

No. 884.—JAVA—NORTH COAST, BATAVIA.

Edam Island Light—Character Altered.

With reference to Notice to Mariners No. 658 of 1902:—

The Netherlands Government has given notice, that on 23rd October, 1902, the light on Edam Island, Batavia Roads, was altered from white fixed to a white flashing light every thirty seconds, the duration of each flash being five seconds; in other respects it remains unchanged.

Approximate position, lat. $5^{\circ} 57\frac{1}{2}'$ S., long. $106^{\circ} 50\frac{1}{2}'$ E.

This Notice affects the following Admiralty Charts:—Java, Western Portion, No. 1653; Sunda Strait, No. 2056; Batavia Roads, No. 933. Also, List of Lights, Part VI, 1902, No. 474; Eastern Archipelago, Part II, 1893, page 96; and Supplement, 1899, to that work, page 10.

No. 885.—ENGLAND—EAST COAST.

Sunderland Harbour—Lights Replaced by Temporary Lights.

The River Wear Commissioners have given notice, dated 28th November, 1902, that in consequence of the foundations of the Pier Head having become insecure, it is necessary to take down the Lighthouse on the North Pier, Sunderland Harbour; temporary lights, however, of the same character—viz., a white fixed light over a red fixed light, but of lower power—will be exhibited near the position until further notice.

Approximate position, lat. $54^{\circ} 55'$ N., long. $1^{\circ} 21\frac{1}{2}'$ W.

This Notice temporarily affects the following Admiralty Chart:—Sunderland Harbour, No. 1627. Also, List of Lights, Part I, 1902, No. 331; North Sea Pilot, Part III, 1897, page 88; and Supplement, 1900, page 8.

No. 886.—UNITED STATES, ATLANTIC COAST—NEW YORK.

Block Island Sound—Obstruction.

The United States Government has given notice, dated 15th November, 1902, of the existence of an obstruction on which the steamship "H. M. Whitney" struck, injuring her propeller, in Block Island Sound, situated with Wilderness Point bearing N. 39° W., distant 19 cables, and Watch Hill Point Lighthouse N. 61° E.

Approximate position, lat. $41^{\circ} 14'$ N., long. $71^{\circ} 58\frac{1}{2}'$ W.

[Variation 11° Westerly in 1902.]

This Notice affects the following Admiralty Chart:—Long Island Sound, No. 2754. Also, Sailing Directions for the East Coast of the United States, 1899, page 442.

No. 887.—THE PHILIPPINES—MASBATE ISLAND.

Bugui Point Light Re-Exhibited—Character Altered.

The United States Government has given notice that, on 1st December, 1902, Bugui Point Light would be re-exhibited, and its character

altered from a group flashing light showing one red flash and one white flash in each group to a group flashing light showing one red and two white flashes about every thirty seconds, thus:—red flash, eclipse twelve seconds; white flash, eclipse six seconds; white flash, eclipse twelve seconds; the upper part of the lighthouse and the lantern are painted white, but with these exceptions the light and lighthouse remain as described in the Admiralty List of Lights, Part VI, 1902, No. 595.

Approximate position, lat. $12^{\circ} 36\frac{1}{2}'$ N., long. $123^{\circ} 15'$ E.

This Notice affects the following Admiralty Charts:—The Philippine Islands, No. 943; St. Bernardino and Mindoro Straits, No. 2577. Also, List of Lights, Part VI, 1902, No. 595; and Eastern Archipelago, Part II, 1902, page 342.

No. 888.—UNITED STATES, LOUISIANA—ATCHAFALAYA APPROACH.

Trinity Shoal—Light-Buoy Established.

The United States Government has given notice, that on 20th December, 1902, in order to mark the Trinity Shoal, a light-buoy, painted in black and white vertical stripes, and exhibiting a white fixed light, will be established about half a cable to the southward of the whistle buoy between Tiger and Trinity Shoals, situated with the western extremity of Marsh Island bearing N. 17° E., distant 22 miles, and Ship Shoal Lighthouse S. 78° E.

Approximate position, lat. $29^{\circ} 15'$ N., long. $92^{\circ} 12\frac{1}{2}'$ W.

[Variation 6° Easterly in 1902.]

This Notice affects the following Admiralty Chart:—Coast of Louisiana and Texas, No. 1639. Also, West India Pilot, Vol. I, 1893, page 520; and Hydrographic Notice No. 2 of 1896, page 38.

No. 889.—BORNEO—NORTH COAST.

Sarawak River—Signals for Vessels Navigating above the Kwop.

Information, dated 24th September, 1902, has been received from the Commander-in-Chief, China, that the undermentioned signals have been established for the guidance of vessels navigating the Sarawak River above the Kwop anchorage:—

a. AT KWOP ANCHORAGE.—A signal station, in telephonic communication with the Shipping Office, Kuching, has been established near Tree Point, at the junction of the Sarawak and Kwop Rivers. A red ball hoisted at this station indicates that vessels can proceed to Kuching. A black ball above a shape in the form of an anchor denotes that the incoming vessel must anchor, an outgoing vessel being in the channel. This signal will be replaced by a red ball when the incoming vessel can leave for Kuching.

b. AT KUCHING.—A black ball hoisted at the jail tower signifies that an incoming vessel is in the channel, and no vessel must proceed down the river until this signal is lowered. If no signal is hoisted it means that the channel is clear.