

No. 623.—NORTH AMERICA AND WEST INDIES STATION.

CANADA.—GULF OF ST. LAWRENCE—ANTICOSTI ISLAND.

South-west Point Light—Arc of Visibility.

INFORMATION has been received from the Government of the Dominion of Canada, dated 24th November, 1891, that South-west Point Light, Anticosti Island, is visible in all directions seaward.

Approximate position, lat. $49^{\circ} 23\frac{1}{2}'$ N., long. $63^{\circ} 36'$ W.

This Notice affects the following Admiralty Charts:—Entrance to the River St. Lawrence, No. 1621; South-west Point of Anticosti, No. 1147. Also, Admiralty List of Lights on the Eastern Coasts of North America, 1891, No. 85; and St. Lawrence Pilot, Vol. I, 1882, page 62.

No. 624.—AUSTRALIA AND PACIFIC STATIONS.

AUSTRALIA—NORTH-WEST COAST.

THE following information has been received from Commander W. U. Moore, H.M. surveying-vessel "Penguin," dated October, 1891—the result of recent examination of the several localities on the north-west coast of Australia:—

(1.) *Non-Existence of Reef in lat. $13^{\circ} 35'$ S., long. $126^{\circ} 13'$ E.*

Search was made during three days, under favourable conditions of sea, for the reef charted as lying in about lat. $13^{\circ} 35'$ S., long. $125^{\circ} 13'$ E., and marked as "not seen in 'Cushie Doe,' 1881"; an area extending about 10 miles around this position was sounded over, but no trace of shoal water was observed. The depths obtained were 30 to 45 fathoms, over an even bottom, consisting generally of coral, sand, and shells.

Consequent on this unsuccessful search, the reef has been removed from the Admiralty Charts.

(2.) *Non-Existence of Expedition Island.*

Expedition Island, originally reported by the Commander of the barque "Tien Tsin" in 1865, and charted as lying (the centre) in approximately lat. $15^{\circ} 34'$ S., long. $123^{\circ} 46'$ E.—The "Penguin," drawing 17 feet water, was anchored in the above position in 32 fathoms water; an examination for a radius of 3 to 5 miles showed that the bottom was uneven, and there were indications of shoal water 3 miles to the west and north-west of the vessel, but no land or sand bank was visible from aloft at low water neap tides. The "Penguin" approached the reported island on the bearing S. by W. distant 8 miles, and left it bearing N. by E., distant 30 miles, without seeing any danger. The description given of this island agrees fairly well with that of Adèle Island, lying in the same parallel of latitude, but about 33 miles westward.

Consequent on this examination, Expedition Island has been removed from the Admiralty Charts.

NOTE.—Shoal water extends farther south of Adèle Island than has heretofore been charted. The "Penguin" found very uneven bottom in lat. $15^{\circ} 45\frac{1}{2}'$ S., long. $123^{\circ} 17'$ E., the least depth being 8 fathoms over coral. Nothing, however, was seen to indicate danger, but the locality should be navigated with caution.

(3.) *Particulars of Baleine Bank and Walker Rock.*

1. Baleine Bank, marked P. D.—The western point of this bank lies in lat. $16^{\circ} 46'$ S., long. $121^{\circ} 49'$ E.; thence, it was examined for a distance of 5 miles eastward, the general depths being

24 feet over coral and the least water 18 feet. The bank appeared to extend some miles farther eastward.

NOTE.—The locality around the 7 fathoms struck in 1890, in lat. $16^{\circ} 43'$ S., long. $121^{\circ} 37'$ E., has been examined, but no danger was found; depths of 12 to 18 fathoms over coral exist between it and Baleine Bank; the sea was much discoloured with patches of mud and lime, having the appearance of sunken rocks, but none were discovered.

2. Walker Rock, a small coral patch with 24 feet water on it, is situated in lat. $16^{\circ} 52\frac{1}{2}'$ S., long. $121^{\circ} 48\frac{1}{2}'$ E.

NOTE.—The tides in the neighbourhood of Baleine Bank are rotatory, with a velocity of one to $2\frac{1}{2}$ knots an hour; the flood stream at first makes South, and works round eastward; at half flood it sets east; and at high water North; the ebb stream at first sets North, and works round westward; at half ebb its direction is West, and at low water South.

[Variation 2° Easterly in 1891.]

This Notice affects the following Admiralty Charts:—Australia, No. 2759a; North-west Coast of Australia, No. 475; Cape Ford to Buccaneer Archipelago, No. 1047; Buccaneer Archipelago to Bedout Island, No. 1048 (3). Also, Australia Directory, Vol. III, 1881, pages 189, 156, 162, 163, 180.

No. 625.—ALL STATIONS.

NORTH SEA—NETHERLANDS.

RIVER SCHELDE.

(1.) *Vlissingen (Flushing)—Alterations in West Bastion Light.*

THE Netherlands Government has given notice, that on 21st December, 1891, the following alterations will be made in the light on the West Bastion at Vlissingen (Flushing), north shore of River Schelde:—

Vlissingen West Bastion Light will be a fixed light elevated 49 feet above the water, and will show red from the bearing of S.S.E. $\frac{1}{2}$ E. to E. by S. $\frac{1}{2}$ S., over Nolle Plaatje; white from E. by S. $\frac{1}{2}$ S. to North; green from North to N.W. $\frac{3}{4}$ W., over Vlissingen Road; white from N.W. $\frac{3}{4}$ W. to (approximately) W. by N. $\frac{3}{4}$ N.; and again red from W. by N. $\frac{3}{4}$ N. to the shore. The white light should be visible in clear weather from a distance of 12 miles, the red light 6 miles, and the green light 3 miles.

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

The light support is an iron pentagonal frame work, 31 feet high, with a reddish-brown house.

Approximate position, lat. $51^{\circ} 26' 25''$ N., long. $3^{\circ} 34' 30''$ E.

(2.) *Borsele—Leading Lights Exhibited*

Also, that on 2nd December, 1891, two leading lights were exhibited near Borsele, north shore of River Schelde:—

1. In place of the white and red light previously shown southward of Borsele, a fixed light elevated 18 feet above the water is exhibited, showing red from the bearing of S.S.E. $\frac{1}{2}$ E. to S.E. $\frac{3}{4}$ E., over Kaloot Bank; white from S.E. $\frac{3}{4}$ E. to E. by N. (indicating white can buoy No. 3A); green from E. by N. to N. by E. $\frac{3}{4}$ E. (indicating nun buoy No. 4); while from N. by E. $\frac{3}{4}$ E. to N.W.; and again red from N.W. to the shore. The white light should be visible in clear weather from a distance of nine miles, the red light four miles, and the green about two miles.

The illuminating apparatus is dioptric, or by lenses.

The light support is an iron hexagonal frame-