

flashing light showing groups of two white flashes and one red flash every thirty seconds. The light is elevated 197 feet above high water, and visible in clear weather from a distance of 20 miles; it is of the 3rd order, and is shown from an iron tower, 20 feet high, painted white.

Approximate position, lat  $36^{\circ} 36\frac{1}{2}'$  S., long.  $73^{\circ} 3\frac{1}{4}'$  W.

The white occulting provisional light would be discontinued on the same date.

This Notice affects the following Admiralty Charts:—Tucapel Point to Lora Point, No. 1286; Concepcion Bay, No. 1319. Also, List of Lights, Part VII, 1905, No. 194; and South America Pilot, Part II, 1905, page 364.

#### No. 83.—NORTH ATLANTIC—MADEIRA.

##### *Fora Island Light—Character of.*

The French Government has given notice, dated 29th December, 1905, that it is reported that Fora Island Light, Madeira Island, is white flashing every fifteen seconds, thus:—Light, five seconds; eclipse, ten seconds.

Approximate position, lat.  $32^{\circ} 43'$  N., long.  $16^{\circ} 39'$  W.

This Notice affects the following Admiralty Charts:—Atlantic Ocean, No. 2060a; Strait of Gibraltar to River Gambia, No. 1226; Madeira, No. 1831. Also, List of Lights, Part IV, 1905, No. 673; and Africa Pilot, Part I, 1899, page 138.

#### No. 84.—NORTH SEA—GERMANY, RIVER JADE.

##### *Aussen Jade, Minsener, and Genius Light-Vessels—Fog Bells.*

The German Government has given notice, that on and after 20th January, 1906, the fog bells on board the undermentioned light-vessels in the River Jade would be sounded at the following intervals:—

a. AUSSSEN JADE LIGHT-VESSEL.—When the fog horn is not ready for use, a bell will be struck four times in quick succession every twenty seconds, instead of being sounded for two minutes every two minutes as before.

Approximate position, lat.  $53^{\circ} 51'$  N., long.  $7^{\circ} 57'$  E.

b. MINSENER SAND LIGHT-VESSEL.—The fog bell on board this light-vessel will, during thick or foggy weather, be struck twice in quick succession every thirty seconds, instead of being sounded for one minute every two minutes as before.

Approximate position, lat.  $53^{\circ} 49'$  N., long.  $8^{\circ} 5'$  E.

c. GENIUS BANK LIGHT-VESSEL.—The fog bell on board this light-vessel will, during thick or foggy weather, be struck three times in quick succession every twenty seconds, instead of being sounded for two minutes every two minutes as before.

Approximate position, lat.  $53^{\circ} 35'$  N., long.  $8^{\circ} 11'$  E.

This Notice affects the Admiralty List of Lights, Part II, 1905, Nos. 377, 378, 381. Also, North Sea Pilot, Part IV, 1901, page 182.

#### No. 85.—BALTIC—GERMANY; FLENSBORG FIORD.

##### *Breit (Bred) Ground—Buoys Established on.*

With reference to Notice to Mariners No. 1136 of 1905:—

The German Government has given notice, dated 13th January, 1906, that Breit or Bred Ground in the approach to Flensburg Fiord has been marked by two additional white buoys, moored in depths of  $5\frac{1}{2}$  fathoms, situated at distances of  $2\frac{1}{2}$  miles S.  $10^{\circ}$  W. and 4 miles S.  $42^{\circ}$  E. respectively from Kekeness Lighthouse. The easternmost buoy is marked with an O and is surmounted by two triangles, vertically placed, bases together; and the westernmost buoy is marked with a W and is surmounted by two triangles, points together.

Approximate position, Kekeness Light, lat.  $54^{\circ} 51'$  N., long.  $9^{\circ} 59\frac{1}{4}'$  E.

[Variation  $11^{\circ}$  Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Baltic, No. 2842a; Kiel Bay, No. 2117. Also, Baltic Pilot, Part I, 1904, page 451.

#### No. 86.—GULF OF BOTHNIA—FINLAND.

##### *Tornea and Biorneborg—Shoals in Approaches.*

The Government of Finland has given notice, dated 30th November, 1905, of the existence of the undermentioned shoals off the coast of Finland, in the Gulf of Bothnia:—

a. TORNEA APPROACH.—A rocky shoal, with a depth of  $2\frac{1}{2}$  fathoms over it, named Tiurasen Pohjas Matala, situated at a distance of  $2\frac{1}{4}$  miles S.  $16^{\circ}$  E. from Ekskivi Beacon. This shoal, which is about 40 yards in extent, has been marked by a black and white spar buoy, surmounted by a downturned over an upturned black broom as a topmark, moored in a depth of  $4\frac{1}{2}$  fathoms on its western side.

Approximate position, lat.  $63^{\circ} 33\frac{3}{4}'$  N., long.  $24^{\circ} 43\frac{1}{4}'$  E.

b. BIORNEBORG APPROACH.—A rocky shoal with a depth of  $2\frac{1}{4}$  fathoms over it, situated at a distance of  $1\frac{1}{4}$  miles S.  $76^{\circ}$  W. from Stakken Island; it has been marked by a red and white spar buoy surmounted by an upturned red broom over a downturned broom as a topmark, moored in a depth of 4 fathoms on its eastern side.

Approximate position, lat.  $61^{\circ} 50\frac{1}{4}'$  N., long.  $21^{\circ} 16'$  E.

[Variation  $5^{\circ}$  Easterly in 1906.]

This Notice affects the following Admiralty Charts:—Gulf of Bothnia, No. 2252; Tome Point to Tauvo, No. 2302; Nystad to Stor Fiard, No. 2298. Also, Baltic Pilot, Part II, 1904, pages, 455, 433.

#### No. 87.—CANADA—PRINCE EDWARD ISLAND, SOUTH COAST.

##### *Hillsborough Bay—Bell Buoy Replaced by Light-Buoy.*

##### *Charlottetown Harbour—Buoy Established.*

Information, dated 4th January, 1906, has been received from the Government of the