

Plan:—Entrance to Moulmein River, No. 1845. Also, Bay of Bengal Pilot, 1887, pages 301–304; and Supplement, 1889, relating to Bay of Bengal Pilot, page 46.

No. 170.—EAST INDIES AND AUSTRALIA STATIONS.

AUSTRALIA—SOUTH COAST.

Portland Bay—Particulars of Harbour Lights.

REFERRING to Notice to Mariners, No. 88 (1) of 1889, concerning intended alteration in the position of Battery Hill (Observatory Hill) Light, Portland Bay:—

The Government of Victoria has given further notice, that on 10th March, 1890, Battery Hill Light would be discontinued, and a light exhibited on Whaler Point instead.

Whaler Point Light is a fixed green light, visible from the bearing of S.W. by S., through west, to N.W. $\frac{1}{2}$ W., and should be seen in clear weather from a distance of 12 miles.

Position approximate, lat. $38^{\circ} 20\frac{1}{2}'$ S., long. $141^{\circ} 36\frac{1}{2}'$ E.

Also, that Portland Jetty Light, fixed red, is visible from the bearing of S. by W. $\frac{1}{2}$ W., through west, to W. by N. $\frac{1}{4}$ N.

NOTE.—Vessels approaching Portland Bay from the westward, should after passing Lawrence Rock, open Whaler Point Light bearing N.W. $\frac{1}{2}$ W., and steer towards it, the anchorage ground being reached when the jetty light bears about W.S.W.

[Variation 7° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Western approach to Bass Strait, No. 1063; Glenelg River to Cape Otway, with plan of Portland Bay, No. 1062; Portland Bay, No. 2504. Also, Admiralty List of Lights in South Africa, &c., 1890, Nos. 646, 647; Australia Directory, Vol. I, 1884, pages 277, 278; and Revised Supplement, 1889, relating to Australia Directory, Vol. I, pages 57, 106.

No. 171.—MEDITERRANEAN STATION.

MEDITERRANEAN—SYRIA.

Beirut—Harbour Works in Progress.

INFORMATION has been received that during the construction of harbour works now in progress at Beirut, a signal during the day, and a green light at night, will indicate the position of submerged portions of the structure.

This Notice affects the following Admiralty Plan:—Beirut, No. 1563. Also, Admiralty List of Lights in the Mediterranean, 1890, page 172; and Mediterranean Pilot, Vol. II, 1885, pages 339, 340.

No. 172.—EAST INDIES STATION.

AFRICA—EAST COAST.

Shoal South-east of Cape Melinda.

INTELLIGENCE has been received from Commander J. M. McQuhae, Her Majesty's ship "Cossack," of the existence of a shoal, with a depth of $5\frac{1}{2}$ fathoms, the bottom being distinctly visible; lying with Cape Melinda bearing N.W. by N., distant about $5\frac{1}{2}$ miles.

Position (marked P.D.), lat. $3^{\circ} 21'$ S., long. $40^{\circ} 12\frac{1}{2}'$ E.

[Variation 8° Westerly in 1890.]

This Notice affects the following Admiralty Chart:—Chale Point to Kwyhu Bay, No. 1811. Also, Africa Pilot, Part III, 1889, page 414.

No. 173.—CAPE, EAST INDIES, CHINA, AUSTRALIA, PACIFIC, AND SOUTH-EAST AMERICA STATIONS.

SOUTH AMERICA—EAST COAST.

RIVER AMAZONS—WESTERN BRANCH ENTRANCE.

Revolving Light on Balique Island.

REFERRING to Notice to Mariners, No. 47 of 1890, on the intended exhibition of a light on Balique Island, Western Branch Entrance, River Amazons:—

Further information has been received, that on 23rd March, 1890, the light would be exhibited:—

Balique Island light is a revolving white light every minute, visible thirty seconds, and eclipsed thirty seconds; it is elevated 59 feet above the sea, and should be seen in clear weather from a distance of 13 miles.

The illuminating apparatus is dioptric, or by lenses, of the fifth order.

The lighthouse, 51 feet high, constructed of iron, and cylindrical in shape, rises above the keeper's dwelling, the whole painted white.

Position, lat. $1^{\circ} 0' N.$, long. $49^{\circ} 55\frac{3}{4}' W.$

This Notice affects the following Admiralty Charts:—South Atlantic Ocean, western portion, No. 2202b; Cabo do Norte to Maranhão, No. 1803. Also, Admiralty List of Lights in South America, 1890, page 6; and South America Pilot, Part I, 1885, page 431.

No. 174.—PACIFIC STATION.

SOUTH AMERICA—WEST COAST.

PATAGONIAN CHANNELS.—ENGLISH NARROWS APPROACH.

Particulars of Shoal north-east of Eve Point.

REFERRING to Notice to Mariners, No. 232 of 1889, on the existence of a shoal lying north-eastward of Eve Point, about seven miles southward of English Narrows:—

The Chilean Government has published the following particulars concerning the shoal:—

This shoal (Memphis Shoal), on which the German steam-vessel "Memphis" struck, about $1\frac{1}{2}$ cables in length, and three-quarters of a cable in breadth, has 2 to 10 fathoms water over it, increasing gradually to 25 fathoms around; it lies with Eve Point, Bishopp Island, bearing S. $34^{\circ} W.$, distant $3\frac{1}{2}$ cables.

Position, lat. $49^{\circ} 54' S.$, long. $74^{\circ} 23' W.$

NOTE.—It is probable that a buoy will be placed to mark Memphis Shoal, the position of which, at slack water, is generally indicated by kelp.

[Variation 21° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Channels between Gulf of Trinidad and Gulf of Peñas, No. 24; English Narrows, on sheet of plans, No. 85. Also, South America Pilot, Part II, 1886, page 197; and Hydrographic Notice, No. 2 of 1890, relating to South America Pilot, Part II, page 7.

No. 175.—BALTIC STATION.

BALTIC.—BORNHOLM—NORTH COAST.

Hammer Point—Alteration in Character of Light.

REFERRING to Notice to Mariners, No. 274 (1) of 1889, on intended alteration in the character of Hammer Point Light, north coast of Bornholm:—

The Danish Government has given further notice, that on 15th April, 1890, the following alteration will be made:—

Hammer Point Light will be an occulting light, with two occultations in quick succession every thirty seconds, as follows:—Light twenty-three seconds, eclipse two seconds, light three seconds, eclipse two seconds.