

establish near Bansering two leading lights, one mile apart, in a direction N. 4° E. and S. 4° W. from each other, the northern and high light being white fixed and the low light red fixed, each light being produced by acetylene gas.

Approximate position, high light, lat. 8° 3½' S., long. 114° 25½' E.

Further notice will be given when received.

[Variation 2° Easterly in 1906.]

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941*b*; Java Island, No. 1654; Plan of Bali Strait on Chart No. 934. Also, List of Lights, Part VI, 1906, page 87; and Eastern Archipelago, Part II, 1904, page 143.

No. 519.—EASTERN ARCHIPELAGO—BALI ISLAND, BALI STRAIT.

*Lichin Point—Intended Light-Buoy in Vicinity of.*

The Netherlands Government has given notice, dated 10th May, 1906, that it is intended to establish in the vicinity of Lichin Point, Bali Strait, a light-buoy exhibiting a white occulting light every twenty-seconds, thus:—light, ten seconds; eclipse, ten seconds.

Approximate position, lat. 8° 7½' S., long. 114° 25½' E.

Further notice will be given when received.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941*b*; Java Island, No. 1654; plan of Bali Strait on Chart No. 934. Also, Eastern Archipelago, Part II, 1904, page 147.

No. 520.—SUMATRA—NORTH-EAST COAST.

*Straits of Durian and Berhala—Intended Light-Buoys.*

The Netherlands Government has given notice, dated 10th May, 1906, that it is intended to establish the undermentioned light-buoys in the Straits of Durian and Berhala in the following positions:—

a. Strait of Durian.—A light-buoy, painted white, exhibiting a white occulting light every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds, on the north-eastern side of Richardson Reef.

Approximate position, lat. 0° 37½' N., long. 108° 43' E.

b. Berhala Strait.—A light-buoy, painted in red and black horizontal bands, exhibiting a white occulting light every twenty seconds, thus:—light, ten seconds; eclipse, ten seconds, on the south-eastern side of Speke Rock.

Approximate position, lat. 0° 37' S., long. 104° 6½' E.

This Notice affects the following Admiralty Charts:—Strait of Durian, No. 2402; channels between Sumatra and Linga, No. 1789. Also, China Sea Directory, Vol. I, 1896, pages 557, 546; and Supplement, 1899, page 41.

No. 521.—AFRICA—NORTH-WEST COAST.

*Angra de Cintra Bay—Shoal Reported in Entrance.*

The German Government has given notice, dated 12th May, 1906, that a shoal, with a depth of 3¼ fathoms over it, is reported to exist in mid-channel at the entrance to Angra de Cintra Bay, in approximately lat. 23° 4' N., long. 16° 12½' W.

This shoal is steep-to.

This Notice affects the following Admiralty Chart:—Garnet Head to Cape Verde, No. 1230. Also, Africa Pilot, Part I, 1899, page 197.

No. 522.—ENGLAND—EAST COAST.

*River Tyne, New High Level Bridge—North Channel open.*

With reference to Notice to Mariners, No. 1076 of 1905:—

The Tyne Improvement Commissioners have given further notice that, on and after 26th May, 1906, the North Channel between the New High Level Bridge and Redheugh Bridge, Newcastle Harbour, will be opened for traffic when the arrangements for lighting and marking the central pier of the New High Level Bridge will be discontinued, and the structure erected across the North Channel from the central pier, as described in the above mentioned notice, removed. Both channels will then be open. Vessels navigating the river after 26th instant must conform to the Commissioners' Byelaws of 14th August, 1884, viz., vessels bound up river must use the North Channel, and down the river the South Channel.

Approximate position, lat. 54° 57¾' N., long. 1° 37' W.

The note on the Chart has therefore been expunged.

This Notice affects the following Admiralty Chart:—River Tyne, No. 3258. Also, North Sea Pilot, Part III, 1905, page 90.

No. 523.—GERMANY.

*Signals Exhibited from Light-Vessels out of position.*

The German Government has given notice, dated 12th May, 1906, that German light-vessels when out of position will display in the daytime a uniform signal of a black or dark flag of large size, and whenever practicable the distinguishing masthead mark will be lowered, whilst during the night the anchor light only will be shown. The International code signal Q.E. hitherto shown will be discontinued.

This Notice affects the following Admiralty Charts:—Baltic Pilots, Part I, 1904, page 33; Part II, 1904, page 10; and North Sea Pilot, Part IV, 1901, page 18.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,

22nd to 24th May, 1906.