

Islands, is only about 40 yards wide, it is advisable, therefore, not to pass too near the line of buoys marking the channel.

This Notice affects the following Admiralty Chart:—Approaches to Port Courbet, No. 1169. Also, China Sea Directory, Vol. II, 1906, page 486.

No. 1417.—CHINA SEA—TONG KING GULF.

Norway Islands Light—Intended Alteration in.

The French Government has given notice, dated 19th November, 1906, that it is intended shortly to alter the character of Norway Islands Light from white flashing every minute to white flashing every five seconds. The alterations, which would be commenced on November 1st, will probably take three months, during which period two white fixed vertical lights, visible from a distance of 12 miles in all directions, except from the northward, would be exhibited. These two lights, which will be masked in a northerly direction, will appear as a single light outside a radius of 9 miles; they must not, therefore, be mistaken for the white fixed light on Hondau.

Approximate position, lat. $20^{\circ} 37\frac{1}{2}'$ N., long. $107^{\circ} 8\frac{3}{4}'$ E.

Further notice will be given when this alteration has been made.

This Notice affects the following Admiralty Charts:—Tong King Gulf, No. 2062; Kua Lacht to Kao Tao Shan Islands, No. 1965; Approaches to Port Courbet, No. 1169; List of Lights, Part VI, 1906, No. 737. Also, China Sea Directory, Vol. II, 1906, page 468.

No. 1418.—JAVA, NORTH COAST—BATAVIA APPROACH.

Babi Light—Character Altered.

The Netherlands Government has given notice, dated 22nd November, 1906, that the character of Babi Light in the approach to Batavia has been altered from white fixed to white occulting every fifteen seconds, thus:—light, ten seconds; eclipse, five seconds, the light being of the 5th order.

In other respects the light is unaltered.

Approximate position, lat. $5^{\circ} 49'$ S., long. $106^{\circ} 16\frac{1}{2}'$ E.

This Notice affects the following Admiralty Charts:—Eastern Archipelago, No. 941a; Java, No. 1653; Sunda Strait and Approaches, No. 2056. Also, List of Lights, Part VI, 1906, No. 471; China Sea Directory, Vol. I, 1896, page 355; and Eastern Archipelago, Part II, 1904, page 70.

No. 1419.—CHINA SEA.

Great Natuna Island—Further particulars respecting Shoal N.W. of.

With reference to Notices to Mariners Nos. 867 of 1903 and 425 of 1905:—

The Netherlands Government has given further
No. 27974. C

notice, dated 22nd November, 1906; that the least depth on the coral shoal north-westward of Great Natuna Island, situated with Butom Islet bearing S. 2° W., distant $10\frac{3}{4}$ miles, and Cape Ju, the south point of Panjang Island, S. 88° E., is $1\frac{1}{2}$ fathoms, and not 4 fathoms as previously stated.

Approximate position, lat. $4^{\circ} 18'$ N., long. $107^{\circ} 59\frac{3}{4}'$ E.

[Variation 2° Easterly in 1906.]

This Notice affects the following Admiralty Charts:—China Sea, southern portion, No. 2660a; Natuna Islands, No. 1348. Also, China Sea Directory, Vol. II, 1906, page 96.

No. 1420.—THE BALTIC, SWEDEN—SOUTH COAST.

Falsterbö Light—Date of Alteration in.

With reference to Notice to Mariners No. 383 of 1906:—

The Swedish Government has given further notice, dated 21st November, 1906, that, on 20th December next, the character of Falsterbö Light will be altered from fixed to a white occulting light giving one short eclipse every five seconds, the light power being 13,600 candles.

Approximate position, lat. $55^{\circ} 23'$ N., long. $12^{\circ} 49\frac{1}{4}'$ E.

This Notice affects the following Admiralty Charts:—Baltic, No. 2842a; Fehmarn to Bornholm, No. 2150; Falsterbö Point to Kalmar Sound, No. 2360; the Sound, No. 2115. Also, List of Lights, Part III, 1906, No. 492; Baltic Pilot, Vol. I, 1904, page 274; and Baltic Pilot, Part II, 1904, page 38.

No. 1421.—BALTIC ENTRANCE—THE SOUND.

Helsingor—Wreck Eastward of.

The Danish Government has given notice, dated 21st November, 1906, that the wreck of a fishing smack, with a mast 2 feet above water, lies sunk at a distance of about one mile to the eastward of Helsingor Harbour, in a line between Helsingor and Helsingborg harbour lights.

A wreck-marking buoy has been placed immediately northward of the wreck, and a light-buoy exhibiting a green occulting light southward of the wreck.

Approximate position, lat. $56^{\circ} 2\frac{1}{2}'$ N., long. $12^{\circ} 39\frac{1}{4}'$ E.

This Notice temporarily affects the following Admiralty Chart:—The Sound, No. 2115. Also, Baltic Pilot, Part I, 1904, page 222.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London.

1st to 3rd December, 1906.