

Near Cape Schrötter in Hohenlohe Island (east and north-east of the Cape) we discovered a group of five low-lying islets, called at our suggestion "Oktyabriata".

To the group consisting of the small islands Torup, Gowen and Coburg Islands, P. I. BALABIN in April 1933 added a fourth which he called Soloviev Island.

It has been stated by Captain D. M. APOLLONOV of S. S. *Smolny*, and by Mr. V. G. KUNACHEV, that there is another group of small islands in the Triningen Strait, about half way between Cape Bauermann and Cape Schrötter.

All this tends to show that on the chart of Franz Josef Land, in spite of the work of numerous expeditions, we have hitherto only acquired a very rough representation of reality.

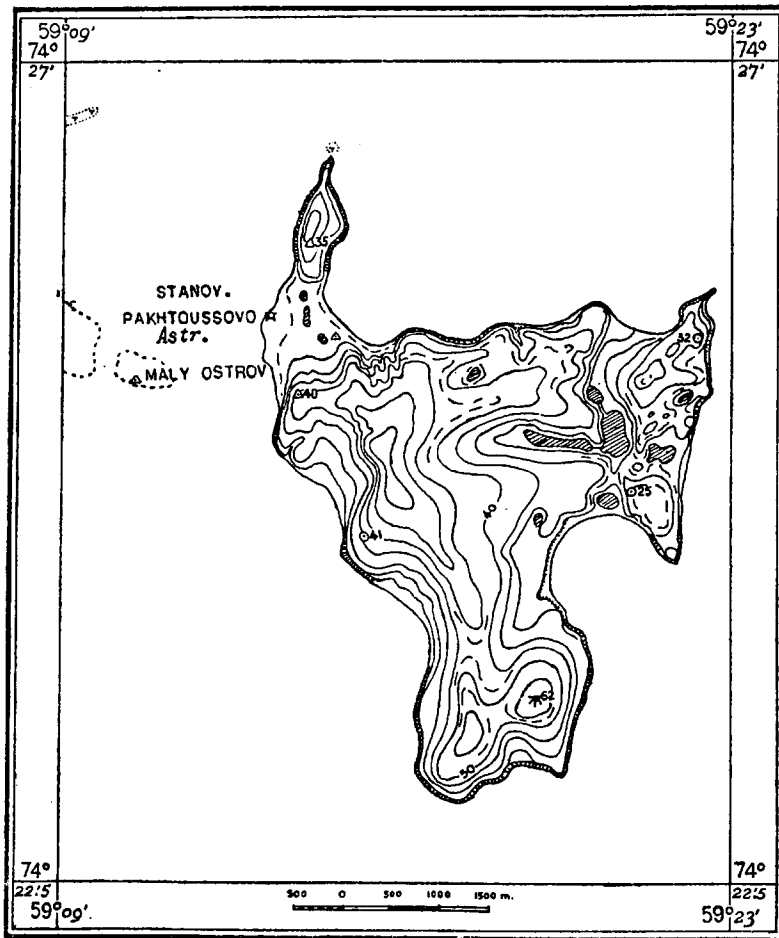
DETERMINATION OF RADIO-ASTRONOMIC POSITION IN 1934 IN THE PAKHTUSOV ISLANDS (EAST COAST OF NOVAYA ZEMLYA).

by

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(Extract from the *Bulletin of the Arctic Institute*, Leningrad, No. 11-12, 1934, p. 404). (*)

This astronomical work was carried out with the object of determining reliable reference positions for the bases of the geological survey entrusted to the Arctic Institute



(*) *Original text in Russian.*

Expedition to Novaya Zemlya in 1934 and of the survey of the littoral between Matochkin Shar and the Pakhtusov Islands which is now being undertaken by the Hydrographic Department of the Chief Administration of the Northern Sea Route. The following instruments were used for these determinations: (1) A SARTORIUS 5" Universal Theodolite with micrometer microscopes; (2) Two chronometers, LANGE No. 468 and ERICSSON No. 34; and (3) A type LB-2 low-frequency 3-valve amplifying wireless receiving set.

The latitude was determined by zenith distances of the sun and of Polaris. The longitude was determined by means of rhythmic time-signals from Bordeaux, Dietskoie Selo and Nauen. The chronometer corrections were obtained from star sights by TSINGER's method.

To orientate the triangulation, the astronomical azimuth was determined of the azimuthal bench mark "Δ Maly Ostrov" (see plan), starting at the astronomical position "Stanovichche Pakhtusov"; the figure obtained was $65^{\circ}38'38'' \pm 9''$.

The co-ordinates obtained for the radio-astronomic position were the following:

$$\varphi = 74^{\circ}25'35.0'' \pm 0.6'';$$

$$\lambda = 3 \text{ h } 56 \text{ m } 53.55 \text{ s } \pm 0.11 \text{ s} = 59^{\circ}13'23.3'' \pm 1.6''.$$

Declination on 15th September 1934 = 27.7° approx.

Description of the station. — The astronomical position "Stanovichche Pakhtusov" is situated 30 metres S.W. of the new dwelling-house of the staff of the Pakhtusov workshops, and takes the shape of a wooden plank 1.4 m. high by 0.35 m. wide. Height of the position above the level of the Kara Sea, 2.2 m.

HISTORY OF THE CHARTS OF THE BRAZILIAN COAST.

(Extract from the *Anais Hidrográficos*, Rio de Janeiro, 1933, Vol. I, p. 9)

The charts are based on original surveys, the majority of which were made by officers of the French Navy, starting with surveys of a certain extent worked out under the direction of ROUSSIN in 1820 and made by GIVRY on board the brigs *Favori* and *La Bayadère*. Later, from 1843 to 1845, surveys were directed by TARDY DE MONTRAVEL, in command of the brig *La Boulonaise*; they were even more important than the previous ones, extending, as they did, in much greater detail, from Cape Norte as far as Maranhão, including the Pará River from Magoari Bridge to Caeté Bay, the port of Vigia, the port of Pará, the São João Islands, etc., not to mention other small surveys.

Up till the latter date officers of the British Navy had made some small surveys, including corrections to the above-mentioned works and the drawing of ports, creeks, etc.

The second phase of the large hydrographic enterprises on this coast was carried out by the Brazilian Navy; it was successfully undertaken by VITAL DE OLIVEIRA, commanding the brig *Paraibano*, between 1857 and 1859, and comprised a great length of coast, extending from the Mossoró River to the river of S. Francisco do Norte. This is the most irregular coastal contour of the country, and its survey was carried out under bad conditions from a single sailing ship.

Finally, the last expedition was that under the French Commander MOUCHEZ. This was the longest enterprise, since it lasted (with short interruptions) from 1856 to 1868. It was in three stages: the first from 1856 to 1860, when MOUCHEZ was in command of the steam sloop *Le Bison*; the second, from 1860 to 1862, in the *D'Entrecasteaux*; the third, from 1863 to 1868, while he was in command of the *Lamotte Piquet*. In the last phase MOUCHEZ was assisted by the Brazilian Captain I. FONSECA and the latter's officers of the sloop of war *Itajaí*.

The collection of charts of Brazil bequeathed by MOUCHEZ, both due to his own work and based upon the surveys undertaken by MONTRAVEL, VITAL DE OLIVEIRA and others of lesser importance, represent the originals of the present nautical charts of the country.