

Estuary or New Cut; thence in a north and easterly direction along the coast of the said county to a place called Brancaster Staith, and from thence along the coast in an easterly direction to Sparrow Gap, a breach in the cliff about half-way between Weybourne and Sherringham, being the western boundary of the Port of Yarmouth, and from Brancaster Staith aforesaid it shall extend to sea in a supposed straight line in a north-westerly direction to fourteen fathoms water, and shall extend from thence in another straight line in a south-westerly direction to a place called Lutton Sluice, in the county of Lincoln; and from thence in a south-easterly direction, in a supposed straight line from Lutton Sluice aforesaid, to Terrington Church, in the county of Norfolk, and so along the said coast of Norfolk to the western side of the River Ouse aforesaid, and shall include all islands and all rivers, bays, docks, harbours, fleets, creeks, and watercourses within the said port communicating with or discharging themselves within the said limits, and between Brancaster Staith and Sparrow Gap aforesaid the limits shall extend seaward to a distance of three miles from low water mark.

And we, the said Lords Commissioners, do hereby appoint the following places to be Legal Quays for the lading and unloading of goods, and do hereby declare the bounds and extent of such quays to be as follows, that is to say:—All that open place, quay, or wharf, at Lynn Regis, in the county of Norfolk aforesaid, known as the Marine-parade, extending in length from north to south 1,041 feet, the said quay being of the uniform breadth of 26 feet.

Also all that other open place at Lynn aforesaid called King Staith, being in length 63 feet and in breadth 123 feet, including a passage nine feet wide, opening on the north into Purfleet.

Also all that other open place at Lynn aforesaid, called Purfleet Quay, being in length 235 feet and in breadth 40 feet.

Also all that other open place at Lynn aforesaid, called Common Staith, being in length 348 feet and in breadth 73 feet.

Also all that other open place at Lynn aforesaid, called the Boat Quay, and which said quay has two fronts, namely, west and north, and measures along the former 580 feet, and along the latter 466 feet, and is in breadth at the south end 70 feet, and in the centre from east to west 112 feet, and is bounded as follows, namely, on the south and south-east by the Friars Fleet and the Buoy Yard, on the west by the River Ouse or Lynn Harbour, on the north by the Boats or Mill Fleet, and on the east by Boal-street, and the termination of the houses on the north side thereof.

Also all that open place, quay, or wharf at Wells, in the county of Norfolk aforesaid, commonly called or known by the name of "Wells-juxta-Mare," extending in length from a granary or oil cake store belonging to Richard Parker, of London, and in the occupation of F. and G. Smith, on the east to the lifeboat house belonging to the Harbour Commissioners, on the west 1,020 feet, and being in breadth 40 feet, or thereabouts.

And we, the said Lords Commissioners, do hereby cancel all former limits of the Port of Wells, and all former limits of the Port of Lynn, and all former quays set out and appointed within the said ports respectively, from and after the 31st day of December, 1880.

Treasury Chambers, Whitehall, this 28th day of October, 1880.

John Holms.

Arthur Divett Hayter.

#### NOTICE TO MARINERS.

(No. 202.)—AUSTRALIA—EAST COAST.

*Newcastle Harbour—Red Light on Breakwater.*

INFORMATION has been received that the breakwater, on the south side of Newcastle Harbour entrance, now extends about 430 yards in a north-easterly direction from Nobby Head—and that on 2nd August, 1880, a light was exhibited about 70 yards from its extremity:—

The light is a fixed red light, elevated 30 feet above high water, visible seaward between the bearings of N.W. by W. and E. by N.

NOTE.—The light on a N.W. by W. bearing leads clear of Big Ben Rock; and bearing E. by N. clears the shoal ground extending off Nobby Head north-westward of the breakwater.

*Fog Bell.*

Also, that during thick and foggy weather, a powerful bell will be sounded from the breakwater.

[The bearings are magnetic. Variation  $10\frac{1}{2}^{\circ}$  Easterly in 1880.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
8th November, 1880.

This Notice affects the following Admiralty Charts:—Port Jackson to Port Stephens, No. 1021; Newcastle Harbour, No. 2119. Also, Admiralty List of Lights in South Africa, &c., 1880, page 40; and Australia Directory, Vol. II, 1879, page 32.

#### NOTICE TO MARINERS.

(No. 203.)—BALTIC ENTRANCE—THE SOUND.

(1.) *Hoganes—Pole Beacons on Hamneboe Shoal.*

THE Swedish Government has given notice, that two wooden pole beacons will be placed on the northern edge of Hamneboe (Hamnebaden) Shoal, approach to Hoganes:—

The eastern pole will be surmounted by one black ball, the western by two black balls.

(2.) *Oere Sound—Shoal N.N.W. of Grolle Ground.*

Also, of the existence of a shoal with 16 feet over it, lying in Oere Sound, about one-third of a mile N.N.W. of Grolle Ground:—

The floating beacon marking Grolle Ground has in consequence been moved N.W. by N., half a mile, to the north west edge of the recently found shoal.

(3.) *Copenhagen—Light Marking Torpedo Ground Discontinued.*

With reference to Notice to Mariners No. 142 (1), of 13th August, 1880, on the exhibition of a beacon light to indicate the locality where torpedo experiments would be made, between Provostenen and Mellem Forts, near Copenhagen:—

The Danish Government has given further notice, that on 19th October, 1880, the beacon light would be discontinued.

[The bearings are magnetic. Variation  $11\frac{1}{2}^{\circ}$  Westerly in 1880.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
8th November, 1880.

This Notice affects the following Admiralty Charts:—

(1.) and (2.) The Kattogat, No. 2114; the Sound, No. 2115. Also, Danish Pilot, 1853, pages 137, 139.

(3.) The Sound, No. 2115; Approaches to Copenhagen, No. 790. Also, Danish Pilot, 1853, pages 166, 167.