEST COAST, WAKASA WAN.

Maizuru Harbour—Rock in Approach.

The Japanese Government has given notice, dated 15th November, 1905, of the existence of a rock, with a depth of 2 fathoms over it at low water, in the approach to Maizuru Harbour, situated in a position from which Nariu Saki bears N. 70° E., distant $2\frac{1}{16}$ miles, and Otami Yama S. 31° E.

This danger, which is named Takashima Guri, is 4 yards in extent, and has depths of from 9 to 14 fathoms around it.

Approximate position, lat. $35^{\circ} 35\frac{1}{2}'$ N., long. $135^{\circ} 25'$ E.

[Variation 5° Westerly in 1905.]

This Notice affects the following Admiralty Chart:—Amarube Zaki to Ando Zaki, No. 2174. Also, Sailing Directions for Japan, &c., 1904, page 648.