

its former position, is 30 feet high, constructed of granite, circular in shape, and painted white.

Approximate position, latitude $34^{\circ} 17' N.$, longitude $135^{\circ} 1' E.$

[Variation 4° Westerly in 1890.]

This Notice affects the following Admiralty Chart:—Seto Uchi or Inland Sea, No. 2875. Also, Admiralty List of Lights in South Africa, &c., 1890, No. 525; and China Sea Directory, Vol. IV, 1884, page 361.

No. 495.—CHANNEL AND WESTERN STATION.

ENGLAND—WEST COAST.—FIRTH OF SOLWAY.

Solway Light-vessel—Temporary Alteration.

THE North British Railway Company has given notice, that on 2nd September, 1890, Solway Light-vessel would be withdrawn from her station for repairs, and will be replaced in position on 1st October, 1890.

During the above-mentioned period, a vessel will be moored in the position of Solway Light-vessel, exhibiting a fixed red light, visible in clear weather 3 to 4 miles; and carrying a black ball at the masthead during the day.

Approximate position, latitude $54^{\circ} 48' N.$, longitude $3^{\circ} 32' W.$

This Notice temporarily affects the following Admiralty Chart:—Firth of Solway, No. 1346. Also, Admiralty List of Lights in the British Islands, 1890, No. 543; and Sailing Directions for the West Coast of England, 1884, page 223.

No. 496.—ALL STATIONS.

ENGLAND—SOUTH COAST.—ISLE OF WIGHT.

Sunken Wreck South-Eastward of St. Catherine Point.

INFORMATION has been received, that the Master of the steam-vessel "Kama" reports having passed, in a position dangerous to shipping, a sunken wreck lying with St. Catherine Point bearing N.W. by W., distant about 20 miles.

The royal mast of the wreck, apparently a sailing vessel, showed about 15 feet above water.

Approximate position, lat. $50^{\circ} 29' N.$, long. $0^{\circ} 48\frac{1}{4}' W.$

[Variation 17° Westerly in 1890.]

This Notice temporarily affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675*b, c*; Portland to Owers, No. 2450. Also, Channel Pilot, Part I, 1886, page 195.

No. 497.—NORTH SEA, AND BALTIC STATIONS.

ENGLAND—EAST COAST.

Southwold—Permanent Light Exhibited.

WITH reference to Notice to Mariners, No. 229 (4) of 1888, and previous Notice, on the exhibition of an occulting white light from a temporary structure situated at the southern end of the town of Southwold, pending the completion of the permanent lighthouse:—

The Trinity House, London, has given further notice, dated 6th September, 1890, that the permanent light is now exhibited from the new lighthouse:—

Southwold Light is an occulting white light, with two short occultations in quick succession every twenty seconds. To the northward it shows red from the bearing of S.W. by W. to the land, that bearing leading about one cable eastward of South Barnard Buoy; to the southward it shows red from the bearing of N. by E. $\frac{1}{2}$ E., E'ly to the land, that bearing leading 2 cables eastward of Sizewell Bank Buoy. The light is elevated 120 feet above high water, and should

be visible in clear weather from a distance of 17 miles.

The lighthouse is a circular white tower, situated in the centre of the town, with Southwold Lifeboat Station bearing S.W. $\frac{3}{4}$ S., distant about 1,200 yards.

Position, lat. $52^{\circ} 19' 50'' N.$, long. $1^{\circ} 41' E.$

NOTE.—Consequent on the establishment of the above-mentioned light, the three fixed white lights heretofore shown on the cliff at Southwold will be discontinued.

[Variation 16° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—North Sea, No. 2182*a*; Orfordness to Blakeney, No. 1630; Pakefield Gateway to Orfordness, No. 102. Also, Admiralty List of Lights in the British Islands, 1890, Nos. 162, 162*a*; and North Sea Pilot, Part III, 1899, page 241.

No. 498.—AUSTRALIA AND PACIFIC STATIONS.

AUSTRALIA—NORTH-WEST COAST.

Amended Positions of Certain Islets and Shoals.

THE following information, dated June, 1890, relating to the positions of certain islets and shoals on the north-west coast of Australia, has been received from Commander W. U. Moore, H.M. surveying-vessel "Penguin":—

(1.) Cartier Islet and Woodbine Shoal.—The west point of Cartier Islet was found by the "Penguin" to be situated in lat. $12^{\circ} 31' 56'' S.$, long. $123^{\circ} 32' 46'' E.$, or five miles westward of the position on Admiralty Charts. The position of Woodbine Shoal, reported by the Master of the barque of that name in 1873, as situated north-westward seven or eight miles from Cartier Islet, and where a sounding of ten fathoms was obtained, when altered to correspond with the above position of Cartier Islet, agrees very nearly with the position of the shoal reported by the Master of the pearling schooner "Sree Pas Sair" in 1887, and on which a depth of eight fathoms was obtained; as published in Notice to Mariners, No. 48 of 1888. The position of this shoal was determined by the "Sree Pas Sair" from astronomical observations as in lat. $12^{\circ} 25' S.$, long. $123^{\circ} 27' E.$, which is now considered to be identical with Woodbine Shoal, and accepted as the position of that shoal.

CAUTION.—With moderate winds, the sea does not break on the reef surrounding Cartier Islet, from two hours before until two hours after high water; as the directions of the currents in this immediate neighbourhood are uncertain, and the lead gives no warning of approach to Cartier Islet, Mariners should exercise great care in the vicinity.

(2.) Reported reef westward of Cartier Islet.—With reference to Notice to Mariners, No. 125 of 1888, on the Master of the barque "Millicent" having reported the existence of a reef, on which that vessel was wrecked, situated in lat. $12^{\circ} 35' S.$, long. $123^{\circ} 16' E.$:—

Commander W. U. Moore reports that the wreck of the British barque "Ann Millicent" was found on the south-western edge of Cartier Islet Reef; consequently the above reported reef in lat. $12^{\circ} 35' S.$, long. $123^{\circ} 16' E.$ has been expunged from the Admiralty Charts.

(3.) Northern Holothuria Reef.—The "Penguin" on two occasions passed over the position of the northern reef of Holothuria Banks, placed on the Charts in lat. $13^{\circ} 10' S.$, long. $125^{\circ} 57' E.$, but no bottom was obtained at a depth of 25 fathoms, nor were any signs of breakers or shoal water seen from the masthead. In view of the undermentioned alteration in the position of Troughton