



Hongkong GOVERNMENT GAZETTE.

Published by Authority.

VICTORIA, HONGKONG; SATURDAY, JUNE 17, 1854.

GOVERNMENT NOTIFICATION.

THE Contract hitherto in force for the publication of GOVERNMENT NOTIFICATIONS having ceased on the 21st instant. —Notice is hereby given, that the HONGKONG GOVERNMENT GAZETTE, this day established, will be hereafter the only Official Organ of Proclamations, Notifications, and all Public Papers of this Government.

By Order,

W. CAINE,
Colonial Secretary.

Victoria, Hongkong, 24th September, 1853.

GOVERNMENT NOTIFICATION.

It is hereby notified, that the Government Rents due for the current half year will be payable on the 24th instant, and for twenty one days following.

R. RIENAECKER,
Colonial Treasurer.

Colonial Treasury, Victoria,
Hongkong, 17th June, 1854.

NOTICE.

The following Extract from the *Fort St. George Gazette* of the 9th May last is published for the information of Ship-Masters.

By Order,

C. B. HILLIER,
Officiating Colonial Secretary.

Colonial Secretary's Office, Victoria,
Hongkong, 15th June, 1854.

NOTICE TO MARINERS TOUCHING NAVIGATION IN THE VICINITY OF THE LACCADIVE, AND MALDIVA ARCHIPELAGO.

In consequence of the wreck of the Ships *Wuzeer* and *Hamoody* on the Cherbaniani and Byramgore Reefs, situated on the Western extremity of the Laccadive group of islets and shoals, it will be seen, by notes quoted in the margin, that an erroneous idea is entertained that the respective position of those dangerous shoals is not correctly laid down in Horsburgh's Chart. It is, therefore, essentially necessary to warn Commanders of Ships against so fallacious an impression by a statement of such facts as will prove that those shoals have been most ably surveyed, and are delineated with the utmost care and precision.

Extract from the deposition made by Captain A. C. Barnes of the Barque "*Hamoody*" before C. F. Chamier, Esq. Head Assistant Collector of Canara on the 27th March 1854.

"From observations taken on the wreck we made the Longitude 71°—26" (the Chronometer being afterwards found perfectly correct in Tellicherry) while the wreck of the Byramgore is laid down in Horsburgh's Chart in Longitude 71°—51'.

"It is my opinion therefore that the Byramgore is considerably more to the West than it is laid down, or that the shoal on which the "*Hamoody*" lies is a new formation.

Extract from a letter from C. F. Chamier, Esq. dated Mangalore 28th March, 1854.

"I am only desirous of adding my conviction that the Cherbaniani and Byramgore reefs are either not correctly laid down in the Nautical Charts, or that there are peculiarities in the current, which are not generally known: and of advocating the necessity of the results of the latest survey being published for general information. As the Commanders of the "*Wuzeer*" and "*Hamoody*" were both experienced in the navigation of these seas, it is difficult, on any other supposition, to account for their losing their Ships on shoals, with the danger of which they were well acquainted and of which they both believed that their course would have made them clear."

The Ship "*Wuzeer*" 525 tons from Liverpool to Bombay was totally wrecked on the Cherbaniani reef about 3 A.M. on the 27th of March 1853—her Longitude by Chronometer at noon on the 26th placed her nearly ninety miles to the Westward of that shoal.

The "*Hamoody*," 438 tons from Bombay and bound to the Mauritius was wrecked on the Byramgore shoal at 7 P.M. on the 16th of March, 1854.

As, however, some Commanders of Ships may not be provided with the latest edition of either Horsburgh's Sailing Directory or Charts, their attention is, in the first place, directed to the following important communication which was repeatedly published in the Government Gazette and public Journals at the three Presidencies.

FORT ST. GEORGE: December 13th, 1844.

"The following letter, pointing out an error in the position assigned in the Charts to the Laccadive Islands and the shoals in their vicinity, is published for general information.
No. 199 of 1844.

To Captain John Pepper,

Acting Superintendent of the I. Navy.

"Sir,—I beg to bring to your notice that on the arrival report of the Barque *Falcon* on the 8th instant, it is stated that the Vessel struck on the Byramgore shoal, of the Laccadives, when, by her reckoning, her latitude was 12°—1' North, and longitude 71°—40' East of Greenwich, and recently, another vessel, the *Ceylon*, bound to this Port, was wrecked on the Cherbaniani Bank, when, by her reckoning her latitude was 12°—22' North, and longitude 71°—51' East. In the first case the position of the vessel would appear to the Commander to be 23 miles to the Westward of the shoal, and in the second case 18'—20."

"My object in addressing you, is to point out, that the dangers of the Laccadive group, are all placed 18 miles of longitude too much Easterly, on the Chart of the most recent survey, executed by Captain Moresby of the Indian Navy, in 1828, an error which is likely to prove fatal to some Ships, passing to the Westward of the group on their passage to this Port. In justice to Captain Moresby, I would state, that the error arises from the longitude of Mangalore Flag Staff at the time of the survey, being allowed to be 18'—18" to the Eastward of the correct position, as determined by the grand trigonometrical operations with reference to the longitude of Madras Observatory. The first station at the Laccadives, was the Cherbaniani bank, and the distance between it, and Mangalore Flag Staff was determined by Chronometric admeasurement, after which all the other Islands and dangers were determined from the Cherbaniani bank, consequently the relative bearings, and distances of each must be correct, but the erroneous longitude East of Greenwich affects the whole.

"I would beg to suggest, that notice be given to Ship Masters, (who may be navigating by that Chart) of the necessity of deducting 18½ miles of longitude, from the positions assigned to the banks and islands of the Laccadives, to obtain their correct positions."

I have &c.

Master Attendant's Office, Bombay, }
11th November, 1844.

(Signed) DAN. ROSS,
Master Attendant.

Published by order of the Most Noble the Governor in Council.

(Signed) J. F. THOMAS,
Acting Chief Secretary.

A due attention to the foregoing notice would put those Commanders on their guard who are navigating with Charts and sailing directions antecedent to the date thereof, but it is their bounden duty at every port of their departure to search for and obtain every nautical information of the very latest date for guidance on their intended voyage.

Such a needful enquiry would have enabled the Commanders of the *Wuzeer* and *Hamoody* to provide themselves with Captain Moresby's excellent Chart of the Laccadives, corrected and published in 1845 wherein the Shoals referred to are thus laid down.

	Latitude.	Longitude.
Cherbaniani	N. W. extreme.....12. 22. 30 N.	71. 55. 30 E.
	S. W. „12. 15. 30 „	71. 56. 30 „
	Northern extreme...11. 59. — „	71. 51. 20 „
Byramgore	N. W „ ...11. 55. — „	71. 45. 40 „
	South eastern „ ...11. 47. — „	71. 54. — „

To this Chart the following notice is appended.

"In the present Edition the Longitudes have been corrected by the Trigonometrical Survey of India—according to which Mangalore Flag Staff is 5° 25' 22" West of Madras Observatory which is assumed to be 80° 14' 15" East of Greenwich, the Longitude of Mangalore will therefore be in 74° 48' 53" East."

Chart Office, East India House 1845.

And, in the 4th Edition of Raper's excellent treatise on Navigation, the foregoing Shoals are thus laid down.

Cherbaniani—South end dry sand.....	12. 16 N.	71. 56 E.
Byramgore—Wreck on south part.....	11. 48 „	71. 50 „

And in the last Edition of Horsburgh's East India Directory at page 496—7; It is notified that a Chart of the entire group of the Laccadiva from the survey of Captain Moresby, corrected to the year 1850, is published by the East India Company, and the following description is given from this Chart and the remarks of that Officer.

"Cherbaniani or Belepiani reef of Coral rocks, visible at low water, is dangerous to approach, having no soundings half a mile off; and on the Northern and Southern extremities there are two sand banks about 3 feet above high water mark; the extent of the reef is 8 miles or from Latitude 12° 16' to 12° 24' N., its western edge preserving nearly a straight line N. ½ W. and S. ½ E., and the Eastern edge forms a semi-circle from the North and South points of 3 or 4 miles in breadth. The South point is in Longitude 71° 53' East. The flood was found to run N.W. and the ebb S.E. 1 mile per hour on the springs; high water at 11 hours on full and change of the moon.

"Byramgore or Chereapani reef is, including its bank, 12 miles long, (N. N.W. and S. S.E.) and about 5 miles wide, having its South point in Latitude 11° 58' N.,* Longitude 71° 50' E. The bank which is very steep, closely surrounds the reef except to the North Eastward where it projects 3 miles beyond it with soundings from 4 to 8 fathoms. The Coral rocks forming the reef are just discernible at low water and the bottom is distinctly visible on the bank; but as there are no soundings near this or the Cherbaniani reef the approach to them is very dangerous, as the noise of the Surf could not be heard unless a Ship was to leeward in calm weather, and the current frequently sets 12 or 15 miles during the night in uncertain directions although usually between S.E. and S.W. during the months of February, March and April."

Commanders of Ships, when consulting the best authorities for their guidance, would do well to bear in mind at all times that the force and direction of the wind, and the heave of the Sea have more or less effect on the set and velocity of the current; and to be on the safe side (especially when in the vicinity of Rocks and Shoals, so steep to as are the Laccadive, the Maldiva and the

Chagos Archipelago where no soundings can be obtained within half a mile,) it should be an invariable rule, in the calculation of a Ship's true position, to make allowance for a more than ordinary set of the current, and when at all doubtful where he really is, every Navigator should haul off and give Rocks and Shoals a very wide berth.

If these instructions are carefully attended to, and if Commanders of Ships are furnished with good and well regulated Chronometers, and well adjusted instruments, and always insist upon a vigilant look out by day and night, there can be no fear of such disastrous results as have too frequently sullied the reputation of the Mercantile Marine.

The foregoing remarks and observations apply with equal force to the Navigation of Seas adjacent to the Maldiva and Chagos Archipelago where many Vessel have been wrecked either through an

† The Ship "*Banker's Daughter*" of 1,121 tons from Melbourne to Bombay was totally wrecked on a reef near the Male Atoll on the 30th December 1853—Crew saved.

The Ship "*Hosannah*" of 480 tons from Bombay to Mauritius was also wrecked in the same vicinity on the 10th of February 1854—Crew saved.

error in their reckoning or in consequence of their being navigated by old and imperfect Charts. And the Ships named in the margin† were very recently lost on the Western edge of the Maldivas. The whole of these remarkable and dangerous Islets and Shoals were surveyed by Captain Moresby in 1828—1834 and 1837, and Charts have been published of each group.

Commanders should, therefore, provide themselves with the most recent and correct Edition of those Charts and the last Edition of Horsburgh's East India Directory which contains much new and valuable information.

N.B.—The Longitude of the Islands and dangers, herein given, assume Bombay Light House to be in Longitude 72° 48' 4" E.

* This is an inadvertent mistake or misprint; and should be having its *North* point in Latitude 11° 58' N.

Master Attendant's Office. }
Madras, 12th April 1853: }

CHRIS. BIDEN,
Master Attendant.

NOTICE.

Wanted, a Passage to Singapore for Twenty-nine Chinese Convicts. Sealed Tenders will be received at this Office.

For Particulars, apply to the Harbour Master.

By Order,

C. B. HILLIER,
Officiating Colonial Secretary.

Colonial Secretary's Office, Victoria,
Hongkong, 15th June, 1854.

POST-OFFICE NOTIFICATION.

THE next GENERAL MAILS by the *SINGAPORE*, will be closed at 6 o'clock P.M., on *Wednesday*, the 21st instant; and the customary SUPPLEMENTARY MAIL will be made up on the following Morning between the Hours of 9 and 10 o'clock.

THOMAS HYLAND,
Post-Master.

Post-Office, Victoria, Hongkong,
14th June, 1854.

STEAM FOR

SINGAPORE, PENANG, POINT DE GALLE,
ADEN, SUEZ, MALTA, MARSEILLES,
AND SOUTHAMPTON;

ALSO,

BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *SINGAPORE*, Captain BAKER, with *Her Majesty's Mails, Passengers, Specie, and Cargo*,

will leave this for the above Places, on *Thursday* the 22d June, at 2 P.M.

CARGO will be received on board until 5 P.M. on the 20th, SPECIE until Noon on the 21st, and PARCELS until 2 P.M. on the 21st.

For particulars regarding FREIGHT and PASSAGE, apply at the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

CONTENTS, AND VALUE OF PACKAGES, ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shipper to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from incorrectness in such declaration.

ROBERT S. WALKER,
Superintendent.

P. & O. S. N. Company's Office,
Hongkong, 17th June, 1854.

Printed and Published by ROBERT STRACHAN, at the *Hongkong Register Office*, Queen's Road, Victoria, Hongkong.