

distances of about one cable eastward and westward of a line joining the two ferry ports. The western buoy is marked "Ostlich nicht ankers" (anchorage not allowed eastward), and the eastern buoy, "Westlich nicht ankern" (anchorage not allowed westward).

Anchorage is also prohibited with Flügge and Strukamp lights in line.

Mariners infringing the above regulations will be liable to a penalty up to 60 marks, or a corresponding term of imprisonment.

Approximate position of telegraph cable lat. $54^{\circ} 24' N.$, long. $11^{\circ} 7' E.$

This Notice affects the following Admiralty Charts:—Lubeck Bay and Femern Belt, No. 2364. Also, Baltic Pilot, Part I, 1895, page 444.

No. 1083.—NORTH SEA, GERMANY—RIVER EMS.

Emden—Leading Lights Altered.

The German Government has given notice, dated 5th November, 1904, that the under-mentioned lights at Emden have been altered from fixed to occulting every five seconds, thus:—light, four seconds; eclipse, one second:—

a. The light situated on the eastern extremity of the eastern pier, being the front leading light between Knock Point and Emden.

Approximate position, lat. $53^{\circ} 20' N.$, long. $7^{\circ} 10\frac{1}{2}' E.$

b. The front leading light between the piers, situated at the locks, canal entrance, or about $7\frac{1}{2}$ cables N. $41^{\circ} E.$ from the above.

[Variation 12° Westerly in 1904.]

This Notice affects the following Admiralty Chart:—River Ems, No. 2593. Also, List of Lights, Part II, 1904, Nos. 367, 366; North Sea Pilot, Part IV, 1901, page 173.

No. 1084.—AFRICA—WEST COAST.

Almadi Port Light—Amended Description of.

Notice is hereby given that, as owing to some ambiguity in the original notices, the descriptions of Almadi Point light (fixed and flashing), in the Admiralty publications as regards the period and visibility of that light are not in accord; the following is the correct definition in these respects as derived from French sources; the period of system is seventy seconds, thus:—white fixed about sixty-four seconds, eclipse half a second, red flash (scarcely visible) five seconds, partial eclipse half a second. The white light is visible in clear weather from a distance of 11 miles, and the red light 4 miles.

Approximate position, lat. $14^{\circ} 44\frac{1}{2}' N.$, long. $17^{\circ} 33' W.$

This Notice affects the following Admiralty Charts:—Garnet Head to Cape Verde, No. 1230; Cape Verde to Cape St. Ann, No. 1147; Cape Verde to River Cacheo, No. 599. Also, List of Lights, Part IV, 1904, No. 742, and Africa Pilot, Part I, 1899, pages 215, 216.

No. 1085.—GULF OF ADEN—SOKOTRA.

The Brothers—Coral Bank Southward of.

Information, dated 7th September, 1904, has been received from Mr. A. Valentine, Commander of the Peninsular and Oriental Company's steamship "Pera," that at 9.40 P.M. on 7th September, when about 30 miles to the southward of the Brothers, Sokotra, two soundings of 60 and 62 fathoms, coral bottom, were obtained from his vessel in approximately lat. $11^{\circ} 38' N.$, long. $52^{\circ} 58' E.$

This Notice affects the following Admiralty Charts:—Arabian Sea, No. 1012; Gulf of Aden, No. 6a. Also, Sailing Directions for the Red Sea, &c., 1900, page 401.

No. 1086.—CHINA SEA—SOUTH NATUNA ISLANDS, SERAIA.

Swanley Reef—Existence of.

Information, dated 14th October, 1904, has been received from the Master Attendant, Singapore, that the Master of the steamship "Swanley" reports that his vessel struck on a coral patch to the eastward of Seraia Island in a position from which Dua Rock bears west, distant $4\frac{3}{4}$ miles, and Buku Island centre N. $11^{\circ} E.$ The reef appears to be of small extent, and the depth over it where the vessel struck was 14 feet; it has been placed on the Chart as a reef with less than 6 feet over it and named Swanley Reef.

Approximate position, lat. $2^{\circ} 42\frac{1}{2}' N.$, long. $108^{\circ} 40\frac{1}{2}' E.$

This Notice affects the following Admiralty Charts:—China Sea, No. 2060a; South Natuna Islands, No. 2104. Also, China Sea Directory, Vol. II, 1899, page 83; and Supplement, 1901, page 4.

No. 1087.—IRELAND—SOUTH COAST.

Queenstown, Bar Rock Light-Buoy—Colour and Shape Altered.

Information, dated 5th November, 1904, has been received from the Rear-Admiral Commanding on the coast of Ireland, that the colour and shape of the light-buoy marking Bar Rock, Queenstown Harbour, has been altered; it is now a can buoy, painted black, and marked in white letters "Bar Rock." In other respects it remains as before.

Approximate position, lat. $51^{\circ} 51' N.$, long. $8^{\circ} 16\frac{1}{2}' W.$

This Notice affects the following Admiralty Charts:—Cork Harbour and Approaches, No. 1765; Queenstown and Port of Cork, No. 1777; Queenstown, No. 3384. Also, Irish Coast Pilot, 1902, page 74.

By command of their Lordships,

A Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,
16th to 18th November, 1904.