

171° 46' W. *Description*: A fixed red light. *Remarks*: The rear lighthouse has been destroyed, and the light and leading-line are to be expunged from the charts. The front lighthouse is now painted white with red horizontal bands.

BRAZIL, SOUTH-EAST COAST.—SANTOS APPROACH.

LAGE DE SANTOS.—ALTERATION IN CHARACTER OF LIGHT.—*Position*: Lat. 24° 19½' S., long. 46° 10¼' W. *New abridged description*: Lt. gp. fl. (2) red, ev. 6 secs., 131 ft., vis. 12 m. *Details*: The flashing white light has been replaced by a group-flashing red light showing two flashes every six seconds—thus, flash 0.3 sec., eclipse 0.9 sec.; flash 0.3 sec., eclipse 4.5 secs. *Remarks*: The light has a visibility of 12 miles; the other details remain unaltered. *Charts affected*: No. 1465, Sao Sebastiao Island to Bom Abrigo Island; No. 530, Victoria to Santa Catharina; No. 2202B, South Atlantic Ocean, western portion. *Publications*: List of Lights, Part VII, 1915, No. 115; South America Pilot, Part I, 1911, page 311. *Authority*: Rio Janeiro Notice No. 44, of 30th December, 1915. (H. 906/15.)

EAST COAST.

ALCATRAZES ISLANDS.—ALTERATION IN CHARACTER OF LIGHT.—*Position*: On Porto Island, lat. 24° 6' S., long. 45° 40½' W. *New abridged description*: Lt. fl. ev. 6 secs., vis. 15 m. *Alteration*: The occulting white light has been replaced by a flashing white light every six seconds—thus, flash 0.6 sec., eclipse 5.4 secs. *Charts affected*: No. 1465, Sao Sebastiao Island to Bom Abrigo Island; No. 3304, Rio de Janeiro to Sao Sebastiao Island; No. 530, Victoria to Santa Catharina; No. 2202B, South Atlantic Ocean, western portion. *Publications*: List of Lights, Part VII, 1915, No. 114. South America Pilot, Part I, 1911, page 311; Supplement, 1914. *Authority*: Rio Janeiro Notice No. 1 of 1915. (H. 915/15.)

NORTH ATLANTIC OCEAN.

U.S.A. Ice Patrol Service.

Former Notice: No. 417 of 1914; hereby cancelled. For the purpose of carrying on the ice observations and ice patrol service provided for by the International Convention for the Safety of Life at Sea, London, 1913-1914, the U.S. Coastguard Cutter "Seneca" left New York on 15th February, to proceed to the Grand Banks of Newfoundland, to locate the icefields and icebergs, and make such observations as practicable on the quantity of ice, its kind, extent and drift, and obtain any other information that may seem to be of value.

The object of the patrol is primarily to ascertain the location and progressive movement of the limiting lines of the regions in which icebergs and field ice exist in the vicinity of the Grand Banks of Newfoundland, and to disseminate this information for the guidance and warning of Mariners. Co-ordinately with these primary duties the "Seneca" will make such oceanographical and meteorological observations as will contribute toward an explanation of the causes why the limiting lines assume their observed locations.

During the period of ice observations the "Seneca" will be the only vessel employed on this duty; but when the ice has moved southwards so as to make a constant patrol necessary, an additional vessel will be detailed for that purpose.

The experience of previous years has shown that a continuous ice patrol should be established about 1st April annually, and continued throughout the season of dangerous ice conditions.

Upon getting in touch with the ice the "Seneca" will send a report daily to the Branch Hydrographic Office, New York City, at 4 a.m., 75th meridian time, addressed "Hydrographic, New York." An endeavour will be made to communicate direct with coast wireless-telegraph stations, but should the "Seneca" be unable to communicate with any of these stations the message will be relayed through any vessel within reach.

The ice information will be given in as plain and concise a form as practicable, and will state the following: (a) Ice (berg or field), (b) date, (c) time (75th meridian), (d) latitude, (e) longitude, (f) other data as may be necessary.

While on this duty, the patrol vessel will endeavour by means of daily wireless messages to keep ships at sea advised of the limits of the icefields, &c.

The "Seneca's" call letters are NRE, and she uses wavelengths of 300, 600, and 750 metres.

Authority: U.S.A. Hyd. Office Notice No. 370 of 1915. (H. 1057/15.)

UNITED STATES, ATLANTIC COAST.

NEW YORK UPPER BAY.—WRECK MARKED BY LIGHT-BUOY.—(a.) Wreck.—*Position*: At a distance of 6 cables, 40° (N. 50° E. mag.), from Robins Reef Lighthouse. Lat. 40° 40' N., long. 76° 3¼' W. *Description*: Sunken wreck of

a mud scow, over which there is a least depth of 18 ft. (b.) Light-buoy.—*Position*: At a distance of 25 yards, south-eastward of the wreck. *Description*: A spar-shaped light-buoy, painted in black and red horizontal bands, exhibiting a fixed red light. *Variation*: 10° W.

BRITISH COLUMBIA.

VANCOUVER ISLAND.—ESQUIMALT HARBOUR.—WRECK.—DOLPHINS.—LIGHT ESTABLISHED.—The wreck of a floating dock lies sunk in Esquimalt Harbour, 1,300 yards 326° from the signal tower on Grant Knoll. The wreck is marked by two dolphins placed in position for salvage purposes. A red light, visible 2 miles over the whole horizon, is exhibited from the eastern dolphin at night. The passage westward of the obstruction is completely blocked.

H.O. Charts Nos. 527, 903, 1769, 1775.
U.S. Coast Survey Charts Nos. U, 5052, 7002, 6400, 6300, and 6380.
H.O. Publication No. 96, The Coast of British Columbia, 1907, page 110.

VANCOUVER ISLAND.—ESQUIMALT HARBOUR ENTRANCE.—FISGARD ISLAND LIGHT.—ARCS OF VISIBILITY.—The Canadian Government has given notice that Fisgard Island light is visible from all points of approach by water and shows red over an arc of 128° from 194° to 322°.

Approx. position: Lat. 48° 25' 43" N., long. 123° 27' 15" W.
H.O. Charts Nos. 527, 903, 1769, and 1775.
U.S. Coast Survey Charts Nos. U, 5052, 7002, 6400, 6300, and 6380.

H.O. Light List, Vol. I, 1913, No. 1807.
Light List, Pacific Coast, 1915, No. 442.
H.O. Publication No. 96, The Coast of British Columbia, 1907, page 110.

VANCOUVER ISLAND.—VICTORIA HARBOUR.—BERENS ISLAND LIGHT.—RED SECTOR TO BE EXTENDED.—On 1st May, 1915, and without further notice, the red sector in Berens Island light will be extended to cover the outer end of the Ogden Point Breakwater.

The light will then show red over an arc of 15° from 347° to 2°.
Approx. position: Lat. 48° 25' 27" N., long. 123° 23' 35" W.
H.O. Charts Nos. 527, 903, 1769, and 1775.
U.S. Coast Survey Charts Nos. U, 5052, 7002, 6400, 6300, and 6380.

H.O. Light List, Vol. I, 1913, No. 1806.
Light List, Pacific Coast, 1915, No. 445.
H.O. Publication No. 96, The Coast of British Columbia, 1907, page 115.

STRAIT OF GEORGIA.—FRASER RIVER ENTRANCE.—NORTH ARM.—LIGHT EXTINGUISHED.—TEMPORARY LIGHT.—Progress in the construction work on a jetty at the entrance to the north arm of the Fraser River has necessitated the temporary discontinuance of the outer fixed white light located 0.8 mile 199° from Point No Point.

A temporary fixed light will be exhibited from the seaward end of the jetty and this will be moved forward as the work progresses.

Further notice will be given.
Approx. position: Lat. 49° 14' 6" N., long. 123° 15' 2" W.
H.O. Charts Nos. 527, 903, and 1768.
U.S. Coast Survey Charts Nos. U, 7002, 6400, and 6300.
H.O. Light List, Vol. I, 1913, No. 1820.
Light List, Pacific Coast, 1915, No. 483.
H.O. Publication No. 96, The Coast of British Columbia, 1907, page 226.

URUGUAY.

PLATA RIVER.—PANELA ROCK LIGHT.—CHARACTERISTIC.—The flashing white light recently established on Panela Rock shows 1 group of 4 flashes every 10 seconds—thus, flash 0.2 second, eclipsed 1.5 seconds; flash 0.2 second, eclipsed 1.5 seconds; flash 0.2 second, eclipsed 1.5 seconds; flash 0.2 second, eclipsed 4.8 seconds. The light-vessel moored to mark this shoal has been withdrawn.

Approx. position: Lat. 34° 54' 30" S., long. 56° 26' 45" W.
H.O. Charts Nos. 1130, 1132, 616, and 930.
H.O. Light List, Vol. I, 1913, No. 1488.
H.O. Publication No. 88, East Coast of South America, 1904, page 566.

CALIFORNIA.

SAN FRANCISCO BAY ENTRANCE.—FORT POINT LIGHT-STATION.—FOG-SIGNAL CHANGED.—On 20th February, 1915, the fog-signal at Fort Point Light-station was changed from an air siren to an air diaphone without change in characteristic. Approx. position: Lat. 37° 48' 39" N., long. 122° 28' 36" W.
U.S. Coast Survey Charts Nos. 5002, 5052, 5500, 5502, 5530, and 5532.

Light List, Pacific Coast, 1915, page 16, No. 36.
U.S. Coast Pilot, Pacific Coast, 1909, page 18.