

August and 30th April following. For the remainder of the year it will not be shown.

[The bearings are magnetic. Variation $15\frac{1}{2}^{\circ}$ Westerly in 1877.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
27th September, 1877.

This Notice affects the following Admiralty Charts:—

(1.) Elbe River and Entrances, Jade, &c., No. 1875: Also, Admiralty List of Lights in the North Sea, 1877, No. 153; and North Sea Pilot, Part IV, 1871, page 171.

(2.) Norway and Lapland, Index, No. 2303; North Sea Nos. 2339; and Karmö to Bergen, No. 2304: Also, Admiralty List of Lights in the North Sea, 1877, page 50.

(3.) Norway and Lapland, Index, No. 2303; and Donnesö to Fleina, No. 2310: Also, Admiralty List of Lights in the North Sea, 1877, page 52.

NOTICE TO MARINERS.

(No. 130.)—CHINA SEA—NATUNA ISLANDS.

(1.) *Sunken Danger between Great Natuna Island and Pulo Laut.*

INFORMATION has been received of the existence of a sunken danger $5\frac{1}{2}$ miles south of Pulo Laut; about two miles north-westward of Louise Reef (on which the French ship "Louise et Marguerite" struck in 1873), and with which it is probably connected.

This danger (Gloria Reef), on which the Spanish steam-vessel "Gloria" was wrecked in May, 1877, is composed of coral and stones. From the wreck, lying in 15 feet water, the west extreme of Pulo Laut bore N.N.W.; and the south extreme of Semione Island W.S.W.

North-eastward of this position, at the distance of half a mile, the depth of 8 fathoms was found; Eastward, 3, 5, and 7 fathoms, at half, one, and two miles respectively; nearly midway between it and Louise Reef, 12 feet; on the south and south-west sides, 17 fathoms at the distance of about a mile; and N.N.W. 9 fathoms at the distance of two miles.

Position as given, lat. $4^{\circ} 36' 15''$ N., long. $107^{\circ} 58' 45''$ E.

CHINA—EAST COAST.

YANGTSE-KIANG RIVER—CHINKIANG.

(2.) *Fixed Light near Mud Fort Point.*

The Chinese Government has given notice, that a light is now exhibited from a mast situated about 40 yards from the bank, and 500 yards westward of Mud Fort Point (eastward of Tsauhai Creek or Straw-shoe Channel), north bank of Yangtse-Kiang River.

The light is a fixed white light, elevated 66 feet above the level of the river in June, and should be visible in clear weather from a distance of 7 miles.

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

[The bearings are magnetic. Variation $1\frac{1}{2}^{\circ}$ Easterly in 1877.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
27th September, 1877.

This Notice affects the following Admiralty Charts:—

(1.) Indian Ocean, No. 748 b; China Sea southern portion, No. 2660 a; and Nantuna

Islands, No. 1348: Also, China Sea Directory, Vol. II, 1868, page 51.

(2.) Yangtse-Kiang to Nanking, No. 1480; and Shanghai to Nanking, No. 2809: Also, Admiralty List of Lights in South Africa, China, &c., 1877, page 26; and China Sea Directory, Vol. II, 1874, page 385.

NOTICE TO MARINERS.

(No. 131.)—INDIA—BAY OF BENGAL.
HOOGHLY RIVER.

Alteration in Position of the Intermediate Light-Vessel.

WITH reference to Notice to Mariners, No. 106 (1), of 16th August, 1877, on the establishment of the Intermediate Light-vessel in the eastern channel, Hooghly River entrance:—

The Government of India has given further notice, that, as an experimental measure, this light-vessel has been moved about $2\frac{1}{2}$ miles south-eastward of her former position, and is now moored in $6\frac{1}{2}$ fathoms at low water, with the following bearings:—

Bell Buoy, N.W. by N., $4\frac{1}{2}$ miles.

Lower Gaspar Light-vessel, N. by W. $\frac{1}{2}$ W., 12 miles.

Middle Saugor Sand Buoy, N. $\frac{1}{2}$ E., 5 miles.

These bearings place the light-vessel in lat. $21^{\circ} 14' 30''$ N., long. $88^{\circ} 11'$ E.

[The bearings are magnetic. Variation $2\frac{1}{2}^{\circ}$ Easterly in 1877.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
27th September, 1877.

This Notice affects the following Admiralty Charts:—Indian Ocean, No. 748 b; Bengal Bay, No. 70a; Palmyra Point to Chittagong, No. 1681; and Soonderbunds, sea face, No. 138a: Also, Admiralty List of Lights in South Africa, East Indies, &c., 1877, page 14.

NOTICE TO MARINERS.

(No. 132.)—BAY OF BENGAL—MERGUI ARCHIPELAGO.

(1.) *Sunken Danger off Kopah Inlet.*

THE Government of India has given notice of the existence of a sunken rock in the approach to Kopah Inlet:—

This danger (Richelieu Rock), awash at low water, and at times breaking heavily, lies 13 miles west of Hayes Island. Position as given, lat. $9^{\circ} 20' 30''$ N., long. $98^{\circ} 6' 45''$ E.

(2.) *Sunken Dangers in Forrest Strait.*

Also, of the existence of two sunken dangers in Forrest Strait, namely:—

Kurrachee Rock, on which the steam-vessel "Kurrachee" was wrecked in July, 1877, is a dangerous pinnacle with five feet on it at low water, and 7 to 12 fathoms close around, deepening to 16 fathoms at the distance of half a cable. The rock lies in mid-channel, with—

Centre of largest Gregory Islet, W. by N. $\frac{1}{2}$ N., $1\frac{1}{2}$ miles.

South Gregory, S.W. $\frac{1}{2}$ W., $3\frac{1}{2}$ miles.

Turret Islet, S.S.E. $\frac{1}{2}$ E., $7\frac{1}{2}$ miles.

Another sunken danger, lying about $2\frac{1}{2}$ miles northward of Gregory Islets, and 2 miles westward of the fairway of the strait, with—

Bold Promontory, Sullivan Island, W. by S. $\frac{1}{2}$ S.

North Gregory, S.S.E. $\frac{1}{2}$ E.

Canister Islet, N.E. $\frac{1}{2}$ N.