

Consequent on the above, the position of Portland Bank on the Admiralty charts will be altered to agree with that originally determined by H.M.S. "Portland," and now confirmed by the "Nautilus," viz., lat.  $23^{\circ} 41' S.$ , long.  $134^{\circ} 30' W.$  [The bearing is magnetic. Variation  $7^{\circ}$  Easterly in 1853.]

By command of their Lordships,  
W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
29th February, 1888.

This Notice affects the following Admiralty Charts:—Pacific, south-west sheet, No. 780; Paumotu, or Low Archipelago, No. 767. Also, Pacific Island, Vol. III, 1885, pages 67, 68.

#### NOTICE TO MARINERS.

(No. 60 of the year 1888.)

NORTH AMERICA—WEST COAST.

BRITISH COLUMBIA.—STRAIT OF GEORGIA.

WESTERN SHORE.

*Saturna Island, Revolving Light on East Point.*

THE Government of the Dominion of Canada, has given notice, that on 1st January, 1888, a light was exhibited from a lighthouse recently erected on East Point, Saturna Island, western shore of Strait of Georgia:—

The light is a revolving white light, attaining its greatest brilliancy every thirty seconds, visible over an arc of  $278^{\circ}$ , or between the bearings of N.E.  $\frac{1}{2}$  N.; through west, and S.E. by E.  $\frac{1}{4}$  E.; it is elevated 140 feet above high water, and should be seen in clear weather from a distance of 18 miles.

The illuminating apparatus is catoptric, or by reflectors.

The lighthouse, painted white, with the lantern painted red, is square in shape, constructed of wood, and 60 feet high, with the keeper's dwelling attached.

Position lat.  $48^{\circ} 47' N.$ , long.  $123^{\circ} 3' W.$

NOTE.—This light should not be approached within  $1\frac{1}{2}$  miles from northerly or westerly directions, to avoid the dangerous ground extending eastward of Tumbo Island.

By day, Orcas Knob well open east of Waldron Island, bearing S.S.E.  $\frac{1}{4}$  E., leads clear of the foul ground eastward of Tumbo Island.

[The bearings are magnetic, and are given from seaward. Variation  $23^{\circ}$  Easterly in 1888.]

By command of their Lordships,  
W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
1st March, 1888.

This Notice affects the following Admiralty Charts:—Vancouver Island, No. 1917; Haro and Rosario Straits, No. 2689; Haro Strait and Middle Channel, No. 2840. Also, Admiralty List of Lights in South America, &c., 1887, page 26; and Vancouver Island Pilot, 1864, pages 34, 35, 101–103.

#### NOTICE TO MARINERS.

(No. 61 of the year 1888.)

BALTIC ENTRANCE.—THE KATTEGAT.

(1.) *Winga Sound—Alteration in Böttö Light.*

THE Swedish Government has given notice, that on 1st March, 1888, the following alteration will be made in the light exhibited from Böttö, Winga Sound, approach to Göteborg:—

The light will show a single white flash, visible between the bearings of N.  $53^{\circ}$  E. and N.  $73^{\circ}$  E., instead of the single red flash hitherto exhibited between those bearings.

In all other respects the light will remain unaltered.

Position, lat.  $57^{\circ} 39' N.$ , long.  $11^{\circ} 43' 20'' E.$

BALTIC—SWEDISH COAST.—HANÖ BIGHT.

(2.) *Fixed Red and White Leading Lights at Kivik.*

Also, has given notice, dated 15th February, 1888, that two leading lights are exhibited near Kivik Fishing Station, Hanö Bight:—

The front light is a fixed red light, elevated 44 feet above the sea, 19 feet above the ground, placed on a post close to the shore, and should be visible in clear weather from a distance of about four miles.

Position, lat.  $55^{\circ} 41' 30'' N.$ , long.  $14^{\circ} 13' 45'' E.$

The rear light is a fixed white light, elevated 54 feet above the sea, and should be visible in clear weather from a distance of five miles; it bears S.W. by W., distant 81 yards from the front light.

The above lights at Kivik, which must be kept in line when entering, bearing S.W. by W., will in future be exhibited annually from 16th August until 15th May, so long as it is not impracticable to make the harbour because of ice, or easterly gales.

#### ERRATUM.

In Danish Pilot, 1885, page 13, line 2, from the bottom, for  $55\frac{1}{2}^{\circ}$  read  $53^{\circ}$ , and for  $75\frac{1}{2}^{\circ}$  read  $73^{\circ}$ ; line 3, for  $35\frac{1}{2}^{\circ}$  read  $33^{\circ}$ , and for  $55\frac{1}{2}^{\circ}$  read  $53^{\circ}$ ; line 4, for  $15\frac{1}{2}^{\circ}$  read  $13^{\circ}$ .

[The bearing is magnetic. Variation (1)  $12^{\circ}$  (2)  $10^{\circ}$  Westerly in 1888.]

By command of their Lordships,  
W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
1st March, 1888.

This Notice affects the following Admiralty Charts:—The Kattegat, No. 2114 (1); Nidingen to Hönö, No. 196 (1); Winga Sound, or Göteborg Skärgård, No. 2346 (1); Cape Falsterbø to Kalmar Sound, No. 2360 (2). Also, Admiralty List of Lights in the North Sea, 1887, No. 274, page 118; Danish Pilot, 1885, page 13; and Sailing Directions for the Baltic Sea, and the Gulf of Finland, 1854, page 10.

#### NOTICE TO MARINERS.

(No. 62 of the year 1888.)

CHINA SEA.—HAINAN ISLAND—EAST COAST.

*Reported Sunken Rock.*

INFORMATION has been received, through the Board of Trade, that on 3rd December, 1887, the British steam vessel "Lorne" foundered off the east coast of Hainan, after striking, in the middle of the night, what was supposed to be a rock, situated about fifteen miles southward of Toncon Point, or approximately in lat.  $19^{\circ} 21' N.$ , long.  $111^{\circ} 0' E.$

The position must be regarded as very uncertain.

CAUTION.—This part of the coast has not been properly surveyed. There are several reefs nearly two miles from the shore. Vessels therefore proceeding along the land to avoid the strength of either monsoon, should accordingly exercise caution, and the use of the lead is enjoined.

By command of their Lordships,  
W. J. L. Wharton, Hydrographer.  
Hydrographic Office, Admiralty, London,  
2nd March, 1888.

This Notice affects the following Admiralty Charts:—China Sea, No. 1263; China Sea, northern portion, No. 2661a; Tong-King Gulf, No. 2062. Also, the China Sea Directory, Vol. II, 1879, pages 388, 389; and Supplement, 1884, to China Sea Directory, Vol. II, page 1c.