

[Variation 16° Easterly in 1906.]

This Notice affects the following Admiralty Chart:—San Pablo and Suisun Bays, No. 2887. Also, Sailing Directions for the West Coasts of Central America, &c., 1896, page 363; and Supplement, 1901, page 34.

No. 675.—FRANCE, NORTH COAST—
CALAIS.

Ridens de la Rade—Extension of.

The French Government has given notice, dated 11th June, 1906, that, according to a survey made in May of the present year, *Ridens de la Rade*, in the approach to Calais, has extended considerably to the westward, and has several additional shoal heads on it. The under-mentioned depths were obtained in the following positions:—

a. 1 fathom at a distance of $1\frac{1}{10}$ miles N. 22° E. from Calais Light.

b. $1\frac{1}{2}$ fathoms at a distance of $1\frac{3}{10}$ miles N. 14° E. from Calais Light.

c. 2 fathoms at a distance of $1\frac{7}{10}$ miles N. 6° W. from Calais Light, and from this position the 3-fathom contour line extends 3 cables in a S. 80° W. direction, and the 5-fathom contour line 6 cables.

d. $2\frac{1}{2}$ fathoms at a distance of $1\frac{9}{10}$ miles N. 12° E. from Calais Light.

e. $2\frac{1}{2}$ fathoms at a distance of $1\frac{9}{10}$ miles N. 16° E. from Calais Light.

f. 2 fathoms at a distance of $1\frac{3}{10}$ miles N. 21° E. from Calais Light.

Approximate position, Calais Light, lat. 50° 57 $\frac{1}{2}$ ' N., long. 1° 51 $\frac{1}{2}$ ' E.

[Variation 14° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Calais to River Schelde, No. 1872; Calais Road, No. 2556. Also, Channel Pilot, Part II, 1897, page 577; and North Sea Pilot, Part IV, 1901, page 36.

No. 676.—SPAIN—SOUTH-EAST COAST.

Burriana Light—Intended Alteration in.

The Spanish Government has given notice that, on 20th July, 1906, the character of the light on the southern point of the river entrance at Burriana will be altered from red fixed to a white group occulting light, showing groups of three eclipses and one eclipse alternately about every thirty seconds, thus:—light, eight and a half seconds; eclipse, two seconds; light, two and a half seconds; eclipse, two seconds; light, two and a half seconds; eclipse, two seconds; light, eight and a half seconds; eclipse, two seconds. It will be elevated 29 feet above the sea and 23 feet above the ground, and visible in clear weather from a distance of 9 miles from the bearing of S. 53° W., through west and north, to N. 53° E., and shown from an iron column, painted green, surmounting a yellow dwelling.

Approximate position, lat. 39° 52 $\frac{1}{2}$ ' N., long. 0° 3' W.

Mariners are warned that the exact times of the period of this light as given above may vary, but that groups of three occultations and

one occultation alternately will always be maintained as its principal characteristic.

[Variation 13° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Mediterranean, No. 2158a; Alicante to Palamos, No. 1187; Cape San Antonio to Cape Tortosa, No. 1320; plan of Burriana Road on Chart No. 1571. Also, List of Lights, Part V, 1906, No. 73; and Mediterranean Pilot, Vol. I, 1904, page 172.

No. 677.—NORTH ATLANTIC OCEAN.

Azores—Derelict Westward of.

Information has been received through the Board of Trade that the Master of the vessel *Saint Mungo* reports that, on 13th June, 1906, his vessel passed, when about 250 miles to the westward of the Azores, the waterlogged, dismantled derelict *Lizzie Chadwick* in approximately lat. 39° 40' N., long. 36° 24' W., near the track between Bermuda and the Azores.

The current in this vicinity, being situated between the Gulf Stream and Equatorial current, is variable, it is not possible, therefore, to say, with any degree of certainty, how this derelict may be drifting.

This Notice temporarily affects the following Admiralty Chart:—Atlantic Route Chart, No. 2058.

No. 678.—BORNEO—WEST COAST.

Pontianak River—Prohibited Anchorage in Approach Marked by Buoys and Beacons.

The Netherlands Government has given notice, dated 21st June, 1906, that anchorage is prohibited on account of telegraph cables in the approach to the Pontianak River, within the limits which are defined by imaginary lines drawn between two buoys now established, and the shore:—

SOUTHERN BUOY.

1. A white can buoy, marked "Telegraaf Kabel No. 1," has been moored in a position about 3 miles from the coast in approximately latitude 0° 1' 25" S., long. 109° 6' 25" E.

NORTHERN BUOY.

2. A white can buoy, marked "Telegraaf Kabel No. 2," has been moored about 2 cables N. 16° E. from the above buoy.

The limits are also marked by beacons on shore, but the position of the beacons is not given.

This Notice affects the following Admiralty Chart:—Eastern Archipelago, No. 941a. Also, China Sea Directory, Vol. II, 1899, page 39; and Supplement, 1901, page 3.

No. 679.—BORNEO, EAST COAST.

Balik Papan Bay—Limits of Prohibited Anchorage Altered, Buoy Shifted.

With reference to Notice to Mariners, No. 1218 of 1904:—

The Netherlands Government has given notice, dated 22nd June, 1906, that the southern limit