

GOVERNMENT NOTIFICATION.—No. 240.

His Excellency the Officer Administering the Government has dismissed from the Police
LI FUK-SHING, late Clerk and Interpreter at the Police Magistracy.

By Command,

FREDERICK S.
Acting Col.

Colonial Secretary's Office, Hongkong, 26th June, 1886.

GOVERNMENT NOTIFICATION.—No. 241.

Tenders will be received at this Office until Noon of Tuesday, the 29th instant, for the
the undermentioned Articles for the use of the Police Department, from the 1st day of
31st day of December, 1886.

Oil.	Lamp Wick.	Buckets.	Tubs.	Salt.	Soap.	Grain.	Bran.	Paddy.	Oats.	Straw.
per jar of 24. catties.	per doz.	each.		per lb.		per picul.				

The above enumerated Articles must be of good quality, deliverable at the Central Police
at such times and in such quantities as may be required.

The successful tenderer will be expected to enter into a bond, containing a penalty
failure, or refusal to carry out the terms of the tender.

Form of tender may be obtained at the Colonial Secretary's Office.

For further particulars apply at the Office of the Captain Superintendent of Police.

No tenders will be received unless made out in the required form.

The Government does not bind itself to accept the lowest or any tender.

By Command,

FREDERICK S.
Acting Col.

Colonial Secretary's Office, Hongkong, 26th June, 1886.

GOVERNMENT NOTIFICATION.—No. 242.

The following Hydrographic Notice is published for general information.

By Command,

FREDERICK S.
Acting Col.

Colonial Secretary's Office, Hongkong, 26th June, 1886.

Western Australia.

NOTICE TO MARINERS.

No. 2564.—C.S.O. 1875
86

Colonial Secretary
Perth, 4

His Excellency the Governor directs the publication of the following Report, by Staff-Commander
Admiralty Surveyor, on the re-examination of the Challenger and other main Passages connecting Cockburn
the Ocean.

By Command,

M.
Acting

R A TING TO CHALLENGER PASSAGE.

WESTERN AUSTRALIA.

Admiralty Surveyor
Perth

SIR,—His Excellency the Governor having forwarded to me, for remarks and suggestions, a letter from
Timber Company, requesting that the Governor would be pleased to authorise that vessels of 18
16 feet) be permitted to navigate the Challenger Passage, I have the honor to furnish, for His Excellency

marks and suggestions, drawn up from a re-examination of the main channels connecting Cockburn Sound, completed during February and March, 1886, by Staff-Commanders Coghlan and Jarrad, R.N.

I have &c.,

J. E. COGHLAN,
Staff-Commander, R.N.,
in charge of Admiralty Survey.

Captain M. S. SMITH,
&c., &c., &c.,
Acting Colonial Secretary.

The main channels connecting Cockburn Sound with the ocean have been re-surveyed, to ascertain if the depths (as reported) since the survey made by Staff-Commander Archdeacon, R.N., in 1872. Our re-examination of the Challenger Pass proves that the alleged increase of depth in that channel has not taken place. The principal channel (Challenger Pass) communicates with the ocean about midway between Garden and Carnac Islands, and is barely half-a-mile wide at its narrowest part, between Stag Rocks and Flat Ledge. The depths vary from 19 to 30 feet, the shallowest depth being found on small rocky heads, which obstruct the channel, with from 27 to 36 feet close around them. There are no natural leading marks to guide a vessel clear of these dangers. A current usually sets obliquely across the channel to the N.E. or S.W., according to the direction of the wind; and, therefore, a sailing vessel cannot always rely on the 10-foot rocks, and might be carried over them before the leadsman could call the soundings. A considerable current is usually experienced in the channel, for which an allowance must be made of from 2 to 3 feet. Therefore, it is recommended to His Excellency the Governor that the present regulations, which prohibit vessels of over 16 feet draught from passing through the Challenger Pass, could not be altered without danger to navigation.

A re-examination was also made of the channel nearest to Garden Island (called on the charts "North Channel"), with a view of ascertaining whether or not a better channel than the Challenger Pass existed in that locality, as shown on the published chart, appeared to be indicated. Our re-survey, however, led to the discovery of several dangerous rocks, with from 9 to 18 feet on them, and deep water close around; and clearly shows that vessels should not attempt "North Channel" (unless compelled by circumstances to do so), but proceed by the Challenger Pass, in which a draught of 16 feet is the greatest draught that can be taken through the latter channel in safety.

The rocks recently discovered in the "North Channel" are remarkable sandstone pinnacles, the sounding-lead over the summits suddenly into the deep water which surrounds them. Although the soundings give little or no warning of the approach to these dangers, the bright yellow pinnacles can readily be discerned from a boat during the day and a clear sky.

Accompanying is a description of the principal dangers discovered, which His Excellency the Governor may deem of sufficient importance to local navigation as to necessitate a "Notice to Mariners" being published in the *Gazette*.

J. E. COGHLAN,
Staff-Commander, R.N.,
in charge of Admiralty Survey.

NOTICE TO MARINERS.

AUSTRALIA—WEST COAST.

APPROACHES TO COCKBURN SOUND: NORTH CHANNEL, CHALLENGER PASS.

The following information has been received from Staff-Commander J. E. COGHLAN, R.N., in charge of Admiralty Survey of Western Australia, the result of a recent examination of a portion of the approaches to Cockburn Sound.

(All bearings are Magnetic. Variation 5° Westerly, in 1886.)

FIFTEEN FATHOM BANK.—Hawley Shoal (on which the vessel of that name struck when crossing the Five-fathom Bank) has 16 feet on it and from 27 to 30 feet close around. From the centre of the shoal, Rottneest Island bears N.N.W., $\frac{1}{4}$ W.; Buckland Hill obelisk open of west extreme of Carnac Island, N.E.; Haycock Hill on the East, distant $2\frac{1}{10}$ miles; and base of conspicuous sandpatch on Garden Island, S.E. $\frac{1}{2}$ S.

ROWBOAT ROCK, with 18 feet on it and from 26 to 30 feet close around, lies E. by S., distant 2 cables from Hawley Shoal.

FLAT LEDGE, with 18 feet on it and from 28 to 30 feet close around, lies S.E., distant 3 cables from Hawley Shoal.

LEADING MARK.—The obelisk over Jervoise Bay in line with Entrance Rocks (north-west extreme of Garden Island) and the obelisk on the N., leads over the Five-fathom Bank, between Casuarina and Hawley Shoals, in not less than 28 feet.

NORTH CHANNEL.—**Jewfish Rock**, with 9 feet on it and 24 feet close around, lies nearly in mid-channel between the West Spit and Sea Reef, with the following marks and bearings:—Rowboat Rock just open northward of Jewfish Rock, bearing N. by E. $\frac{3}{4}$ E.; sun. of conspicuous clump of trees north of Buckland Hill obelisk just open south of Jewfish Rock, bearing N.E. $\frac{1}{2}$ N.; conspicuous sandpatch on Garden Island in line with rocky point under Haycock Hill, S. by E. distant 1 cable; Inner Rock buoy in line with westernmost (small) Straggler Rock, N. $\frac{1}{2}$ W.; and Inner Rock buoy open of Woodman Point Quarantine Station, E. $\frac{1}{2}$ N.

INNER ROCK, with 17 feet on it and from 22 to 26 feet close around, lies S.E., distant 1 cable, from Jewfish Rock.

BISHOP ROCK, the shoalest head of a cluster of pinnacles, has 10 feet on it and 34 feet close around, with the following marks and bearings:—Rowboat Rock, in line with western extreme of Carnac Island, N. by E. $\frac{1}{2}$ E.; and obelisk on the East, in line with northern of two conspicuous clumps of trees, E. $\frac{1}{2}$ S.

STONES ROCKS are a cluster of seven pinnacles, with from 7 to 12 feet over them, and 2 to 40 feet close around them. The southernmost pinnacle, with 12 feet on it, lies N.N.W. $\frac{1}{2}$ W., distant $3\frac{1}{2}$ cables, from the northern extreme of the Surface Reef.

FLAT LEDGE, with 17 feet on it and from 26 to 28 feet close around, lies S. $\frac{1}{2}$ W., distant $1\frac{1}{2}$ cable, from the northern extreme (16 feet) of the Three-fathom Bank.

ROWBOAT ROCK, with 14 feet on it and from 31 to 33 feet close around, lies S.E. $\frac{1}{4}$ E., distant 1 cable, from Bishop Rock.

INNER ROCK, with 9 feet on it and 24 feet close around, lies N.W., distant 1 cable, from the northern extreme of Sur-