

tofore, keeping the red lights on the starboard hand, and the green on the port hand.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
5th March, 1875.

This Notice affects the following Admiralty Charts:—Damietta to El Arish, No. 2573; Port Said, No. 234; and Suez Canal, No. 233: also Admiralty List of Lights in the Mediterranean, &c., 1875, No. 594.

#### NOTICE TO MARINERS.

(No. 31.)—NEWFOUNDLAND—SOUTH COAST—  
FORTUNE BAY.

##### (1) Fixed Red Light at Garnish.

THE Government of the Dominion of Canada has given notice, that a light is now exhibited from a lighthouse recently erected at Garnish, south side of Fortune Bay.

The light is a *fixed red* light, elevated 20 feet above the level of the sea.

The tower is octagonal shaped, built of wood, and painted white.

Approximate position, lat. 47° 14' N., long. 55° 24' W.

SOUTH-WEST COAST—PORT BASQUE.

##### (2) Fixed Red Light on Channel Head.

Also, that a light is now exhibited from a lighthouse recently erected on Channel Head, west side of the entrance to Port Basque.

The light is a *fixed red* light exhibited from a wooden tower.

Approximate position, lat. 47° 33' 45" N., long. 59° 7' 10" W.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
5th March, 1875.

This Notice affects the following Admiralty Charts:—(1) and (2) Newfoundland, No. 232 a; Gulf of St. Lawrence, No. 2516; and St. John's to Halifax, No. 2666: Also, Admiralty List of Lights on the Coasts and Lakes of British North America, 1875, page 6.

(2) Knife Bay to Cape Anguille, No. 302; and Port Basque, No. 2828.

#### NOTICE TO MARINERS.

(No. 32.)—CHINA—EAST COAST.

##### Reported Danger off Breaker Point.

INFORMATION has been received from the Hong Kong Government of the existence of a danger three miles to the south-west of Breaker Point, on which the British steam-vessel *Ningpo* struck when on her voyage from Hong Kong to Shanghai, on the 16th November, 1874.

The master of the *Ningpo* could not ascertain whether the danger the vessel struck on was a rock or a wreck, and the position he assigns to it—namely, Flat Island bearing North, distant three miles, and at the same time Breaker Point bearing N.E.  $\frac{1}{2}$  N., places the danger in about lat. 22° 51' 20" N., long. 116° 26' E., and one and a-half miles west of the position assigned to the danger on which the British steam-ship *Ulysses* struck in 1872.

The depth of water alongside at the time the *Ningpo* struck was 11 fathoms.

NOTE.—As these reported dangers are uncertain in their position, mariners are cautioned accordingly.

[All bearings are magnetic. No variation in 1875.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
6th March, 1875.

This Notice affects the following Admiralty Charts:—Chelang Point to Chanan Bay, No. 1963; Formosa Island and Strait, No. 1968; Hong Kong to Liantung, No. 1262; and China Sea, No. 2661 b: Also, The China Sea Directory, Vol. III, page 143.

#### NOTICE TO MARINERS.

(No. 33.)—CHINA—EAST COAST.

##### (1) Fixed Light on Shantung Promontory.

WITH reference to Notice to Mariners, No. 145, dated 21st October, 1874, on the intended exhibition of a light on Shantung Promontory:—

The Engineer Office at Shanghai has given further notice, that the light is now exhibited.

The light is a *fixed light*, showing *white* from between the bearings of S.E. by E.  $\frac{1}{2}$  E. to S.S.E.  $\frac{3}{4}$  E., *red* from S.S.E.  $\frac{3}{4}$  E. to S. by E.  $\frac{1}{2}$  E., *white* from S. by E.  $\frac{1}{2}$  E. through west and north to N.N.E., and *red* from N.N.E. to N.E.  $\frac{1}{2}$  E. The light is obscured by hill peaks between the bearings of S.E. by E.  $\frac{1}{2}$  E. and S. by E.  $\frac{1}{2}$  E.; and also by Alceste Island between the bearings of S.S.E. and S.S.E.  $\frac{1}{2}$  E. It is elevated 200 feet above the level of the sea, and in clear weather the white light should be seen from a distance of 20 miles.

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

The tower, 64 feet high, is circular, built of stone and painted white. Approximate position, lat. 37° 24' N., long. 122° 42' E.

Also, with reference to the same Notice:—The temporary light mentioned therein *has been discontinued*.

##### (2.) Discontinuance of the Middle Dog Island Beacon.

Also, that the beacon on Middle Dog Island, off the River Min, has been blown down and will not be replaced.

[All bearings are magnetic. Variation 4° Westerly in 1875.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,  
8th March, 1875.

This Notice affects the following Admiralty Charts:—

(1.) Pe-chili and Liau-tung Gulfs, No. 1256; Nipon, Kiusiu, and part of Korea, No. 2347; Hong Kong to Liau-tung, No. 1262; and Kamchatka to Chusan Islands, No. 2459. Also, Admiralty List of Lights in South Africa, East Indies, China, &c., Nos. 181 and 181 a; and China Sea Directory, Vol. III, page 467.

(2.) River Min, No. 2400; and Matheson Port to Ragged Point, No. 1761. Also, China Sea Directory, Vol. III, page 196.

#### NOTICE TO MARINERS.

(No. 34.)—NORTH SEA—ELBE RIVER.

##### Displacement of Light-Vessels and Buoys.

INFORMATION has been received from Her Majesty's Consul at Hamburg that, in consequence of the unusual quantity of ice in the Elbe, the three light vessels at the mouth of that river have