

a white flashing light showing one flash, of five seconds' duration, every forty-five seconds.

Further notice will be given when the permanent light-vessel is replaced.

Approximate position, lat. $15^{\circ} 37\frac{1}{2}'$ N., long. $95^{\circ} 36\frac{1}{2}'$ E.

This Notice temporarily affects the following Admiralty Chart:—Koronge Island to White Point, No. 823. Also, List of Lights, Part VI, 1905, No. 367; and Bay of Bengal Pilot, 1901, page 345.

No. 76.—THE PHILIPPINE ISLANDS— MINDANAO, NORTH COAST.

Polo Point—Light Established.

Tagolo Point—Light Altered.

The United States Government has given notice, dated 6th January, 1906, that a white fixed light, elevated 44 feet above high water, and visible in clear weather from a distance of 11 miles, has been established on a frame structure, painted white, erected on Polo Point; the light is 38 feet above the ground, and is visible from the bearing of S. 56° E., through south and west, to N. 35° W.

Approximate position, lat. $8^{\circ} 36' 30''$ N., long. $123^{\circ} 44' 40''$ E.

Also, with reference to Notice to Mariners No. 413 of 1904, that the colour of Tagolo Point Light (fixed) has been altered from white to red, and is now visible from a distance of 7 miles only, in other respects it remains as before.

Approximate position, lat. $8^{\circ} 44'$ N., long. $123^{\circ} 22'$ E.

[Variation 1° Easterly in 1906.]

This Notice affects the following Admiralty Charts:—The Philippine Islands, No. 943; Sulu or Mindoro Sea, No. 2578; Plan of Dapitan Bay on Chart No. 957. Also, List of Lights, Part VI, 1905, page 101, No. 585a; and Eastern Archipelago, Part I, 1902, pages 319, 320.

No. 77.—INDIA, WEST COAST— MODESHWAR.

Dart Rock—Buoy Replaced.

With reference to Notice to Mariners No. 606 of 1904:—

The Government of India has given notice, dated 10th October, 1905, that the buoy marking Dart Rock, off Modeshwar, has been replaced in position.

Approximate position, lat. $14^{\circ} 5' 10''$ N., long. $74^{\circ} 26' 30''$ E.

This buoy is withdrawn annually from May to October.

This Notice affects the following Admiralty Charts:—Karachi to Vengurla, No. 826; Vengurla to Cape Comorin, No. 827; Vizadrag to Cochín, No. 2737; Cape Ramas to Alvagudda, No. 744. Also, West Coast of Hindustan Pilot, 1898, page 150.

No. 78.—SPAIN—WEST COAST, AROSA BAY.

Rua Island—Shoal Extending from.

Information, dated 11th January, 1906, has been received from Captain S. A. G. Calthorpe, His Majesty's ship "Roxburgh," that a ledge of rocks, the outer part of which dries about 3 feet at low-water ordinary springs, extends in a south-easterly direction for a distance of about half a cable from Carabeliña Point, the south-eastern point of Rua Island, Arosa Bay. This island is also said not to be clear of dangers on all sides, vessels therefore should not round it too closely.

Approximate position, lat. $42^{\circ} 33'$ N., long. $8^{\circ} 55'$ W.

Also, that the height of Mt. Milran on Salvora Island is 256 feet.

This Notice affects the following Admiralty Charts:—Cape Finisterre to Vigo Bay, No. 1756; Arosa and Pontevedra Bays, No. 1758. Also, Sailing Directions for the West Coast of France, &c., 1900, page 432; and Supplement, 1903, page 29.

No. 79.—SPAIN—SOUTH COAST.

Cadiz Bay—Positions of Light-Buoys.

With reference to Notices to Mariners No. 1346 of 1905 and No. 1 of 1906:—

The Spanish Government has given further notice, dated 4th January, 1906, that the positions of the undermentioned light-buoys recently established in Cadiz Bay for marking the approach to the harbour are as follows:—

1. The black conical buoy (No. 1), exhibiting a red fixed light, marking Cabezo de los Asnos Shoal, is moored in a depth of $7\frac{1}{2}$ fathoms in a position from which Rota Church bears N. 58° E., distant $1\frac{1}{6}$ miles, and San Sebastian Light S. 21° E.

2. The black conical buoy (No. 3), showing a red fixed light, marking El Diamante Shoal, is moored in a depth of $5\frac{1}{2}$ fathoms in a position from which San Sebastian Light bears S. 36° W., distant 2 miles, and Rota Church N. 23° W.

3. The red conical buoy (No. 2), showing a green fixed light, marking Los Cochinos Shoal, is moored in a depth of 7 fathoms, in a position from which San Sebastian Light bears S. 15° W., distant $12\frac{1}{2}$ cables, and Pueras Light S. 64° E.

4. The exact position of the red conical buoy (No. 6), showing a green fixed light, marking El Fraile Shoal, has not yet been ascertained.

5. The colour of Pueras Shoal Beacon has been altered from black and white to red, and marked "Las Pueras, No. 4."

Approximate position, San Sebastian Light, lat. $36^{\circ} 31\frac{1}{2}'$ N., long. $6^{\circ} 19'$ W.

When entering the bay from seaward the red conical buoys (green lights) should be left on the starboard hand, and the black conical buoys (red lights) on the port hand.

[Variation 16° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Cadiz Bay, No. 86; Cadiz Harbour, No. 1623. Also, List of Lights, Part IV, 1905, No. 620; Sailing Directions for the West Coasts of France, Spain, &c., 1900, pages 536, 541, 542; and Supplement, 1903, page 33.

No. 80.—THE KATTEGAT, AND GREAT BELT—DENMARK.

Revs Naes (Reef Ness)—Wreck South-Westward of, no longer dangerous.

With reference to Notice to Mariners No. 1319 of 1905:—

The Danish Government has given notice, dated 10th January, 1906, that the wreck of the vessel which sank in the Great Belt, at a distance of 3 miles S. 56° W. from Reef Ness Lighthouse, is no longer dangerous as the depth over it is now $6\frac{1}{2}$ fathoms; the green wreck buoy on its eastern side, and the light-buoy, exhibiting a green occulting light on its western side, have in consequence been withdrawn.

Approximate position lat. $55^{\circ} 42\frac{1}{2}'$ N., long. $10^{\circ} 48\frac{1}{2}'$ E.

[Variation 11° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—The Kattegat, No. 2114; Great Belt, No. 326. Also, Baltic Pilot, Part I, 1904, page 166.

By command of their Lordships,
A. Mostyn Field, Hydrographer.
Hydrographic Office, Admiralty, London,
20th to 22nd January, 1906.