

(10.) The alterations in the buoyage of the several ports and channels, have been, and will be, made during the following months and years:—

Western Port, September, 1891.

Port of Port Albert, October, 1891.

Port of Geelong, and entrance thereto from Port Phillip, November, 1891.

West Channel, Port Phillip, February, 1892.

Port of Corner Inlet, March, 1892.

South Channel, Port Phillip, June, 1892.

(11.) Buoying and marking of wrecks. All buoys, and topsides of vessels, used for marking wrecks, shall be painted green, with the word "Wreck" painted thereon in white letters, and when practicable shall be moored near to the side of the wreck next to mid-channel.

(12.) When a wreck-marking vessel is used, she shall exhibit:—

By day: Three balls 20 feet above the level of the sea, two placed vertically at one side of the vessel, and one on the other side, the single ball being on the side nearest to the wreck.

By night: Three fixed white lights, similarly arranged, but not the ordinary riding light.

This Notice affects the Admiralty Charts of the Coasts of Victoria:—Also, Australia Directory, Vol. I, 1884, pages 310-390; and Revised Supplement, 1889, relating to Australia Directory, Vol. I, pages 57-62.

No. 534.—AUSTRALIA STATION.

SOUTH-WEST PACIFIC OCEAN.—NEW HEBRIDES ISLANDS.

Efate—Leading Lights at Vila Harbour.

INFORMATION has been received from Lieutenant and Commander G. C. Frederick, Her Majesty's surveying-vessel "Dart," that on 26th March, 1891, two leading lights were established, by the Compagnie Calédonienne des Nouvelles Hébrides, on the eastern Shore of Vila Harbour, Efate (Sandwich Island), New Hebrides:—

The front light is a fixed white light, elevated about 30 feet above high water, and visible seaward in clear weather from a distance of about 8 miles. It is shown from a white mast about 30 feet high, situated E. $\frac{3}{4}$ N., $8\frac{1}{2}$ cables from the south-eastern extreme of Malapoa Point.

Approximate position (on plan in Admiralty Chart), lat. $17^{\circ} 45' S.$, long. $168^{\circ} 18' 50'' E.$

The rear light is a fixed white light, elevated about 90 feet above high water, and visible seaward in clear weather from a distance of about eight miles. It is shown from a white mast about 30 feet high, situated N. $68^{\circ} E.$, about 200 yards from the front light.

NOTE.—The above lights in line, bearing N. $68^{\circ} E.$, lead into Vila Harbour, through the middle of the entrance, in not less than 12 fathoms.

The beacons now shown no longer exist, and have been expunged from the Admiralty Chart.

[Variation 9° Easterly in 1891.]

This Notice affects the following Admiralty Plan:—Vila Harbour, on Sheet of Plans of New Hebrides Islands, No. 134. Also, Admiralty List of Lights in South Africa, &c., 1891, page 188; and Pacific Islands, Vol. I, 1890, page 296.

No. 535.—CHANNEL AND WESTERN AND ALL FOREIGN STATIONS.

NORTH ATLANTIC OCEAN.—CAPE VERDE ISLANDS.

St. Nicholas—Fixed Light on West Point.

THE Portuguese Government has given notice, that on 1st October, 1891, a light was exhibited from a lighthouse erected on West Point, St. Nicholas, Cape Verde Islands:—

The light is a fixed white light, visible seaward

No. 26224.

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through an arc of 180° , or between the bearings of N. $20^{\circ} E.$, through east, and S. $20^{\circ} W.$; it is elevated 39 feet above high water, and should be seen in clear weather from a distance of 10 miles.

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

The lighthouse, 20 feet in height, is an iron building, painted red, standing on a base of masonry, with the keeper's dwelling, painted white, close to the eastward.

Approximate position, lat. $16^{\circ} 37' 45'' N.$, long. $24^{\circ} 26' 20'' W.$

[Variation 20° Westerly in 1891.]

This Notice affects the following Admiralty Charts:—Strait of Gibraltar to River Gambia, No. 1226; Cape Verde Islands, No. 366; St. Nicholas, No. 378. Also, Admiralty List of Lights on the Western Coasts of Europe, &c., 1891, page 110; and Africa Pilot, Part I, 1890, page 175.

No. 536.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.—CALIFORNIA.

St. George Reef—Intended Fog Signal on N.W.

Seal Rock.

THE United States Government has given notice, that on 1st December, 1891, a fog signal will be established on the pier connected with the lighthouse in course of construction on N.W. Seal Rock, St. George Reef:—

The signal will be a 12-inch steam whistle, which during thick or foggy weather will give blasts of five seconds duration, separated by silent intervals of thirty-five seconds.

The pier, on which the fog signal is situated, is constructed of masonry to a height of 66 feet above high water, with a square pyramidal tower at its eastern end.

Approximate position, lat. $41^{\circ} 50' N.$, long. $124^{\circ} 22\frac{1}{2}' W.$

This Notice affects the following Admiralty Chart:—Cape Mendocino to Vancouver Island, No. 2531. Also, Admiralty List of Lights in South America, &c., No. 195*.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
30th October to 5th November, 1891.

LIST of persons appointed to act as Nautical Assessors in the City of London Court, under the County Courts Admiralty Jurisdiction Act, 1868:—

Absalom Anderson, Cambridge House, Oxford-street, Whitstable.

Edward Brooks, 50, Comerford-road, Brockley.

John S. Castle, Stapleton, Sidcup, Kent.

Stephen Jarman, Dartmouth Villa, Evering-road, Upper Clapton.

Robert Methven, 117, Warwick-road, Kensington.

William Parfitt, 58, Burntash-hill, Lea.

John Lilly Pattison, Lloyd's, E.C.

Admiral Richard Ashmore Powell, C.B., care of

Messrs. Woodhead and Co., 44, Charing Cross.

Samuel Ridge, Thrale Hall, Streatham.

Arthur Ronaldson, Norfolk Villa, Overcliff, Gravesend.

George Alexander Rooke, 9, Idol-lane, Great

Tower-street, E.C., Cambrian House, East-lane, Bermondsey.

J. Anstey Wild, Registrar.

City of London Court, Guildhall-buildings, E.C., November 16, 1891.