

GOVERNMENT NOTIFICATION.—No. 533.

The following Hydrographic Notices are published for general information.

By Command,

ARATHOON SETH,
for the Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st December, 1888.

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, 1887, Navigation and Pilotage, p. 368.

NOTICE TO MARINERS.

[No. 317 of the year 1888.]

CHINA—EAST COAST.

CHUSAN ARCHIPELAGO.

The following information concerning certain sunken rocks and bank in Chusan archipelago, the result of recent examination of the localities, has been received from Commander W. U. MOORE, H. M. surveying vessel *Rambler*:—

(1) *Sunken Rock North-West of Steep Island.*

A sharp pinnacle rock (named *Andersen rock*, from having been discovered by Captain Andersen, H.I.C.M.S. *Ping Ching*) with a depth of 4 feet, but on which the sea has never been seen to break, lies with Steep island lighthouse bearing S. 34° E., distant 4½ cables.

Position, lat. 30° 13' 0" N., long. 122° 35' 30" E.

(2) *Sunken Rock North-East of Radstock Point, Keu-shan Island.*

A pinnacle rock (*Green rock*) with one foot over it, lies 2¼ cables north-east of Radstock point, with which it is connected by a rocky ledge having a depth of 8 fathoms. From the rock, Mwan islet summit bears S. 43° E., distant 2.65 miles, and Wasps islet summit N. 82° W., distant 1.92 miles.

Position, lat. 30° 16' 30" N., long. 122° 24' 20" E.

(3) *Bank North-Eastward of Gan-su Island.*

A bank (*Singleton bank*) composed of hard black sand, extends about 9 cables north-eastward of the northern coast of Gan-su island; its north-east extreme, with a depth of 21 feet, lies with Gan-su island summit bearing S. 57° W., distant one mile.

Position of north-east extreme, lat. 30° 17' 20" N., long. 122° 16' 15" E.

(4) *Sunken Rocks in Tae-shan Channel.*

The islets eastward of Gan-su island should not be approached nearer than 3 cables, as there are two rocks, each with a depth of 12 feet, lying off the eastern point of the easternmost islet.

A rock (*Mitchell rock*) with a depth of 4 feet, lies 1½ cables off Chang tu point, the north-west point of Chang tau island. The sea does not break on this rock, and there is nothing to indicate its position.

Position approximate, lat. 30° 15' 45" N., long. 122° 15' 40" E.

NOTE.—To clear Mitchell rock, when entering Tae-shan channel from the north-eastward, Wasps islet should be kept open of the islet northward of Chang tau island, until Cliffs islet is just open of the western extreme of Chang tau island.

A rock (*Baylis rock*) with a depth of 4 feet, lies 1½ cables off the south-west point of Chang tau island. The sea does not break on this rock and its position is only occasionally indicated by slight ripples. From it, the rock (*Entrance rock*) at the entrance to Chang tau harbour bears S. 48° E., distant 5¼ cables.

Position, lat. 30° 13' 50" N., long. 122° 15' 10" E.

NOTE.—The east extreme of the easternmost islet eastward of Gan-su island open of the western extreme of Chang tau island leads westward of Baylis rock.

(5) *Sunken Rock Eastward of Castle Rock.*

A pinnacle rock (*Primmer rock*) with a depth of 5 feet, lies with Castle rock bearing N. 81° W., distant 1.2 miles. The sea does not break on this rock, but there is generally a ripple near it.

Position, lat. 30° 21' 0" N., long. 122° 12' 0" E.

NOTE.—The small islet (marked not examined on charts) open north of Castle rock leads northward of Primmer rock; and the small islet off the north-east cape of Tae-shan island in line with Keu-shan island summit leads eastward of it.

The depths given are at low water spring tides.

(The bearings are Magnetic. Variation 2¼° Westerly in 1888.)

By Command of their Lordships,

W. J. L. WHARTON,
Hydrographer.

Hydrographic Office, Admiralty, London, 6th October 1888.

This Notice affects the following Admiralty Charts:—Kweshan islands to Yang-tse-Kiang, No. 1199 (1-5); Chusan archipelago, No. 1969 (3, 4); Also, China Sea Directory, Vol. III. 1884, pages 388, 389.

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NOTICE TO MARINERS.

[No. 318 of the year 1888.]

RED SEA—EASTERN SHORE.

KAMARÁN BAY—REEF OFF SOUTHERN ENTRANCE.

Information has been received through the Board of Trade, that on 1st August 1888, the British steam vessel *Bussorah*, when entering Kamarán bay by the South channel, struck on the southern side of the entrance:—

The bearings given for the position of the vessel when aground in 3 fathoms water, are as follows:—

Northern extreme of Ras el BayádhN. $61\frac{3}{4}^{\circ}$ E.
 Southern extreme of Ras el BayádhS. $8\frac{3}{4}^{\circ}$ W.
 South-west extreme of Kamarán IslandN. $47\frac{1}{4}^{\circ}$ W.

As the Southern entrance to Kamarán bay has previously been reported to be narrower than shown on the plan, it appears probable that the shore reef outside Ras el Bayádh is wider than given on the chart, and Mariners should use caution in entering.

NOTE.—In the caution printed on chart, No. 14, the word “not” is omitted from the second paragraph, which should run as follows:—When there is any wind the reefs are not easily seen.

(The bearings are Magnetic. Variation $3\frac{3}{4}^{\circ}$ Westerly in 1888.)

By Command of their Lordships,

W. J. L. WHARTON,
Hydrographer.

Hydrographic Office, Admiralty, London, 8th October 1888.

This Notice affects the following Admiralty Plan:—Kamarán bay, on sheet No. 14: Also, Red Sea Pilot, 1883, pages 212, 213.

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NOTICE TO MARINERS.

[No. 319 of the year 1888.]

CHINA—LIAU-TUNG GULF.

LIAU RIVER—GREAT CHANGES REPORTED.

The United States Government has given Notice—on the authority of Lieutenant Commander J. E. Craig, U.S.S. *Palos*—that Admiralty chart, Liau river, No. 2894, is not now reliable from the light-vessel off the bar to Newchwang, a distance of about 17 miles:—

The channel of the river shifts, and the present positions of the beacons do not correspond in direction, one from another, as shown on the chart. Shoals have formed off some of the points of the river banks. Fishing stakes at intervals, surmounted by balls, may be mistaken for beacons, and the local pilots place in position coloured buoys, which not being shown on the chart, are misleading.

From the changes above reported, the chart can only be considered as a rough guide, this, with the strong tides in the river, make it advisable to take a pilot.

By Command of their Lordships,

W. J. L. WHARTON,
Hydrographer.

Hydrographic Office, Admiralty, London, 10th October 1888.

This Notice affects the following Admiralty Chart:—Liau river, No. 2894: China Sea Directory, vol. III., 1884, pages 671-674.