

The Low and High Beacons in this vicinity have been removed.

Approximate position, Cape Madeleine Steeple, lat. $46^{\circ} 22' N.$, long. $72^{\circ} 30' W.$

[Variation 15° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Batiscan to Becancour, No. 2780; Becancour to Port St. Francis, No. 2781. Also, List of Lights, Part VIII, 1905, Nos. 414a, b, c, d; and St. Lawrence Pilot, Part I, 1894, page 339.

No. 70.—NEW GUINEA, SOUTH COAST—
ARU ISLANDS, DOBBO HARBOUR.

Tanjong Ular—Light Established.

With reference to Notice to Mariners No. 343 of 1905:—

The Netherlands Government has given further notice, dated 10th January, 1906, that a white group occulting light, showing groups of three eclipses every thirty seconds, thus:—light, fifteen seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds; light, three seconds; eclipse, three seconds, has been established on Tanjong Ular, the north-western end of Wammer Island, at the entrance to Dobbo Harbour; it is elevated 72 feet above high water, visible in clear weather from a distance of 14 miles, and shown from an open ironwork support, 42 feet high, painted white. The light is of the 4th order.

Approximate position on Plan on Chart No. 1460, lat. $5^{\circ} 45' S.$, long. $134^{\circ} 11' E.$

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 942b; Australia, No. 2759a; Aru Islands, No. 470; Dobbo Harbour on No. 1460. Also, List of Lights, Part VI, 1905, page 87; and Eastern Archipelago, Part I, 1902, page 478.

No. 71.—UNITED STATES, ATLANTIC
COAST, MARYLAND—CHESAPEAKE BAY.

Point No Point Light—Wreck Southward of.

The United States Government has given notice, dated 30th December, 1905, that a wreck, with one mast 5 feet above water, is reported to be sunk about 4 miles S. $5^{\circ} W.$ from Point No Point Lighthouse in Chesapeake Bay.

Approximate position, lat. $38^{\circ} 3\frac{1}{2}' N.$, long. $76^{\circ} 17' W.$

[Variation 5° Westerly in 1906.]

This Notice affects the following Admiralty Chart:—Chesapeake Bay, Nos. 355a and 2843c. Also, Sailing Directions for the East Coast of the United States, 1899, page 622.

No. 72.—ENGLAND—SOUTH COAST.

Portland Bill—Lights Altered.

With reference to Notice to Mariners No. 706 of 1905:—

The Trinity House, London, has given further notice, dated 12th January, 1906, that a white group flashing light, showing groups of four flashes every twenty seconds, thus:—flash, two-tenths of a second; eclipse, one and four-tenths

seconds; flash, two-tenths of a second; eclipse, one and four-tenths of a second; flash, two-tenths of a second; eclipse, one and four-tenths of a second; flash, two-tenths of a second; eclipse, one and four-tenths of a second; flash, two-tenths of a second; eclipse, fifteen seconds, has been established on the Bill of Portland.

Portland Light is elevated 141 feet above high water, and visible in clear weather from a distance of 18 miles from the bearing of S. $56^{\circ} W.$, through west and north, to S. $23^{\circ} E.$, the light power being 255,750 candles; it is shown from a cylindrical tower, 136 feet high, painted white with one red band, erected at a distance of 130 yards, within the extremity of the Bill. A subsidiary red fixed light, elevated 63 feet above high water, and visible in clear weather from a distance of 13 miles, with a power of 11,000 candles, is exhibited from the same tower over the Shambles between the bearings of N. $53^{\circ} W.$ and N. $73^{\circ} W.$

The two white fixed lights formerly exhibited on the Bill have been discontinued, but the light-houses will for the present remain in position.

Approximate position, lat. $50^{\circ} 30\frac{1}{2}' N.$, long. $2^{\circ} 27\frac{1}{2}' W.$

[Variation 16° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—British Isles to Mediterranean, No. 1; English Channel, Nos. 1598 and 2675b; Portland to the Owers, No. 2450; Eddystone to Portland, No. 2620; Portland to Christchurch, No. 2615; Start Point to Portland, No. 3315; Weymouth and Portland, No. 2255. Also, List of Lights, Part I, 1905, page 13, Nos. 57, 58; Channel Pilot, Part I, 1900, page 175; and Supplement, 1903, page 16.

No. 73.—SOUTH AUSTRALIA—SPENCER
GULF, PORT LINCOLN APPROACH.

Cape Donnington—Light Established.

With reference to Notice to Mariners No. 50 of 1905:—

The Government of the State of South Australia has given notice, dated 14th November, 1905, that a fixed light, elevated 80 feet above high water, and visible in clear weather from a distance of 14 miles, has been established on Cape Donnington, in the approach to Port Lincoln, Spencer Gulf; it shows the following sectors:—white from the bearing of N. $70^{\circ} E.$ to N. $74^{\circ} E.$, red from N. $74^{\circ} E.$, through east, to S. $44^{\circ} E.$, white, from S. $44^{\circ} E.$, through south and west, to N. $74^{\circ} W.$, red from N. $74^{\circ} W.$ to about N. $51^{\circ} W.$, when it is obscured by the land. The light is shown from a white wooden tower erected about one cable to the southward of the extremity of the Cape.

Approximate position, lat. $34^{\circ} 43\frac{1}{2}' S.$, long. $135^{\circ} 59\frac{1}{2}' E.$

[Variation 4° Easterly in 1906.]

This Notice affects the following Admiralty Charts:—Cape Catastrophe to Great Australian Bight, No. 1061; St. Vincent and Spencer Gulfs, No. 2389b; Port Lincoln, No. 784. Also, List of Lights, Part VI, 1905, No. 1146; and Australia Directory, Vol. I, 1897, page 182.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,
16th to 19th January, 1906.