

No. 237.

GOVERNMENT NOTIFICATION.

The following Notices to Mariners are published for general information.

By Command,

W. H. MARSH,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 18th November, 1879.

Government of India.

MILITARY (MARINE) DEPARTMENT.

NOTICE TO MARINERS.

(No. 33.)

INDIA—WEST COAST. CALICUT.

Buoys Marking Limits of Foul Ground.

The Port Officer, Madras, notifies that two Black Buoys have been laid down in Calicut Roadstead to mark the limits of foul ground.

Vessels must anchor in such a position that they will not swing inshore of these Buoys at any time.

By Direction of the Government of India,

A. DUNDAS TAYLOR, *Comdr. (late I. N.),*
Superintendent, Marine Survey of India.

MARINE SURVEY DEPARTMENT, CALCUTTA, 16th October, 1879.

This Notice affects the following:—BRITISH ADMIRALTY Charts, Nos. 64, 747, 2737, and 827. BRITISH ADMIRALTY West Coast of Hindostan Pilot, page 84. INDIAN MARINE SURVEY Chart, No. 15a. INDIAN MARINE SURVEY Taylor's Sailing Directory, Vol. I, page 405.

If this Notice is received on boardship, the substance of it should be inserted on the Charts affected by it, and introduced into the Sailing Directions to which it relates.

NOTICE TO MARINERS.

SUEZ—EGYPT.

An Upper Fixed Light in Bay of Suez.

On and after the 1st January, 1880, a light will be exhibited from the North shore of the Bay of Suez, as a leading light through the deep water near the Newport Rock, and also through that near the Spit Buoy, (red with spindle and ball) to the anchorage on the 5 fms. bank.

The light will be a fixed white light, hoisted on a Staff at an elevation of 40 ft. above the sea, and should be visible in clear weather from a distance of about 10 miles.

The illuminating apparatus is Dioptric.

This light will be shewn from S. 5° 30' W. (true) round by South to S. 9° E. (true) an arc of illumination of 14° 30'. From S. 5° 30' W. (true) round by North to S. 9° E. (true) an arc of 345° 30' the light will be eclipsed to cover the Spit Buoy and the Kal-el-Kabireh shoal.

The upper part of the Staff for about 20 ft. is painted black, the lower part is in the lamp-house, which is whitewashed.

Posi- TION.	{	Newport Rock Lightvessel,	S. $\frac{1}{4}$ E. South ^v .	}	MAGNE- TIC.
		Observatory Spot. on South Dock Head,	S. S. E. $\frac{1}{4}$ E.		
		Beacon on Kal-el-Kabireh Shoal.	S. by W. $\frac{1}{4}$ W. West ^v .		
		Quarry mark o—Ataka Mountains,	S. W. $\frac{1}{2}$ W. West ^v .		

Directions.—Inward bound vessels from the Southward should get this Upper Light just open to the Westward of the Newport Rock Light, and steer for it passing the latter at a distance of about (2) two cables length.

Caution.—Vessels must keep within this Upper Light until the Spit Buoy is passed.

N.B.—The distance from the Newport Rock Lightvessel to the Spit Buoy is 1.85 miles.

MORICE PASHA,
Controller General,
Egyptian Ports & Lighthouses.

Divan of Lighthouses and Outports, Alexandria 23rd September, 1879.

Government of Queensland.

NOTICE TO MARINERS.

No. 18 of 1879.

MIDDLE CHANNEL, MORETON BAY.

Vessels entering the port by the Middle Channel, must cross the East Banks with the Lighthouse on Cape Moreton, open to the southward of the Yellow Patch Lighthouse, a distance equal to one-third of the height of the Cape, and keep them in that position until nearing the Venus Bank Spit, when the line of lights must be crossed, and the spit rounded with the Cape Moreton lighthouse open a similar distance to the northward.

By following these directions a vessel will not have less than 16 feet at low-water.

G. P. HEATH, *Commander R.N.,*
Portmaster.

Department of Ports and Harbours, Brisbane, 25th September, 1879.

The substance of this Notice, as soon as it is received on board, is to be inserted in red ink on the Charts affected by it; and introduced into the margin, or otherwise in the page, of the Sailing Directions to which it relates. See Admiralty Instructions, Navigation and Pilotage, p.p. 312 & 313.

NOTICE TO MARINERS.

[No. 128.]

COCHIN CHINA.

Sunken Danger North-West of Pulo Canton.

The French Government has given Notice of the existence of a sunken danger, (*Volta bank*), discovered in 1874, on which there is a depth of about 13 feet, coral, lying N.W. $\frac{1}{2}$ N. approximately, $7\frac{3}{4}$ miles distant from the North-west extreme of Pulo Canton, and said to be situated in lat. $15^{\circ} 29' 25''$ N., long. $109^{\circ} 2' 40''$ E.

(*The bearing is Magnetic. Variation 2° Easterly in 1879.*)

By Command of their Lordships,

FREDK. J. EVANS,
Hydrographer.

Hydrographic Office, Admiralty, London, 9th September 1879.

This Notice affects the following Admiralty Charts:—China sea, northern portion, No. 2661a; Cochin China, Phan-Rang bay to Touron bay, No. 1342; and Quik-quick bay, No. 1005: also, China Sea Directory, Vol. II., 1879, page 361.

The substance of this Notice, as soon as it is received on board, is to be inserted in red ink on the Charts affected by it; and introduced into the margin, or otherwise in the page, of the Sailing Directions to which it relates. See Instructions, Navigation and Pilotage, p. 172

NOTICE TO MARINERS.

(No. 114.)

EASTERN ARCHIPELAGO. SUMATRA—WEST COAST.

(1.) *Sunken Rock Westward of Pulo Nias.*

The German Government has published the following information relative to the existence of a sunken rock lying about 40 miles westward of Pulo Nias, west coast of Sumatra:—

This danger (*Aztec rock*) on which the British barque *Aztec* is reported to have struck in 16 feet water, is said to be situated in lat. $0^{\circ} 55'$ N., long. $96^{\circ} 48'$ E.

CHINA SEA—TAMBELAN ISLANDS.

(2.) *Bank South-eastward of Camels Hump.*

Also, of the existence of a bank lying about 4 miles south-eastward of Camels Hump, westward of Tambelan islands:—
This bank, *Gesine Brons bank*, reported by the master of the German ship *Gesine Brons*, who passed it at the distance of one mile, in March, 1879, (on the passage from Singapore to Hongkong), appeared to have very little water on it.
Position as given, lat. $1^{\circ} 10'$ N., long. $106^{\circ} 57'$ E.

CARIMATA STRAIT—MONTARAN ISLANDS.

(3.) *Sunken Danger North-West of Napier Island.*

The following information has been received relative to the existence of a sunken danger, north-west of Napier island, Montaran islands:—

This danger (*Lenore reef*) on which the barque *Lenore* was wrecked in July, 1878, is reported to be steep-to with a depth of about 2 fathoms on it, and to lie with the following bearings, viz:—

Nangka island,.....N.E. $\frac{1}{2}$ N.
Napier island,.....S.E. by E.

These bearings place the reef approximately in lat. $2^{\circ} 37'$ S., long. $108^{\circ} 30'$ E.

(*The bearings are Magnetic. Variation $1\frac{1}{4}^{\circ}$ Easterly in 1879.*)

By Command of their Lordships,

FREDK. J. EVANS,
Hydrographer.

Hydrographic Office, Admiralty, London, 11th August, 1879.

This Notice affects the following Admiralty Charts:—

- (1) Indian ocean, No. 748b; Acheen head to Tyingkokh bay, No. 2760: Also, Hydrographic Notice, No. 9, of 1879, page 63.
- (2) Indian ocean, No. 748b; China sea, No. 2660a; Eastern Archipelago, No. 941a: Also, China Sea Directory, vol. II., 1868, page 37.
- (3) Indian ocean, No. 748b; Eastern Archipelago, No. 941a; Carimata Strait, No. 2160: Also, China Sea Directory, vol. I., 1878, page 310.