

and painted in red and white chequers. The southern line of this area is marked at the extremities by conical buoys painted red.

(2.) STOKES BAY.—PROHIBITED AREA.

Position.—Gilkicker Point, lat. $50^{\circ} 46\frac{1}{2}'$ N., long. $1^{\circ} 8\frac{1}{2}'$ W.

Details.—No vessel or boat of any description is to pass through or anchor within an area bounded as follows:—

(a) *On the North.*—By a line drawn from a point situated at a distance of 480 yards, 156° (S. 9° E. mag.), from the southern corner of Stokes Bay Pierhead in a 271° (N. 74° W. mag.) direction for a distance of 300 yards.

(b) *On the West.*—By a line drawn thence in a 181° (S. 16° W. mag.) direction for a distance of 300 yards.

(c) *On the South.*—By a line drawn thence in a 92° (S. 73° E. mag.) direction for a distance of 300 yards.

(d) *On the East.*—By a line joining the eastern extremities of limits (a) and (c).

Variation.— 15° W.

FRANCE.

NORTH COAST WITH STRAITS OF DOVER AND APPROACHES.

(1.) *Traffic Regulations.*

1. Mariners are hereby warned that no vessels are to pass through the area given in paragraph 4 of Admiralty Notice to Mariners No. 527 of 1919, except by the authorized routes, and, further, that it is dangerous to pass through any portion of the Straits of Dover except by the authorized routes.

2. Navigation on the French coast is permitted only by special routes, concerning which masters must obtain necessary instructions before leaving port.

3. The western limit of the prohibited area in Cherbourg roadstead is a line drawn in a 325° (N. 20° W. mag.) direction from the Fort de l'Ouest; the northern limit of this area is a line drawn in a 77° (S. 88° E. mag.) direction from a position in lat. $49^{\circ} 43'$ N., long. $1^{\circ} 40' 30''$ W.

ISTHMUS OF PANAMA.

PANAMA CANAL ENTRANCE.—ORDERS RELATING TO DEFENSIVE SEA AREAS CANCELLED.

Notice is given that all orders relating to the establishment of defensive sea areas at the Atlantic and Pacific entrances to the Panama Canal, published in the former notice quoted above, have been cancelled.

SOUTH PACIFIC OCEAN.

EASTER ISLAND (RAPA NUI), CAPE SOUTH-WEST.—AMENDMENTS TO CHART WITH REGARD TO POSITION OF ROCKS OFF.

Position.—Cape South-west, lat. $27^{\circ} 10\frac{1}{2}'$ S., long. $109^{\circ} 25'$ W.

Details.—Mutu Raukau (Needle Rock) and Mutu Nui (Flat Rock) have each been found to be situated at a distance of 4.4 cables, 275° (S. 79° W. mag.), from the position shown on chart. The chart is to be amended accordingly.

Variation.— 16° E.

JAPAN.

SHIMONOSEKI STRAIT.

Notice is hereby given that the candle-power of the light of He-saki Lighthouse, E. entrance to Shimonoseki Strait, has been changed as follows since the 1st of May, 1919.

He-saki Lighthouse.—Power: F. light, white, 6,000 candles; red, 2,400 candles. Rev. light, white, 115,000 candles; red, 46,000 candles.

AUSTRALIA.

EAST COAST, INNER BARRIER ROUTE.—MEABURN ROCK.—BUOY TO BE RE-ESTABLISHED.

With reference to Queensland Marine Department's Notice No. 11 of 1918, mariners and others are hereby notified that the Meaburn Rock buoy will be re-established on or about 15th July, 1919.

Position (approximate).—The buoy will be moored in 8 fathoms of water on the south-east side of Meaburn Rock, at a distance of $6\frac{1}{2}$ miles, 350° (N. 17° W. mag.) from the North Barnard Lighthouse, and $2\frac{1}{2}$ miles, 35° (N. 28° E. mag.) from Hall Point. Lat. $17^{\circ} 34'$ S., long. $146^{\circ} 10'$ E., on Chart No. 2350.

Description.—A red cask buoy.

Note.—No further notice will be given.

TWOFOLD BAY LIGHT.—REMOVAL OF LIGHT TO NEW STRUCTURE, AND ADDITION OF A WHITE SECTOR.

On and after the 16th June, 1919, the fixed red light will be exhibited from a new steel lattice tower, erected in close proximity to the one now in use. A white sector will be

shown over the anchorage of Twofold Bay. Particulars are as follow:—

Position.—Lookout Point, south extreme, lat. $37^{\circ} 44'$ S., long. $149^{\circ} 55\frac{1}{2}'$ E.

Character.—Fixed red light, visible from $228\frac{1}{2}^{\circ}$ to $307\frac{1}{2}^{\circ}$; obscured from $307\frac{1}{2}^{\circ}$ to $337\frac{1}{2}^{\circ}$; white from $337\frac{1}{2}^{\circ}$ to $91\frac{1}{2}^{\circ}$.

Visibility.—7 miles.

Structure.—Steel lattice tower.

Height.—128 ft.

BAY OF BENGAL.

BURMA.—RANGOON RIVER APPROACH.—ALTERATIONS IN SIGNALS EXHIBITED BY PILOT-BRIG.

Position.—Pilots' cruising-ground, lat. $16^{\circ} 15'$ N., long. $96^{\circ} 15'$ E.

Details.—The pilot-brig now exhibits the following signals:—

(a) By day:

(i.) The pilot flag, a red and white horizontally striped flag.

(ii.) When under way or drifting, a black ball at the starboard fore yardarm.

(b) By night:

(i.) When at anchor, a white light forward 45 ft. above the main deck, and a white light aft 25 ft. above the main deck, and a flare-up at intervals of 15 minutes, except when an inward-bound vessel is sighted, when the interval is reduced to 5 minutes.

(ii.) When under way the forward light is lowered out of sight and the after light is hoisted to the masthead, and side-lights flashed to approaching vessels.

The flare-up is shown as above.

Remarks.—The sketch of the pilot-brig, together with the note, as shown on the undermentioned chart, is to be expunged.

INDIA.—CHITTAGONG COAST.—SOUTH PATCHES.—ALTERATION IN POSITION OF LIGHT-VESSEL.—ALTERATION IN POSITION OF BUOY.

(i.) Alteration in position of light-vessel:

New Position.—At a distance of about $1\frac{1}{2}$ miles south-eastward from former position. Lat. $21^{\circ} 29' 30''$ N., long. $91^{\circ} 37' 15''$ E., on Chart No. 859.

Description.—As described in the Admiralty List of Lights, 1919.

(ii.) Alteration in position of buoy:

New Position.—At a distance of about half a mile westward from former position. Lat. $21^{\circ} 29' 30''$ N., long. $91^{\circ} 38'$ E., on Chart No. 859.

Description.—A red conical buoy surmounted by a white cage.

AFRICA.

SOUTH COAST.—SPECIAL WARNING TO MARINERS.—CAUTION.

Mariners should remember that off all parts of the S. coast of Africa, and especially off salient points, sunken wrecks or uncharted dangers may exist close to the shore; and that it is not advisable to approach this surf-beaten shore, even in full-power steam-vessels, within 3 or 4 miles. Sailing-vessels should give Cape Agulhas a berth of 7 or 8 miles. When a strong adverse current prevails, the temptation to approach the shore is great, but wrd. of Algoa Bay there is nothing to be gained by so doing, and in case of a breakdown of the machinery or any temp. error in the course a risk is run of total wreck before there is time or room to avoid such a catastrophe. "Africa Pilot," Part III, S. and E. coasts, 7th edition, 1905, pages 39, 94, and 95.

Union of South Africa.—Caution with regard to Extinction of Lts.—The following lts. are extinguished until 5 a.m. daily: Robben Isl. and Green Pt. lts. in Table Bay.

All other lts. on the coasts of the Union of South Africa are liable to be extinguished without notice.

Slangkop.—A gp. fl. white lt., with gp. of 4 fls. every 20 secs.—fl. 0.4 sec., ecl. 2.6 secs.; fl. 0.4 sec., ecl. 2.6 secs.; fl. 0.4 sec., ecl. 2.6 secs.; fl. 0.4 sec., ecl. 10.6 secs.—elev. 135 ft., R. 17 miles, is exh. from a white iron lt.-h. 108 ft. high, in $34^{\circ} 9'$ S., $18^{\circ} 19' 20''$ E. (on Chart No. 636), at Slangkop.

Simons Bay.—Roman Rk. Lt.—About 25th March, 1919, a new lt., fl. white every 6 secs.—fl. 1 sec., ecl. 5 secs.—elev. 54 ft., R. 12 miles, is to be exh. on Roman Rk. ($34^{\circ} 11'$ S., $18^{\circ} 27'$ E.).

Cape of Good Hope.—Cape Pt. Lt.—(a) A main lt., gp. fl. white, with gp. of 3 fls. every 20 secs.—fl. 0.4 sec., ecl. 2.4 secs.; fl. 0.4 sec., ecl. 8.2 secs.; fl. 0.4 sec., ecl. 8.2 secs.—obsc. by land from 82° (S. 71° E. mag.), through E., to 152° (S. 1° E. mag.), elev. 286 ft., R. 23 miles, is exh. from a square masonry lt.-h. 30 ft. high, in $34^{\circ} 21' 16''$ S., $18^{\circ} 29' 50''$ E.