

light well open before rounding Ahuriri Bluff, in order to avoid Auckland Rock.

[The bearings are magnetic. Variation (1)  $10\frac{1}{2}^{\circ}$  Easterly, (2) and (3)  $14\frac{3}{4}^{\circ}$  Easterly in 1881.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
12th August, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Australia, southern portion, No. 2759b; Port Jackson to Port Stephens, No. 1021, and Broken Bay, No. 2166. Also, Admiralty List of Lights in South Africa, Australia, &c., 1881, No. 442, and Australian Directory, Vol. II, 1879, page 28.

(2.) New Zealand, No. 1212; Cook Strait to Cape Egmont, No. 2054; and Manukau Harbour to Cape Egmont, No. 2535. Also, Admiralty List of Lights in South Africa, Australia, &c., 1881, page 48, and New Zealand Pilot, 1875, page 136.

(3.) New Zealand, No. 1212; Poverty Bay to Castle Point, No. 2528, and Ahuriri Road and Port Napier, No. 2513. Also, Admiralty List of Lights in South Africa, Australia, &c., 1881, Nos. 518, 519, 520, and New Zealand Pilot, 1875, page 112.

#### NOTICE TO MARINERS.

(No. 147.)—SPAIN.—WEST COAST—VIGO BAY.

(1.) *Regular Action of Cies Islands Light.*

WITH reference to Notice to Mariners, No. 59 (1), of 21st April, 1879, on the irregular action of Cies Islands light, in consequence of injury to the apparatus:—

The Spanish Government has given further notice, dated 6th July, 1881, that the apparatus having been repaired, the eclipses now occur regularly every minute.

SOUTH COAST—CADIZ BAY.

(2.) *Temporary Light on Las Puercas Shoal.*

Also, that a temporary light is exhibited from the iron beacon painted black and white, situated on the west extreme of Las Puercas Shoal, Cadiz Bay.

This light is an occulting white light, which appears fixed for ten seconds and is eclipsed for twenty seconds; it is elevated 16 feet above the sea, and should be visible in clear weather from a distance of 4 or 5 miles.

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
12th August, 1881.

This Notice affects the following Admiralty Charts:—

(1.) British Islands to Mediterranean, No. 1; Bayonne to Oporto, No. 2728; Cape Finisterre to Cape St. Vincent, No. 87; Cape Finisterre to Vigo Bay, No. 1756; and Bay of Vigo, No. 2548. Also, Admiralty List of Lights on North and West Coasts of France, Spain, and Portugal, No. 313; and Sailing Directions for West Coasts of France, Spain, and Portugal, 1881, page 252.

(2.) Temporarily. Gibraltar to Alicante, No. 2717; Cape St. Vincent to Gibraltar Strait, No. 92; Cape Spartel to Azamor, No. 1227; and Cadiz Harbour and approaches, No. 86. Also, Admiralty List of Lights on North and West Coasts of France, Spain, and Portugal, 1881, page 36; and Sailing Directions for West Coasts of France, Spain, and Portugal, 1881, page 305.

#### NOTICE TO MARINERS.

(No. 148.)—CHINA—EAST COAST.

*Lam-Yit Island—Reef in South Bay.*

INFORMATION has been received from Captain R. E. Tracey, H.M.S. "Iron Duke," of the existence of a reef lying about  $1\frac{1}{4}$  miles from the shore in South Bay, Lam-Yit Island.

This danger (Duke Reef) covers at high water spring tides, but breaks with any sea—at low water, it is circular in shape, 150 yards long by 100 yards broad. It lies with the following mark and bearings, viz.:—

The small rock north-eastward of Loutz Rock in line with north extreme of Loutz Rock, W. by S.  $\frac{3}{4}$  S.; Low cone, Lam-Yit Island, N.  $\frac{3}{4}$  W.; south extreme of South Yit, S.E., by E.  $\frac{1}{4}$  E.

Position, latitude  $25^{\circ} 10' 5''$  N., longitude  $119^{\circ} 29' 40''$  E.

South-eastward of Duke Reef at the distance of half a cable, there is a depth of 4 fathoms, increasing gradually to  $10\frac{1}{2}$  fathoms when one mile distant in that direction.

[The bearings are magnetic. Variation  $\frac{1}{2}^{\circ}$  Westerly in 1881.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
12th August, 1881.

This Notice affects the following Admiralty Charts:—Formosa Island and Strait, No. 1968; Port Matheson to Ragged Point, No. 1761. Also, China Sea Directory, Vol. III, 1874, page 187.

#### NOTICE TO MARINERS.

(No. 149.)—NORTH SEA.—SCHELDE RIVER.

(1.) *Buoy and Light-Vessel Marking Wreck in Flushing Road.*

THE Belgian Government has given notice, that a buoy (black and white chequered) has been placed over the wreck of a barque sunk opposite Fort de Ruijter, Flushing Road:—

The wreck lies in 7 fathoms at low water, with the following marks, viz.:—

Middelburg Tower seen midway between Fort de Ruijter and the sluice.

The Orange Barracks at Flushing in line with Flushing Tower.

The light on the western jetty of the new harbour in line with the sluice manager's house.

A pilot cutter has provisionally been anchored close northward of the wreck showing a red light and a riding light.

EMS RIVER.

(2.) *Automatic Signal Buoy in Riff Gat.*

The German Government has given notice, dated 25th July, 1881, that an automatic signal buoy has been placed at the entrance of the Riff Gat, Ems River:—

The buoy is moored in 8 fathoms water, with the following bearings, viz.:—

Borkum Lighthouse, S.E.  $\frac{1}{4}$  E.

Buoy (staff and vane) off entrance of Western Ems, W. by S.  $\frac{1}{4}$  S.

[The bearings are magnetic. Variation,  $15^{\circ}$  Westerly in 1881].

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
17th August, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily.—Dover and Calais to Orfordness, No. 1406; Schelde River, No. 120. Also Admiralty List of Lights in the North Sea, 1881, page 8; and North Sea Pilot, Part IV, 1878, page 95.