

Chart:—Santa Maura, Ithaca, and Cephalonia Islands, No. 203. Also, Mediterranean Pilot, Vol. III, page 291.

NOTICE TO MARINERS.

(No. 263.)—CHINA—EAST COAST.—AMOY INNER HARBOUR.

(1.) *Kulangseu Island—Sunken Rocks North-east of Ling-Tau.*

INFORMATION has been received from Lieutenant and Commander McQuhae, H.M.S. "Foxhound," of the existence of the under-mentioned sunken rocks lying near the Southern Stone Beacon, north-east of Ling-Tau, Kulangseu Island, Amoy Inner Harbour:—

1. A patch consisting of three pinnacle rocks, the outer of which, with 8 feet over it at low-water spring-tides, lies with the Southern Stone Beacon bearing N.W. by W., distant 70 yards.

From this outer rock, Alibi Rock Beacon is just open north-eastward of the Northern Stone Beacon, and in line with the west fall of Hausen (or Monkey) Island.

2. A rock, with $14\frac{1}{2}$ feet over it at low-water spring-tides, lying with the Southern Stone Beacon bearing S. by W., distant 40 yards.

HU-I-TAU BAY.

(2.) *Lighthouse Building on Dodd Island.*

Information has been received that a lighthouse is being built on Dodd Island, southern side of entrance to Hu-i-tau Bay.

[The bearings are magnetic. Variation, $\frac{1}{4}^{\circ}$ Westerly in 1882.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th December, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Amoy Harbour and Approaches, No. 1767; Amoy Inner Harbour, No. 1764. Also, China Sea Directory, Vol. III, 1874, pages 172, 176.

(2.) Formosa Island and Strait, No. 1968; Chauan Bay to Port Matheson, No. 1760; Hui-tau Bay, No. 1959. Also, Admiralty List of Lights in South Africa, &c., 1882, page 24; and China Sea Directory, Vol. III, 1874, page 178.

NOTICE TO MARINERS.

(No. 264.)—ENGLAND—EAST COAST.

THAMES RIVER ENTRANCE.

Buoy Marking Wreck in Duke of Edinburgh Channel.

THE Trinity House, London, has given notice, dated 23rd November, 1882, that a buoy has been placed 15 fathoms E.S.E. of the German schooner "Dahomey," sunk on the south-west side of Duke of Edinburgh Channel, Thames River Entrance.

The buoy, painted green and marked wreck, lies in 5 fathoms at low water spring tides, with the following bearings and distances:—

East Shingles Buoy, S.S.E., distant $4\frac{1}{2}$ cables.

N.E. Middle Shingles Buoy, N.W. $\frac{1}{2}$ N., distant $9\frac{1}{2}$ cables.

The wreck lies half a cable outside the line of these buoys, with masts standing, and about 15 feet over the hull at low water spring tides.

[The bearings are magnetic. Variation $17\frac{1}{2}^{\circ}$ Westerly in 1882.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th December, 1882.

This Notice temporarily affects the following Admiralty Charts:—North Foreland to Orford-

No. 25179.

E

ness, No. 1610; North Foreland to the Nore, No. 1607. Also, North Sea Pilot, Part III, 1882, page 267.

NOTICE TO MARINERS.

(No. 265.)—HINDOSTAN—SOUTH COAST.

(1.) *Cadiapatam (Muttum) Point Light—Intended Alterations.*

THE Government of India has given notice, that on 1st January, 1883, a light of greater power than the one at present shown will be exhibited from a lighthouse on Cadiapatam (Muttum or Mutum) Point.

The light, fixed white, will be elevated 132 feet above high water, and should be visible in clear weather from a distance of about 20 miles.

The illuminating apparatus will be dioptric, or by lenses, of the first order.

The lighthouse, 72 feet high, is constructed of dark gray granite.

Position, lat. $8^{\circ} 7' 30''$ N., long. $77^{\circ} 18' 10''$ E.

NOTE.—Eastward and westward of the promontory on which the lighthouse is situated, the land is low and thickly wooded; at the back, red sand hills rise to the height of 150 feet.

From August to December fogs prevail, sometimes lasting for several days, during which objects may not be discernible at the distance of one mile.

(2.) *Position of Crocodile Rock.*

Also, with reference to Notice to Mariners, No. 234, of 26th November, 1881, on the reported incorrect position of Crocodile Rock, lying off Cadiapatam Point.

Further information has been received, that Crocodile Rock lies with Cadiapatam Point Lighthouse bearing N.E. $\frac{1}{4}$ N., distant 3 miles.

Position, lat. $8^{\circ} 5' 10''$ N., long. $77^{\circ} 16' 20''$ E.

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

[The bearings are magnetic. Variation $\frac{1}{4}^{\circ}$ Easterly in 1882.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th December, 1882:

This Notice affects the following Admiralty Charts:—Vingorla to Cape Comorin, No. 827; Cape Comorin to Coconada, No. 828; Cochin to Cape Comorin, No. 2738; Anjengo to Cape Comorin, No. 751. Also, Admiralty List of Lights in South Africa, &c., 1882, No. 102; and West Coast of Hindostan Pilot, 1880, page 82.

NOTICE TO MARINERS.

(No. 266.)—FRANCE—WEST COAST.

Roche Bonne Light-vessel replaced in Position.

WITH reference to Notice to Mariners, No. 221, of 30th October, 1882, that Plateau de Roche Bonne light-vessel had broken adrift, and had been taken into port for repairs.

The French Government has given further notice, dated 11th November, 1882, that the light-vessel has been replaced in position.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th December, 1882.

This Notice affects the following Admiralty Charts:—Point de la Coubre to Les Sables d'Olonne, No. 2648. Also, Admiralty List of Lights on the north and west coasts of France, 1882, No. 217; and Sailing Directions for the west coasts of France, Spain, and Portugal, 1881, pages 78, 79.