

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 Island, it is considered, pending further examination, that this reef may be situated four miles westward of its charted position, or in lat. $13^{\circ} 10' S.$, long. $125^{\circ} 53' E.$

(4.) Troughton Island.—The "Penguin" found the centre of Troughton Island to be situated in lat. $13^{\circ} 45' 1'' S.$, long. $126^{\circ} 8' 44'' E.$, or nearly $4\frac{1}{2}$ miles westward of its position on Admiralty Charts.

(5.) Baudin Island.—Also, the summit of Baudin Island, between Condillac Island and Cape Voltaire, is situated in lat. $14^{\circ} 7' 51'' S.$, long. $125^{\circ} 36' 26'' E.$, or about three miles westward of its position on Admiralty Charts.

(6.) Heywood Islands.—Shoal Southward.—A rocky shoal, with a depth of three to four fathoms on it, lies about two miles S.S.W. from the west extreme of South Heywood Island. This shoal has not been examined, but is reported to extend two miles to the southward of the above position.

Position, north end of shoal, on Admiralty Chart, lat. $15^{\circ} 24' S.$, long. $124^{\circ} 15\frac{3}{4}' E.$

[Variation 2° Easterly in 1890.]

This Notice affects the following Admiralty Charts:—Australia, northern portion, No. 2759a; North-west coast of Australia, No. 475; Cape Ford to Buccaneer Archipelago, No. 1047. Also, Australia Directory, Vol. III, '1881, pages 174, 136, 133, 137, 154.

No. 499.—MEDITERRANEAN, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN—ALGERIA.

Sunken Rock South-West of Djinned Point.

THE French Government has given notice, dated 27th August, 1890, of the existence of a sunken rock lying with Djinned Point bearing N.E. $\frac{1}{2}$ E., distant about two cables:—

The sunken rock south-west of Djinned Point is circular in shape, with a depth of five feet on it, and 13 feet over sand around. Foul ground exists inshore of the rock, also northward of the point for a distance of about two cables. Vessels therefore should give Djinned Point a good berth in rounding it.

Approximate position on Admiralty Charts, lat. $36^{\circ} 52' 40'' N.$, long. $3^{\circ} 42' E.$

[Variation 13° Westerly in 1890.]

This Notice affects the following Admiralty Chart:—Cape Ferrat to Cape Bougaroni, No. 1766. Also, Mediterranean Pilot, Vol. I, 1885, page 231.

No. 500.—NORTH AMERICA AND WEST INDIES STATION.

GULF OF ST. LAWRENCE.—CAPE BRETON ISLAND—WEST COAST.

Port Hood Light incorrectly described on certain Charts.

NOTICE is given, that on certain copies of the undermentioned Admiralty Charts, the light at Port Hood is incorrectly described:—

Port Hood Light is a fixed light, showing red to the northward, and white to the southward.

Approximate position, lat. $46^{\circ} 0' N.$, long. $61^{\circ} 31\frac{1}{2}' W.$

This Notice affects certain copies of the following Admiralty Charts:—St. Johns to Halifax, No. 2666; Gulf of St. Lawrence, No. 2516; Northumberland Strait, Eastern part, No. 2034; Cape Breton Island, No. 2727; Port Hood, No. 2018.

No. 501.—MEDITERRANEAN STATION

MEDITERRANEAN.—ITALY—GULF OF GENOA.

Genoa—Harbour Light on Giano Mole, and Withdrawal of Bell Buoy.

THE Italian Government has given notice, that on 16th September, 1890, a harbour light will be exhibited from a lighthouse on Giano (Eastern Outer) Mole Head, Genoa; and that on or about the same date, the bell buoy moored off Giano Mole Head will be withdrawn:—

Giano Mole Light will be a quick flashing white light, with eclipses at short intervals, obscured inshore from the bearing of S. $22^{\circ} W.$ to N. $68^{\circ} W.$; it will be elevated 26 feet above the sea, but will not be seen by vessels in the offing, when westward of an extended line drawn from the light to Dacca di Galliera Mole Head.

The lighthouse is a small iron structure painted a grayish colour, on a brick base.

[Variation 12° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—San Remo to Cape Cavallo, No. 157; Genoa, No. 1461. Also, Admiralty List of Lights in the Mediterranean, 1890, page 48; Mediterranean Pilot, Vol. II, 1885, page 96; and Hydrographic Notice, No. 1 of 1889, relating to Mediterranean Pilot, Vol. II, page 3.

No. 502.—MEDITERRANEAN STATION.

MEDITERRANEAN.—ADRIATIC—WESTERN SHORE.

Port Pesaro—Destruction of East Mole Lighthouse.

THE Italian Government has given notice, that on 25th August, 1890, the lighthouse on the East Mole at Port Pesaro was destroyed by fire, and that consequently no light is exhibited.

Approximate position, lat. $43^{\circ} 55' N.$, long. $12^{\circ} 55' E.$

This Notice temporarily affects the following Admiralty Charts:—Adriatic, No. 1440; Ortona to the River Po, with plan of Pesaro, No. 200. Also, Admiralty List of Lights in the Mediterranean, 1890, No. 498; and Mediterranean Pilot, Vol. III, 1890, page 96.

No. 503.—NORTH SEA, AND BALTIC STATIONS.

NORTH SEA.—JUTLAND—WEST COAST.

Floating Wreck.

INFORMATION has been received, that the Master of the steam-vessel "Loch Ness" reports having passed, on 28th August, 1890, in a position dangerous to shipping, a floating wreck, with mast showing above water, in lat. $56^{\circ} 19' N.$, long. $7^{\circ} 18' E.$

This Notice temporarily affects the following Admiralty Charts:—North Sea, No. 2182b.

No. 504.—CHANNEL AND WESTERN STATION.

ENGLAND—WEST COAST.—BRISTOL CHANNEL.

Telegraph Cable between Weston-super-Mare and Waterville, Ireland.

NOTICE is given, that the position of the telegraph cable between Weston-super-Mare and Waterville, Ireland, is indicated for about the first $2\frac{1}{2}$ miles by the telegraph beacon in Uphill or Weston Bay kept in line with the square tower of Emanuel Church, Weston-super-Mare, bearing about E. by S. $\frac{1}{4}$ S.; thence it is laid in a W. by S. direction for about two miles; thence in a W. by N. direction for about ten miles; thence in a W.N.W. direction for about 21 miles; thence in a N.W. by W. $\frac{1}{2}$ W. direction for about 23 miles; and thence out of the Bristol Channel and towards Ireland.

NOTE.—Mariners are cautioned not to anchor in the vicinity of this cable.