

Black ball above red pennant with red flag below	Navigation only possible with the aid of ice breakers.
Black ball above red flag with red pennant below	Navigation closed.
Red pennant	Ice conditions unknown.
Red pennant above red flag	Thin ice.
Red pennant above black ball	Strong drift ice.
Red pennant above red flag with black ball below	Difficult for sailing vessels.
Red pennant above black ball with red flag below	Difficult, possible for sailing vessels with the aid of tugs
Red flag	Drift ice.
Red flag above black ball	Strong ice.
Red flag above red pennant	Passage kept open by ice breaker.
Red flag above black ball with red pennant below	Very difficult, closed for sailing vessels.
Red flag above red pennant with black ball below	Only possible for strongly built steam vessels.

It will be seen from the above that a single signal, such as a black ball, red pennant, or red flag, indicates that navigation is unobstructed; a combination of any two of the foregoing, that navigation may be obstructed; and a combination of any three, that navigation is very difficult, if not closed.

Approximate position, lat. 53° 49' N., long. 6° 17' E.

These signals being experimental, mariners are requested to forward any suggestions for their improvement to the Imperial Coast District Office VI, at Wilhelmshaven.

This Notice affects the following Admiralty Chart:—Ameland to Jade River, No. 2593. Also, North Sea Pilot, Part IV, 1901, page 168.

No. 898.—AFRICA, SOUTH-WEST COAST—ANGRA PEQUEÑA.

Diaz Point, and Shark Island—Lights.

With reference to Notice to Mariners No. 608 of 1903:—

The German Government has given further notice, dated 17th October, 1903, that it is intended to make the following alterations in the lights on Diaz Point, and on Shark Island, Angra Pequena (Lüderitz Bay):—

a. Diaz Point light, which is a white fixed light, situated at a distance of 3 cables S. 21° E. from the extremity of the Point, will be visible between the bearings of N. 7° E., through east and south, and S. 77° W., but will be partially obscured by trees from N. 7° E. to N. 47° E.; in other directions it will be obscured.

Approximate position, lat. 26° 38' S., long. 15° 7' E.

b. Shark Island light, which is a fixed light, situated at a distance of 3 cables S. 22° W. from the northern extremity of the island, will show red between the bearing of N. 65° E., through east, and S. 16° E., white from S. 16° E., through south, to S. 10° W., and obscured in other directions.

Approximate position, lat. 26° 38' S., long. 15° 11' E.

[Variation 27° Westerly in 1903.]

This Notice affects the following Admiralty Chart:—Walfisch Bay to Orange River, No. 632. Also, List of Lights, Part IV, 1903, Nos. 808a, 808b; and Africa Pilot, Part II, 1901, pages 282, 283.

No. 899.—UNITED STATES, ATLANTIC COAST.—NEW YORK.

Gedney Channel—Gas Buoys Established.

With reference to Notice to Mariners No. 12 of 1903:—

The United States Government has given further notice, that on 21st August, 1903, the following gas buoys would be established in Gedney Channel, New York Bay, in addition to the electric buoys now marking that channel:—

On the southern side of the channel:—

1. A gas buoy, painted black, marked G.G. 1, and exhibiting a white occulting light, moored close to the electric light buoy E. 1, situated with North Hook Beacon bearing S. 83° W. distant $3\frac{1}{4}$ miles.

2. A gas buoy, painted black, marked G.G. 3, and exhibiting a white occulting light, moored close to electric light buoy E. 3.

3. A gas buoy, painted black, marked G.G. 5, and exhibiting a white occulting light, moored close to electric light buoy E. 5.

4. A gas buoy, painted black, marked G.G. 7, exhibiting a white occulting light, moored close to electric light buoy E. 7, in place of gas buoy G.G. 5 withdrawn.

On the northern side of the channel:—

5. A gas buoy, painted red, marked G.G. 2, and exhibiting a red occulting light, moored close to electric light buoy E. 2, situated with North Hook Beacon bearing S. 81° W., distant $3\frac{1}{4}$ miles.

6. A gas buoy, painted red, marked G.G. 4, and exhibiting a red occulting light, moored close to electric light buoy E. 4.

7. A gas buoy, painted red, marked G.G. 6, and exhibiting a red occulting light, moored close to electric light buoy E. 6.

8. A gas buoy, painted red, marked G.G. 8, and exhibiting a red occulting light, moored close to electric light buoy E. 8, in place of gas buoy G.G. 6 withdrawn.

The lights exhibited from the above buoys show thus:—Light, five seconds; eclipse, five seconds.

The gas buoys marked G.G. 4 and G.G. 3, formerly moored midway between electric light buoys 4 and 6, and 3 and 5, respectively, have been withdrawn.

Approximate position, North Hook Beacon, lat. 40° 28 $\frac{1}{2}$ ' N., long. 74° 0 $\frac{1}{2}$ ' W.

[Variation 8° Westerly in 1903.]

This Notice affects the following Admiralty Chart:—Approaches to New York, No. 3204. Also, Sailing Directions for the East Coast of the United States, 1899, page 499.

No. 900.—SCOTLAND, WEST COAST—LOCH BROOM.

Ullapool—Non-existence of Boat House.

Information, dated 18th October, 1903, has been received from Captain R. S. Rolleston, His Majesty's ship "Royal Oak," that the boat-house shown on the Charts at a distance of 6 $\frac{1}{2}$ cables S. 72° E. from Ullapool Point does not exist.

This boat-house in line with Ullapool Point formerly cleared the southern edge of the shoal extending from Ullapool River, and was one of the conspicuous objects in Loch Broom. It should be removed from the list of conspicuous objects, under the title of the Chart.

Approximate position, lat. 57° 53 $\frac{1}{2}$ ' N., long. 5° 8 $\frac{1}{2}$ ' W.

[Variation 20° Westerly in 1903.]

This Notice affects the following Admiralty Charts:—Loch Broom, No. 2500; Loch Broom, Upper Portion, No. 3192. Also, Sailing Directions for the West Coast of Scotland, 1902, page 352.