

sector of red light will be shown from Execution Rocks Lighthouse, Long Island Sound, northern approach to New York:—

The sector will be visible through an arc of about 37°, or from the bearing of N.E. $\frac{1}{2}$ N. (leading just clear of the southern point of Hart Island) to E. by N. (leading just southward of Middle Reef).

Position, lat. 40° 52 $\frac{3}{4}$ ' N., long. 73° 41 $\frac{1}{2}$ ' W.

MARYLAND—CHESAPEAKE BAY.

(2.) *Fixed Light and Fog Signal on Holland Island Bar.*

Also, that on or about 25th November, 1889, a light would be exhibited from a lighthouse recently erected in about nine feet water on the shoal extending southward of Holland Island, entrance to Holland and Kedge Straits, eastern shore of Chesapeake Bay:—

The light is a fixed white light of the fourth order, elevated 43 feet above high water, and should be visible in clear weather from a distance of about 12 miles.

The lighthouse consists of an iron screw pile foundation, painted brown, surmounted by a white hexagonal frame dwelling, with brown roof, and black lantern.

Position on Admiralty Charts, lat. 38° 4' 10" N., long. 76° 5' 25" W.

Also, that a fog signal would be established at Holland Island Bar Lighthouse:—

The signal is a bell, struck by machinery which, during thick or foggy weather, will be sounded once every ten seconds.

WEST INDIES.—PUERTO RICO—SOUTH COAST.

(3.) *Port Ponce—Discontinuance of Harbour Light.*

The Spanish Government has given notice, dated 2nd October, 1889, that the light (fixed red) on the Harbour Office at Port Ponce is discontinued.

[The bearings are magnetic, and are given from seaward. Variation 8° Westerly in 1889.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

6th December, 1889.

This Notice affects the following Admiralty Charts:—Long Island Sound, Western part, No. 2755 (1); New York Approaches, No. 2491 (1); Great Egg Harbour to Albemarle Sound, No. 266 (2); Chesapeake Bay, Nos. 355a, 2843c (2); West India Islands and Caribbean Sea, No. 762 (3); San Domingo to Dominica, No. 2600 (3); Port Ponce, No. 500 (3). Also, Admiralty List of Lists on the Eastern Coasts of North America, &c., 1889, No. 686, page 100, No. 1061; Sailing Directions for the Principal Ports of the United States, 1882, pages 107, 170; and West India Pilot, Vol. II, 1887, page 213.

NOTICE TO MARINERS.

(No. 443 of the year 1889.)

ARABIAN SEA.—NINE DEGREES CHANNEL.

Unsuccessful Search for Reef Reported North-East of Minikoi Islands.

IN consequence of a reef having been stated to exist in the Nine Degrees Channel, about 50 miles north-east of Minikoi Island, in lat. 8° 48' N., long. 73° 40' E., by the Master of the S.S. "Noord Brabant," August, 1889, who reported it as being 3 miles in length in a south-east and north-west direction, an examination of the locality has been made by Commander R. F. Hoskyn, R.N., in charge of the India Marine Survey, with the following result:—

The examination, carried out in the I.G.S.S. "Investigator," and extending over three days,

from 2nd to 4th November, 1889, embraced the reported position of the reef between lat. 8° 25' and 9° 5' N., and long. 73° 15' to 74° 0' E. The least depth found on the suspected spot was 1,179 fathoms, gray ooze, and no indication was afforded by the soundings of the existence of shallow water. On one occasion however, some patches of what appeared to be discoloured water were observed; but they were all examined and proved to be merely the reflection of clouds in smooth streaks of water.

Throughout the time the weather was uniformly fine and favourable for observations, and the positions of the soundings were satisfactorily determined.

Considering the detailed nature of this examination by Commander Hoskyn, and the fact of the locality being near the track of shipping using the Nine Degrees Channel, the existence of this extensive danger is considered disproved.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

6th December, 1889.

This Notice affects the following Admiralty Charts:—Indian Ocean, Northern Sheet, No. 748b; Vingorla to Cape Comorin, No. 827; Cochin to Cape Comorin, No. 2738.

NOTICE TO MARINERS.

(No. 444 of the year 1889.)

AUSTRALIA—EAST COAST.

PIONEER RIVER APPROACH.

Sunken Rock North-eastward of Round Top Island.

THE Government of Queensland has given notice, dated 11th October, 1889, that the Commander of the B.L.S.S. "Taroba" has reported the existence of a sunken rock lying about six cables north-eastward of Round Top Island, Pioneer River Approach:—

This rock (Taroba Rock), with about 19 feet over it at low water, lies with the following bearings:—

Round Top Island Summit, S.W. $\frac{1}{2}$ S.

Flat Top Island Lighthouse, West.

Position, lat. 21° 9' 45" S., long. 149° 17' 50" E.

[The bearings are magnetic. Variation 7° Easterly in 1889.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

7th December, 1889.

This Notice affects the following Admiralty Chart:—Percy Isles to Whitsunday Island, with plan of Pioneer River Approaches, No. 347. Also, Australia Directory, Vol. II, 1879, pages 175, 176; and Revised Supplement, 1887, relating to Australia Directory, Vol. II, page 48.

NOTICE TO MARINERS.

(No. 445 of the year 1889.)

UNITED STATES.—NEW YORK.

(1.) *Princess Bay Light—Intended Alteration in Character.*

THE United States Government has given notice, that on or about 1st January, 1890, the following alteration will be made in the character of Princess Bay Light, approach to New York from the southward:—

The light will be a fixed and flashing white light of the fourth order, showing a flash every five seconds.

Position, lat. 40° 30' N., long. 74° 12 $\frac{1}{2}$ ' W.

(2.) *Fort Tompkins Light—Intended Alteration in Character.*

Also, that on the same date, the following