

MEMORANDUM.

The undermentioned Officers to be Major-Generals, under Article 20 II of the Royal Warrant of 25th June, 1881, in succession to General Officers retired under the provisions of the said Royal Warrant:—

Brevet Colonel Henry Francis Williams from Lieutenant-Colonel half-pay. Dated 10th December, 1881.

Brevet Colonel George Byng Harman, C.B., from Lieutenant-Colonel half-pay, Deputy Adjutant-General, Head Quarters, Ireland. Dated 10th December, 1881.

Commission signed by the Lord Lieutenant of the County of Hertford.

William Hammond Solly, Esq., to be Deputy Lieutenant. Dated 8th December, 1881.

NOTICE TO MARINERS.

(No. 233.)—MEDITERRANEAN—ARCHIPELAGO.

GREECE:

Oreos Channel and Gulf of Styliida—Torpedoes Removed.

WITH reference to Notice to Mariners, No. 68, of 4th May, 1881, on torpedoes having been laid down for exercise in the Oreos Channel and Gulf of Styliida, between Oreos (Orees) and Styliida (Stylis):—

Telegraphic information, dated 6th November, 1881, has been received from Her Majesty's Minister at Athens, through the Foreign Office, that the torpedoes have been removed, and that commanders of vessels are no longer required to take pilots at those places.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
25th November, 1881.

This Notice affects the following Admiralty Charts:—Grecian Archipelago, No. 2836*b*; Talaria and Oreos Channels, No. 1554*a*.

NOTICE TO MARINERS.

(No. 234.)—HINDOSTAN—SOUTH COAST.

CADIAPATAM (MUTTUM) POINT.

Crocodile Rock—Reported incorrect Position.

THE Government of India has given notice, dated 18th October, 1881, that Mr. Hutchinson, commanding the British India Steam Navigation Company's vessel "Bhundara," has reported that Crocodile Rock—lying off Cadiapatam (Muttum or Mutum) Point and about 16 miles westward of Cape Comorin—is incorrectly placed on the published charts.

The rock is stated to lie with Kotah Islet bearing N. $9\frac{1}{2}^{\circ}$ W., and Adumdah Islet N. $33\frac{1}{2}^{\circ}$ E.—or nearly three quarters of a mile S:S.W. of the position assigned to it.

NOTE.—Mariners should navigate this part of the coast with caution.

[The bearing is magnetic. Variation $0\frac{1}{2}^{\circ}$ Easterly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
26th November, 1881.

This Notice affects the following Admiralty Charts:—Vingorla to Cape Comorin, No. 827; Cape Comorin to Coconda, No. 828; Cochin to Cape Comorin, No. 2738; Anjengo to Cape Comorin, No. 751. Also, West Coast of Hindostan Pilot, 1880, page 82.

NOTICE TO MARINERS.

(No. 235.)—AUSTRALIA—SOUTH COAST.

RIVOLI BAY.

(1.) *Beachport—Alteration in Jetty Light.*

THE Government of South Australia has given notice, that on 1st September, 1881, the following alterations would be made in the light exhibited on the jetty at Beachport, northern said of Rivoli Bay:—

The temporary red light previously shown from the north end of the jetty is discontinued; and in lieu thereof a fixed red light is now exhibited from the south end—this light is elevated 10 feet above high water, and should be visible in clear weather from a distance of about 5 miles.

NOTE.—Vessels approaching Beachport at night, after passing Penguin Island at the distance of about half a mile, should not steer towards the jetty until the red light bears N.W. by N.

PORT PHILLIP.

(2.) *Destruction of Swan Spit Lighthouse.*

The Government of Victoria has given notice, that on the 14th September, 1881, Swan Spit Lighthouse, Port Phillip, was totally destroyed by collision—and that until the light is replaced, a light-vessel would be moored in the position of the black buoy (one cable E.N.E. of the site of the lighthouse), from which is exhibited a fixed red light, visible in clear weather from a distance of 8 miles.

PORT WESTERN.—EASTERN ENTRANCE.

(3.) *Griffith Point Light—Alteration in Colour.*

Also, dated 30th August, 1881, that the following alteration has been made in the colour of the light exhibited on the jetty at Griffith Point, east side of eastern entrance to Port Western:—

The light is a fixed green light instead of fixed white as previously, and should be visible in clear weather from a distance of 2 to 3 miles.

[The bearings are magnetic. Variation Beachport, $6\frac{1}{2}^{\circ}$; Port Phillip Entrance, $8\frac{1}{2}^{\circ}$; Easterly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
26th November, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Guichen Bay to Glenelg River, No. 1015; Rivoli Bay, No. 1007. Also, Admiralty List of Lights in South Africa, &c., 1881, No. 393*a*; and Australia Directory, Vol. I, 1876, page 226.

(2.) Temporarily. Bass Strait, Nos. 1695*b*; 1063; Port Phillip, No. 1171*a*; Port Phillip Entrance, No. 2747*a*. Also, Admiralty List of Lights in South Africa, &c., 1881, No. 411; and Australia Directory, Vol. I, 1876, page 275.

(3.) Port Western with plan of eastern entrance, No. 1707. Also, Admiralty List of Lights in South Africa, &c., 1881, page 40; and Australia Directory, Vol. I, 1876, page 330.

NOTICE TO MARINERS.

(No. 236.)—NEWFOUNDLAND—SOUTH COAST.

LANGLADE (LITTLE MIQUELON) ISLAND.

(1.) *Fog Signal at Plate Point.*

THE French Government has given notice, dated 25th October, 1881, that a fog-signal has been established at Plate Point, on the south-west side of Langlade (Little Miquelon) Island, Miquelon Islands.

The signal is a siren, which, during thick weather, fogs, or snowstorms, will be sounded twice every minute as follows:—Sound for seven seconds, silence nine seconds, sound for seven