

notice, that on 26th October, 1891, the tidal signals at Chandipur would be discontinued.

This Notice affects the following Admiralty Charts:—False Point to Mutlah River, No. 814; Balasor Road and River, on sheet, No. 239. Also, Admiralty List of Lights in South Africa, &c., 1891, No. 195; Bay of Bengal Pilot, 1887, page 158; and Supplement, 1889, relating to Bay of Bengal Pilot, page 22.

No. 590.—AUSTRALIA STATION.

AUSTRALIA—EAST COAST.—KEPPEL BAY.

Amended position of Sunken Rock eastward of Great Keppel Island, and Sunken Rock eastward of Bald Rock.

WITH reference to Notice to Mariners, No. 386 of 1891:—

The Government of Queensland has given further notice, dated 8th October, 1891, that from an examination made by the Harbour Master of Rockhampton, it is found that the sunken rock (Hannah Rock) lying eastward of Great Keppel or Wapparaburra Island, and originally reported by Mr. Hannah, Coast Pilot, has about 9 feet water over it, and lies with the south-east extreme of Humpy Island bearing S.W. $\frac{1}{2}$ W., distant $1\frac{2}{10}$ miles, and Bald Rock N.W. by N. $\frac{1}{2}$ N.

Approximate position, lat. $23^{\circ} 12' 15''$ S., long. $151^{\circ} 1' 35''$ E.

Also, that Captain Sykes has reported the existence of a pinnacle rock (Sykes Rock), with about 6 feet water over it, lying with Bald Rock bearing about W. by N., distant 5 cables.

Approximate position, lat. $23^{\circ} 10' 35''$ S., long. $151^{\circ} 1' 15''$ E.

[Variation 8° Easterly in 1891.]

This Notice affects the following Admiralty Charts:—Sandy Cape to Keppel Isles, No. 345; Keppel Isles to Percy Isles, No. 346; Keppel Bay and Islands, No. 363. Also, Australia Directory, Vol. II, 1889, page 192.

No. 591.—AUSTRALIA STATION.

SOUTH PACIFIC OCEAN.—SOLOMON ISLANDS—LANGO CHANNEL.

Shoal Westward of Pari Pile Island.

INFORMATION has been received from Captain E. H. M. Davis, Her Majesty's ship "Royalist," dated 30th June, 1891, that that ship passed over a coral patch, apparently small in extent, with 6 fathoms water on it, lying in Lango Channel, near the "Track recommended," with Para Pile Island bearing N. 66° E., distant about $2\frac{1}{4}$ miles, and Baranago Island, N. 29° W.

Approximate position, latitude $9^{\circ} 19' 30''$ S., longitude $160^{\circ} 14'$ E.

[Variation 8° Easterly in 1891.]

This Notice affects the following Admiralty Chart:—Solomon Islands, No. 214; Also, Sailing Directions for the Pacific Islands, Vol. I, 1850, page 381.

No. 592.—ALL STATIONS.

ENGLAND—SOUTH COAST.—SELSEA BILL.

Medmerry Barn no longer available as a Clearing Mark.

INFORMATION has been received from Commander F. Coddington, Her Majesty's Coast Guard at Felpham, dated 21st November, 1891, that Medmerry Barn, situated about $1\frac{2}{10}$ miles north-west of Selsea Bill, was, with the cliff adjacent, washed away during the recent gales. Medmerry Barn kept in line with Chichester Spire is therefore no longer available as a clearing mark for Boulder Bank.

This Notice affects the following Admiralty

Charts:—English Channel, Nos. 2675*b, c*; Portland to Owers, No. 2450; Owers to Christchurch, No. 2045. Also, Channel Pilot, Part I, 1886, pages 228, 233.

No. 593.—PACIFIC, AND SOUTH-EAST AMERICA STATIONS.

SOUTH AMERICA—BRAZIL.—ESPIRITO SANTO BAY.

Port Victoria and Approach—Sunken Rocks.

INFORMATION has been received from Mr. A. Ohls, commanding the British steam-vessel "Caxton," dated 21st November, 1891, of the existence of the two undermentioned sunken rocks, lying in the approach to Port Victoria, and in the anchorage off Victoria, Espirito Santo Bay:—

1. A pinnacle rock (locally known as Baixo Pequeno, Little Shoal), with 12 feet over it at low water, lies in the approach to Port Victoria, with (approximately) Sta. Luzia Point Lighthouse bearing S.W. by S., distant $8\frac{1}{2}$ cables, and Boi Island Summit W. $\frac{1}{2}$ N.

Approximate position, lat. $20^{\circ} 18' 20''$ S., long. $40^{\circ} 14' 50''$ W.

2. A rock, with about $2\frac{1}{2}$ fathoms on it at low water, lies in the anchorage off Victoria, with (approximately) the beacon off St. Joao's Battery bearing E. $\frac{3}{4}$ N., distant $3\frac{1}{4}$ cables, and College Church Spire N.W. $\frac{1}{2}$ N.

[Variation 9° Westerly in 1891.]

This Notice affects the following Admiralty Plans:—Plan of Espirito Santo Bay, on Sheet, No. 529; Espirito Santo Bay and Port Victoria, No. 546. Also, South America Pilot, Part I, 1885, pages 111, 112.

No. 594.—AUSTRALIA STATION.

AUSTRALIA—EAST COAST.—MORETON BAY.

Howe (North) Channel—Floating Beacon Replaced by Conical Buoy.

INFORMATION has been received from the Government of Queensland, that the floating beacon which formerly marked the northern end of East Bank, Howe Channel, has been replaced by a conspicuous conical buoy, surmounted by a staff and cage.

Approximate position, lat. $26^{\circ} 58' 45''$ S., long. $153^{\circ} 22' 0''$ E.

This Notice affects the following Admiralty Charts:—Moreton Bay to Sandy Cape, No. 1064; Danger Point to Cape Moreton, No. 1029; Moreton Bay, northern portion, No. 1670*a*. Also, Australian Directory, Vol. II, 1889, page 120.

No. 595.—AUSTRALIA STATION.

AUSTRALIA—EAST COAST.

GREAT SANDY STRAIT—NORTHERN ENTRANCE.

Ship Channel—Fairway Beacon Replaced by a Perch Buoy.

ALSO, that the Fairway Floating Beacon which formerly marked the entrance to ship channel, northern end of Great Sandy Strait, has been replaced by a perch buoy.

Approximate position, lat. $25^{\circ} 8' 55''$ S., long. $152^{\circ} 51' 35''$ E.

This Notice affects the following Admiralty Charts:—Moreton Bay to Sandy Cape, No. 1068; northern portion of Great Sandy Strait, No. 1031. Also, Australia Directory, Vol. II, 1889, page 148.

No. 596.—AUSTRALIA STATION.

AUSTRALIA—EAST COAST.—CLEVELAND BAY.

Ross Creek—Alteration in Light on Eastern Breakwater.

ALSO, that the following alteration has been