

550a; Danish Pilot, 1885, page 315; and Supplement, 1890, relating to Danish Pilot, page 46.

No. 510.—PACIFIC AND SOUTH-EAST AMERICA STATIONS.

SOUTH AMERICA—BRAZIL.—BAHIA APPROACH.

*Point San Antonio—Re-exhibition of Permanent Light.*

WITH reference to Notice to Mariners, No. 442 of 1890, on the temporary discontinuance, pending alterations in the illuminating apparatus, of the permanent light on Point San Antonio, eastern side of entrance to the Port of Bahia; and exhibition of a provisional light from the same lighthouse:—

Information has been received, through the Board of Trade, that on 20th August, 1890, the permanent light was re-exhibited:—

Point San Antonio permanent light is a flashing light, showing two white flashes and one red flash, with an interval of ten seconds between the flashes; it is elevated 167 feet above the sea, and should be visible in clear weather from a distance of 19 miles.

The illuminating apparatus is dioptric, or by lenses.

The lighthouse, 69 feet high, is constructed of masonry.

Position, lat.  $13^{\circ} 0' 50''$  S., long.  $38^{\circ} 31' 55''$  W.

This Notice affects the following Admiralty Charts:—South Atlantic Ocean, No. 2202b; Pernambuco to Victoria, No. 529; Bahia, No. 540; Port of Bahia, No. 506. Also, Admiralty List of Lights in South America, 1890, No. 39; and South America Pilot, Part I, 1885, pages 64, 69.

No. 511.—ALL STATIONS.

ENGLAND—EAST COAST.  
RIVER THAMES APPROACH.

*Gallop Light-vessel—Intended Alteration in Character of Light, and position of Light-vessel.*

WITH reference to Notice to Mariners, No. 149 of 1890, on intended alteration in the character of the light shown from Gallop Light-vessel, approach to the River Thames from the northward; and alteration in the position of the light-vessel:—

The Trinity House, London, has given further notice, that early in October, 1890, the following alterations will be made:—

The two fixed white lights at present shown from separate masts will be discontinued, and one light will be exhibited (the second mast being discontinued). Gallop Light will be a flashing light, showing two red flashes in quick succession every forty-five seconds.

Gallop Light-vessel will be moved about three-quarters of a mile S.  $\frac{1}{2}$  E. to a position off the south-west end of the shoal.

Approximate intended position, latitude  $54^{\circ} 44' 10''$  N., longitude  $1^{\circ} 56' 10''$  E.

Further notice will be given when these alterations have been effected.

[Variation  $16^{\circ}$  Westerly in 1890.]

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; English Channel, No. 2675c; Dover and Calais to Orfordness, No. 1406; North Foreland to Orfordness, No. 1610. Also, Admiralty List of Lights in the British Islands, 1890, No. 149; and North Sea Pilot, Part III, 1889, page 260.

No. 512.—NORTH SEA, AND BALTIC STATIONS.

YARMOUTH ROAD APPROACH.

*North Haisborough Light-vessel—Intended Alteration in Character of Light, and Fog Signal.*

ALSO, with reference to Notice to Mariners, No. 150 of 1890, on intended alteration in the character of the light shown from North Haisborough Light-vessel, approach to Yarmouth Road from the northward; and alteration in the fog signal:—

Further notice has been given, that early in October, 1890, the following alterations will be made:—

The two fixed white lights at present shown from separate masts will be discontinued, and one light will be exhibited (the second mast being discontinued). North Haisborough Light will be a flashing light, showing four white flashes in quick succession every thirty seconds.

A fog horn will be established on board North Haisborough Light-vessel, which, during thick or foggy weather, will give two blasts (high, low), in quick succession every two minutes.

Further notice will be given when these alterations have been carried out.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a; Orfordness to Blakeney, No. 1630. Also, Admiralty List of Lights in the British Islands, 1890, No. 180; and North Sea Pilot, Part III, 1889, pages 206, 207.

No. 513.—CHANNEL AND WESTERN, NORTH SEA, AND BALTIC STATIONS.

CHANNEL ISLANDS.

*Casquets Lighthouse—Intended Alteration in Fog Signal.*

THE Trinity House, London, has given notice, that on and after 1st January, 1891, the fog signal at Casquets Lighthouse will give, during thick or foggy weather, three blasts in quick succession every two minutes, instead of every five minutes, as at present.

This Notice affects the following Admiralty Plan:—Alderney and the Casquets, No. 60. Also, Admiralty List of Lights in the British Islands, 1890, No. 37; List of Lights on the Western Coasts of Europe, &c., 1890, No. 109; and Channel Pilot, Part II, 1888, page 313.

No. 514.—CHINA, AUSTRALIA, AND PACIFIC STATIONS.

AUSTRALIA—NORTH COAST.—TORRES STRAIT APPROACH.

*Non-Existence of Sunken Rock Reported Westward of Booby Island.*

WITH reference to Notice to Mariners, No. 243 of 1890, on the reported existence of a sunken rock, with about 18 feet on it at low water, lying with Booby Island bearing E. by S., distant about 15 miles, or in approximately lat.  $10^{\circ} 32\frac{1}{2}'$  S., long.  $141^{\circ} 40'$  E.; also to Notice to Mariners, No. 445 of 1890, on particulars of shoal ground eastward of Proudfoot Shoal:—

Information has been received from Commander L. S. Dawson, H.M. surveying-vessel "Rambler," that during recent examination of the locality, regular depths of  $7\frac{1}{2}$  to 9 fathoms were obtained in and around the above reported position, and no indication of shoal water was observed. The rock therefore has been removed from the Admiralty Charts.

NOTE.—Proudfoot Shoal Light-vessel is now moored in lat.  $10^{\circ} 32' 30''$  S., long.  $141^{\circ} 28' 25''$  E.

[Variation  $4^{\circ}$  Easterly in 1890.]

This Notice affects the following Admiralty