

notice, dated 24th October, 1906, that the character of Ampenan Light has been altered from a white fixed to a white group occulting light every thirty seconds, thus:—light, three seconds; eclipse, three seconds; light, twelve seconds; eclipse, twelve seconds; the new light being of the 4th order.

Approximate position, lat. $8^{\circ} 34' S.$, long. $116^{\circ} 4' E.$

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941*b*; Island of Java, No. 1654; Ampenan Road on chart No. 895. Also, List of Lights, Part VI, 1906, No. 512; and Eastern Archipelago, Part II, 1904, page 201.

No. 1256.—ITALY, WEST COAST—
SPEZIA GULF.

*Spezia Breakwater—Fog Signals Established
at ends of.*

The Italian Government has given notice, dated 20th October, 1906, that a fog-bell and hand fog-horn have been established at both the eastern and western ends of Spezia Breakwater. During thick or foggy weather these signals will be sounded alternately every ten minutes or at a shorter interval if necessary.

Ships when sufficiently near will be directed by means of a megaphone on which side they are to pass.

When vessels are observed standing into danger a flare will be exhibited.

Approximate position, western breakwater head, lat. $44^{\circ} 4' N.$, long. $9^{\circ} 51\frac{1}{2}' E.$

This Notice affects the following Admiralty Chart:—Gulf of Spezia, No. 155. Also, List of Lights, Part V, 1906, No. 347; and Mediterranean Pilot, Vol. II, 1905, page 142.

No. 1257.—ENGLAND—SOUTH-EAST COAST.

Dover, Southern Breakwater—Lights and Light-buoy marking Southern Head.

With reference to Notices to Mariners Nos. 680 and 1235 of 1906:—

Further notice is hereby given, that the staging on the south-western head of the Southern Breakwater at Dover is now marked by the undermentioned lights and light-buoy, in the following positions:—

a. A green fixed light, situated at a distance of $1\frac{4}{5}$ cables N. $52^{\circ} E.$ from the red fixed vertical lights on the head of the Admiralty Pier. A fog whistle is established in this position also.

b. A green fixed light, situated at a distance of $1\frac{4}{5}$ cables N. $59^{\circ} E.$ from the red fixed vertical lights on the head of the Admiralty Pier.

c. A white occulting light, situated at a distance of about 40 feet northward of the above light (*b*) or $1\frac{1}{5}$ cables N. $58^{\circ} E.$ from the red fixed vertical lights on the head of the Admiralty Pier.

d. A light-buoy, painted green, and exhibiting a green occulting (not fixed as formerly stated) light is moored in a depth of 41 feet in a position situated at a distance of $1\frac{5}{10}$ cables N. $75^{\circ} E.$ from the red fixed vertical lights on the head of the Admiralty Pier.

Approximate position, Admiralty Pier head, lat. $51^{\circ} 6\frac{3}{4}' N.$, long. $1^{\circ} 19\frac{3}{4}' E.$

[Variation 15° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Dungeness to the Thames, No. 1895; The Downs, No. 1828; Dover Bay, No. 1698. Also, List of Lights, Part I, 1906, Nos. 194, 194*a*, 194*b*; and Channel Pilot, Part I, 1900, page 331.

No. 1258.—BALTIC—DENMARK.

Giedser Point, Rodsand—Light-Buoys Established.

The Danish Government has given notice, dated 17th October, 1906, that a light-buoy, painted red, exhibiting a white flashing light every three seconds (flash, three-tenths of a second; eclipse, two and seven-tenths seconds) has been established near the southern end of Rodsand Rende, in a position situated $1\frac{3}{10}$ miles S. $50^{\circ} W.$ from Giedser Point Light.

Also, that the red conical buoy near the northern end of Rodsand Rende, situated at a distance of $1\frac{1}{4}$ miles N. $73^{\circ} W.$ from Giedser Point Light, has been replaced by a light-buoy painted red, exhibiting a white flashing light every three seconds (flash, three-tenths of a second; eclipse, two and seven-tenths seconds).

Also, that the white can buoy formerly situated about 8 cables N. $79^{\circ} W.$ from Giedser Point Light has been moved about one cable S. $61^{\circ} E.$, and is now moored in $2\frac{1}{2}$ fathoms at a distance of 7 cables N. $85^{\circ} W.$ from the lighthouse.

Approximate position, Giedser Point Light, lat. $54^{\circ} 34' N.$, long. $11^{\circ} 58' E.$

[Variation 9° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Baltic, No. 2842*a*; Fehmarn to Bornholm, No. 2150; Lubeck Bay to Fehmarn Belt, No. 2364; Rostock to Arkona Light, No. 2365. Also, Baltic Pilot, Part I, 1904, page 534.

No. 1259.—SEA OF OKHOTSK—WESTERN SHORE.

Karafuto (Saghalin) East Coast—Rocky Islets off, Coast Line Incorrect.

The Japanese Government has given notice, dated 22nd September, 1906, that the undermentioned rocky islets exist between Cape Povorotni and Bratkovsk Point, east coast of Karafuto or Saghalin, in the following positions:—

a. A rock, about 30 feet above high water, situated in approximately lat. $48^{\circ} 59' 30'' N.$, long. $144^{\circ} 45' 50'' E.$

b. A rock, about 30 feet above high water, situated in approximately lat. $49^{\circ} 0' 55'' N.$, long. $144^{\circ} 45' 15'' E.$

c. A rock, about 10 feet above high water, situated in approximately lat. $49^{\circ} 1' 55'' N.$, long. $144^{\circ} 42' 20'' E.$

NOTE.—The coast line from Cape Belingshausen to the parallel of $50^{\circ} N.$ is incorrectly delineated, between these positions there exist fringing reefs and off-lying rocks.

This Notice affects the following Admiralty