

exhibited subsequently—from the lighthouse on the eastern side of entrance to Rio Grande do Sul:—

The following particulars concerning the permanent light have been received from H.B.M. Consul at Rio Grande do Sul:—

Rio Grande do Sul Light shows a fixed white light for thirty seconds, then one flash and a short eclipse every six seconds in the next thirty seconds, thus completing the revolution in one minute. It is elevated 104 feet above high water, and should be visible in clear weather from a distance of about 16 miles.

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

The lighthouse, about 114 feet high, is painted a light red colour.

Position, lat. $32^{\circ} 7\frac{1}{2}'$ S., long. $52^{\circ} 7\frac{1}{2}'$ W.

NOTE.—Approaching Rio Grande do Sul entrance, the lead should always be used, especially during hazy weather.

This Notice affects the following Admiralty Charts:—Sta. Catharina Island to Rio de la Plata, No. 2522; Rio Grande do Sul, No. 2002. Also, Admiralty List of Lights in South America, 1890, No. 61; South America Pilot, Part I, 1885, page 166; and Hydrographic Notice, No. 2 of 1887, relating to South America Pilot, Part I, page 5.

No. 202.—CHINA AND AUSTRALIA STATIONS.

MALACCA SHERET—MALAY PENINSULA.

DINDING CHANNEL—WESTERN SHORE.

Harbour Lights Southward of Pangkor.

THE Government of the Straits Settlements has given notice, that on 1st January, 1890, the two undermentioned harbour lights would be exhibited southward of Pangkor, western shore of Dinding Channel:—

1. A fixed red light is shown from a stone beacon on the rock (Hospital Rock), situated $2\frac{1}{2}$ cables S.E. $\frac{3}{4}$ S. from the observation spot at Pangkor.

Position, lat. $4^{\circ} 13' 5''$ N., long. $100^{\circ} 34' 15''$ E.

2. A fixed white light is shown from the jetty head, situated about three-quarters of a cable S.W. by S. from Hospital Rock.

[Variation 2° Easterly in 1890.]

This Notice affects the following Admiralty Plan:—Dinding Island and Channel, No. 792. Also, Admiralty List of Lights in South Africa, &c., 1890, page 52; and China Sea Directory, Vol. I, 1886, pages 69 71.

No. 203.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

EASTERN ARCHIPELAGO.—JAVA—NORTH COAST.

Batavia, Western Approach—Alterations in Lights.

WITH reference to Notice to Mariners, No. 127 of 1890, and previous notices, on alterations in certain lights, Western Approach to Batavia:—

The Government of Batavia has given further notice, that on 1st March, 1890, lights were exhibited on Babi and Payung Islands:—

(1.) A light, shown from the south extreme of Babi Island, is a fixed white light of the fifth order, visible from the bearing of S. 81° E., through north, to N. 88° W.; it is elevated 60 feet above high water, and should be seen in clear weather from a distance of 13 miles.

The lighthouse, 64 feet high, is constructed of iron framework, and painted white; the keeper's dwelling near, is white with red roof.

Approximate position, latitude $5^{\circ} 49'$ S., longitude $106^{\circ} 17'$ E.

(2.) A light, shown from the south extreme of Payung Island, is a fixed white light of the fifth order, elevated 61 feet above high water, and visible in clear weather from a distance of 13 miles.

The lighthouse, 65 feet high, is constructed of iron framework and painted white; the keeper's dwelling near, is white with red roof.

Approximate position, lat. $5^{\circ} 49\frac{1}{2}'$ S., long. $106^{\circ} 33'$ E.

Also, that on the exhibition of the above lights on Babi and Payung Islands, the lights (fixed white) on Merak and Great Kombuis Islands were discontinued, and the lighthouses would soon be pulled down.

Position of Merak Island Lighthouse, latitude $5^{\circ} 56\frac{1}{2}'$ S., longitude $105^{\circ} 58\frac{1}{2}'$ E.

Position of Great Combuis Lighthouse, latitude $5^{\circ} 55\frac{1}{2}'$ S., longitude $106^{\circ} 34\frac{3}{4}'$ E.

[Variation 2° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Indian Ocean, northern sheet, Nos. 748b; Eastern Archipelago, western portion, No. 941a; Sunda Strait, with plan of New Anjer Road, No. 2056; Batavia Roads, No. 933. Also, Admiralty List of Lights in South Africa, &c., 1890, page 60, Nos. 280, 283; and China Pilot, Vol. I, 1886, pages 271, 277, 239, 274.

No. 204.—ALL STATIONS.

ENGLAND—SOUTH COAST.—NEEDLES CHANNEL.

S.W. Shingles Buoy Replaced in Position.

WITH reference to Notice to Mariners, No. 184 of 1890, that on 10th April, 1890, S.W. Shingles Buoy was not in position at the southern entrance to Needles Channel:—

Information has been received from the Trinity House, London, dated 15th March, 1890, that the buoy has been replaced in position:—

S.W. Shingles Buoy is now moored in 41 feet at low water spring tides, with Needles Light-house bearing S.E. $\frac{3}{4}$ E. distant $6\frac{1}{10}$ cables, or $1\frac{1}{4}$ cables E. $\frac{1}{2}$ S. from the charted position previous to the 10th instant.

[Variation 18° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Portland to Owers, No. 2450; Owers to Christchurch, No. 2045; Needles Channel, No. 2219. Also, Channel Pilot, Part I, 1886, page 168.

No. 205.—ALL STATIONS.

FRANCE—NORTH COAST.

Boulogne Harbour Approach—Alterations in Buoyage.

WITH reference to Notice to Mariners, No. 467 of 1889, on its having been intended to place an automatic signal buoy off the extremity of the breakwater, Carnot, at Boulogne:—

The French Government has given further notice, dated 12th April, 1890, that the following alterations have been made in the buoyage, approach to Boulogne Harbour:—

1. A buoy, fitted with an automatic whistle, and painted red, is moored about $1\frac{1}{2}$ cables W. by N. $\frac{1}{2}$ N. from the northern extremity of the breakwater.

2. The bell buoy with mirror, and the red buoy with staff and globe, previously moored seaward of the breakwater, have been withdrawn.

[Variation 16° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—English Channel, No. 2675c; Dungeness to the Thames, No. 1895; Dieppe to