

1882, No. 134; and North Sea Pilot, Part III, 1882, page 203.

(2.) Dodman Point to Portland, No. 2620. Also, Admiralty List of Lights in the British Islands, 1882, No. 16; and Channel Pilot, Part I, 1878, page 106.

(3.) Holyhead Bay, No. 1413. Also, Admiralty List of Lights in the British Islands, 1882, No. 444; and Sailing Directions for the West Coast of England, 1876, page 88.

#### NOTICE TO MARINERS.

(No. 229.)—NORTH SEA.

*Terschelling Bank Light-Vessel not in Position.*

TELEGRAPHIC information has been received from the Netherlands Government, through the Foreign Office, that Terschelling Bank Light-vessel has driven from her station during a recent gale, but will be replaced in position as soon as possible.

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

3rd November, 1882.

This Notice temporarily affects the following Admiralty Chart:—North Sea, No. 2182a; Zuider Zee, No. 2322. Also, Admiralty List of Lights in the North Sea, 1882, No. 130a; and North Sea Pilot, Part IV, 1878, page 178.

#### NOTICE TO MARINERS.

(No. 230.)—SPAIN—NORTH-WEST COAST.

*Precautions necessary in passing Cape Finisterre.*

THE Committee of Lloyd's having drawn attention, through the Board of Trade, to the large number of vessels that during the last few years have been wrecked or otherwise lost in the neighbourhood of Cape Finisterre, it is deemed desirable in the interests of seamen to re-publish the following information bearing on the navigation of that part of the coast of Spain.

The sailing directions for the west coasts of France, Spain and Portugal, 3rd edition, 1881, published by the Admiralty, state at page 4 (as was also stated in the editions of 1867 and 1873).

"The easterly current from the North Atlantic strikes the land near Cape Ortegal in Spain, and then appears to divide into two branches; the northern (Rennell current) flowing eastward along the coast of Spain, then north along the west coast of France. The southern branch turns gradually to the south-east and southward along the coast of Portugal until having passed Cape St. Vincent, when it runs eastward to the Strait of Gibraltar. It must not however be presumed that the current along the west coast of Spain and Portugal always sets to the southward, for during westerly winds it sets strong towards the land, and immediately after the continuance of southerly gales or strong breezes this current will probably be found setting to the northward."

"The mariner will perceive that caution is necessary in crossing the Bay of Biscay, and that due allowance should be made both for the outset and indraft, but especially the latter, when standing to the southward during thick weather for a position westward of Cape Finisterre."

It is also stated in the same sailing directions at page 224—"The coast between Capes Ortegal and Finisterre is dangerous to approach at night, especially in the winter season, or in thick and foggy weather, which is frequent here, for not only does a powerful current at times set towards the land from the north-west, but the streams of flood and ebb often draw vessels out of their computed position."

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As some of the recorded wrecks in the neighbourhood of Cape Finisterre may have arisen from the effects of the indraft, or set towards the land, as above described; the attention of mariners is again drawn to the necessity of caution and of a vigilant look-out when approaching the parallel of the Cape.

Mariners are also cautioned when approaching Cape Finisterre, especially in vessels from ports of the United Kingdom, to lose no favourable opportunity of ascertaining the errors of the navigating compass:—one of the unsuspected causes of vessels being found, in thick weather, in dangerous proximity to the land, being doubtless due to the disregard of these necessary observations.

[According to a statement furnished by Lloyd's, the following are the losses in the neighbourhood of Cape Finisterre, from the year 1877 (inclusive) to July, 1882, namely:—Wrecks, 15; Losses by Collision, 7; Foundered, 8; Abandoned, 6.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

7th November, 1882.

The following Admiralty publications may be consulted in connection with this Notice:—

British Islands to the Mediterranean Sea, No. 1; Pilot Charts for the Atlantic Ocean, 1875. Also, Sailing Directions for the west coasts of France, Spain, and Portugal, 3rd edition, 1881.

#### NOTICE TO MARINERS.

(No. 231.)—AFRICA.—NORTH-EAST COAST.

*Precautions Necessary in Rounding Cape Guardafui (Ras Asir) from the Southward.*

THE Committee of Lloyd's having drawn attention, through the Board of Trade, to the large number of wrecks which of late years have taken place in the neighbourhood of Cape Guardafui; it has been considered desirable to re-publish, for the guidance of mariners, the following information bearing on the navigation of that locality.

It is to be observed that the wrecks in the neighbourhood of Cape Guardafui have occurred chiefly during the period of the south-west monsoon (April to September). In this season the weather, when approaching the African Coast, is stormy and accompanied by a heavy sea; the currents are strong, and the land is generally obscured by a thick haze.

Vessels bound from the eastward through the Gulf of Aden, during the south-west monsoon, approach Cape Guardafui from the southward: as the route usually adopted lies between that cape and the Island of Sokotra. In inculcating due caution for vessels using this route, the directions, published by the Admiralty in the "Gulf of Aden Pilot," second edition, 1882, state at page 10 (as is also stated in the African Pilot, part 3, 3rd edition, 1878.)

"As many large and valuable vessels have from time to time been wrecked with loss of life on the coast southward of Cape Guardafui (Ras Asir), when bound round this headland from the south-eastward; seamen should use the utmost caution not only in making the land, but also in verifying the vessel's position by soundings, more especially at night or during the south-west monsoon, when the weather is hazy."

"As soundings extend from 10 to 12 miles from the coast, the deep-sea lead should frequently be used, and the vessel's course altered to N. by E. or N. by E.  $\frac{1}{2}$  E., or if necessary more to the eastward, immediately soundings are struck, or the land sighted in dark or hazy weather. By steering to the northward as above, and by not standing