

River Humber entrance, from white fixed to white and red revolving every minute, showing alternately white and red phases, each phase lasting for thirty seconds.

Approximate position, lat. $53^{\circ} 33\frac{1}{2}'$ N., long. $0^{\circ} 53\frac{1}{2}'$ E.

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

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2182*a* and 2339; Blakeney to Flamborough Head, No. 1190; River Humber, No. 109. Also, List of Lights, Part I, 1905, No. 317; and North Sea Pilot, Part III, 1897, page 152.

No. 121.—MEDITERRANEAN—SARDINIA, NORTH COAST.

*Sardinia and Maddalena Islands—Channels
Between Temporarily Closed.*

With reference to Notice to Mariners, No. 944 of 1905:—

The Italian Government has given further notice, dated 27th January, 1906, that for military reasons the passage across (or through) the channels which separate the islands of Maddalena, San Stefano, and Caprera from each other, and from the coast of Sardinia; from Cape Ferro to Point Sardegna, is prohibited until further notice, except to vessels bound for the inner landing places in the Maddalena Archipelago. A note to this effect has been placed on Chart No. 2157.

Vessels driven into any of these channels by stress of weather are, in order to avoid dangers, to adhere strictly to the instructions given by the Maritime Military Authority.

Approximate position, Maddalena Island, lat. $41^{\circ} 14'$ N., long. $9^{\circ} 24'$ E.

This Notice affects the following Admiralty Chart:—Maddalena and adjacent Islands, No. 2157. Also, Mediterranean Pilot, Vol. I, 1904, page 553.

No. 122.—SWEDEN—SOUTH COAST.

Karlskrona Approach—Alteration in Buoyage.

The Swedish Government has given notice, dated 24th January, 1906, that, during the Spring, the following alteration will be made in the buoyage in the southern approach to Karlskrona:—

a. The bell buoy, to the southward of Esten, situated at a distance of $2\frac{1}{2}$ miles S. 3° E. from Drottningsskär Fort, will be replaced by a red spar buoy having a topmark of three downturned brooms.

b. A bell buoy, surmounted by a red ball and a black ball, as a topmark, will be moored at a distance of 3 miles south from Drottningsskär Fort.

Approximate position on Chart No. 2223, lat. $56^{\circ} 33\frac{1}{2}'$ N., long. $15^{\circ} 35'$ E.

It is presumed that the red spar buoy, having a downturned broom over two balls as a topmark, at present marking Esten Shoal, will be withdrawn.

[Variation 7° Westerly in 1906.]

This Notice affects the following Admiralty Charts:—Falsterbo Point to Kalmar Sound, No. 2360; Karlskrona Harbour, No. 2223. Also, Baltic Pilot, Part II, 1904, page 61.

No. 123.—MANCHURIA—SOUTH COAST.

Ta Lien Hwan—Limits of, and Regulations for.

The Japanese Government has given notice, dated 29th November, 1905, that the following regulations are in force respecting Ta Lien Hwan, which has been divided into the undermentioned districts:—

DISTRICTS.

a. The first district is the water area westward of an imaginary line running S. 16° W. from the eastern extremity of Liu Shu Tun to West Entry Point.

b. The second district is the water area included between the eastern boundary of the first district and two imaginary lines, the first running in a N. 18° E. direction from the eastern extreme of San Shan Tau to the islet on the northern side of Inner Channel, and the second in a N. 87° W. direction from San Shan Tau Light to South Entry Point.

c. The third district is the water area included between the outer lines of the second district, and the following imaginary lines; first, a line running in a N. 35° E. direction from San Shan Tau Lighthouse through the islet off Hooper Point to Robinson Point; secondly, a line running in a S. 72° W. direction from San Shan Tau Lighthouse to the islet off Cap Island, and thirdly, by a line running in a N. 73° W. direction from this islet to the south-western extremity of Ping Tu Tau.

d. Ta Lien Hwan Roadstead is in Victoria Bay, and extends about one mile to the northward of Panter Point.

Approximate position of San Shan Tau Light, lat. $38^{\circ} 51\frac{1}{2}'$ N., long. $121^{\circ} 50\frac{1}{2}'$ E.

REGULATIONS.

1. Foreign vessels are prohibited from passing the outer limits of the third district without a permit from the officer in command of the Defence Corps. Junks must also obtain permission.

2. Vessels entering the harbour are not allowed to proceed to the roadstead described in paragraph d at night time without permission of the officer in command of the Defence Corps.

3. Vessels are prohibited from anchoring in the entrance to Ta Lien Hwan without permission.

4. Vessels intending to enter the first or second districts when within three miles of the harbour limit must hoist their ensigns and signal their names by the International Code, and keep the flags flying until anchored. Vessels leaving the harbour must hoist their ensigns and indicate their names by the same code. At night vessels must exhibit the lights prescribed by the regulations for prevention of collisions at sea.

5. Vessels must obey the orders of the officer in command of the Defence Corps respecting their movements and berthing.

6. Vessels with infectious or contagious diseases on board which have not received pratique must stop at a distance of more than one mile from Ta Lien Hwan Roadstead, hoist the quarantine flag and await orders. Should disease break out on board vessels in the first or second districts, the quarantine flag must be hoisted.

7. Rubbish must not be thrown overboard in the first district.

8. Fishing and collecting seaweed is prohibited in the first and second districts without permission.

9. The undermentioned, except by authorized officers, are prohibited without permission:—

a. Surveying, sketching, photographing the