

to Rás Shangani, the following restriction as to anchoring in their vicinity, is to be complied with:—

The general line of direction of the telegraph cables is indicated by the beacon (marked 'cable') on Rás Shangani in line with the white mark on the English Jail; and as one of these cables is laid on each side of this line of direction—Mariners are cautioned on no account to anchor, between Bawi Island and Rás Shangani, within 200 yards on either side of the line indicated by the beacon and white mark.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
4th December, 1879.

This Notice affects the following Admiralty Charts:—Zanzibar Harbour and its Approaches, No. 665 Also, Africa Pilot, Part III, 1878, page 342.

#### NOTICE TO MARINERS.

(No. 187.)—IRELAND—SOUTH COAST.

*Queenstown Harbour—Particulars of Buoyage.*

THE following information, relative to the buoyage of Queenstown Harbour, has been received from Rear-Admiral W. M. Dowell, C.B., Senior Officer on the coast of Ireland:—

Harbour Rock east buoy is conical, surmounted by a cage, chequered red and white, and marked 1 on four sides.

Harbour Rock west buoy is conical, chequered black and white, but without cage or number.

Turbot Bank east buoy is conical, surmounted by a cage, painted red and white in vertical stripes and marked 2 on four sides.

Turbot Bank west buoy is conical, painted black and white in vertical stripes, but without cage or number.

Within the harbour, the western banks are marked by conical buoys, painted red, and marked on four sides from 3 to 8 in white figures, 16 inches long Nos. 9 and 10 are can buoys floating on their sides, painted red and marked in white. There is no No. 11.

The buoys marking the eastern banks, are conical, painted black, and marked 12 to 17 in white figures on four sides.

The fairway buoys are conical, painted black with white tops, and marked on two sides F 1 to F 8.

The five following buoys have been replaced in their proper positions:—

No. 6 red buoy now lies with Black Rock Perch, S.E. by E.  $\frac{1}{2}$  E., distant  $7\frac{1}{2}$  cables.

Outer Spit buoy, No. 8, now lies with Spit Bank Lighthouse, W.N.W., distant  $2\frac{1}{2}$  cables.

Fairway buoy, No. 1, now lies with Black Rock Perch, S.E.  $\frac{1}{2}$  E., distant  $3\frac{3}{4}$  cables.

Fairway buoy, No. 2, now lies with Black Rock Perch, S.  $\frac{1}{2}$  W., distant 6 cables.

Fairway buoy, No. 3, now lies with Spit Bank Lighthouse, W. by N.  $\frac{1}{2}$  N., distant  $4\frac{1}{2}$  cables.

Bar Rock buoy is a large cask buoy, painted red and white in stripes, and marked Bar Rock.

Inner Spit buoy and the buoy between Spit Bank Lighthouse and Middle Spit buoy (No. 9) are can buoys floating with the flat tops nearly upright, painted red, and marked S. 2, S. 3.

The buoy off Copper Point (north-eastward of fairway buoy, No. 4) is a can buoy floating upright, painted black and marked C. 4.

The buoy off White Point is a can buoy floating upright, painted black, and marked W. 5.

The buoy off Shawn-more Rocks is a can buoy floating upright, painted black and marked S. 6.

The fairway buoy off Monkstown has been removed.

[The bearings are magnetic. Variation  $23^{\circ}$  Westerly in 1879.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
4th December, 1879.

This Notice affects the following Admiralty Charts:—Kinsale to Brattan Head, No. 2336; Queenstown Harbour, No. 1777. Also, Sailing Directions for the Coast of Ireland, Part I, 1877, pages 30–32.

#### NOTICE TO MARINERS.

(No. 188.)—ENGLAND—EAST COAST—THAMES RIVER ENTRANCE.

(1.) *North Foreland Light—Intended Alteration in Character.*

THE Trinity House, London, has given notice, that in May, 1880, it is intended to make the following alteration in the character of the North Foreland Light, Thames River Entrance:—

The light will be an occulting light, suddenly eclipsed once every half minute for an interval of five seconds, and then, as suddenly, re-appearing with full power.

Further notice will be given when the alteration has been effected.

SOUTH COAST—PLYMOUTH SOUND.

(2.) *Plymouth Breakwater Light—Intended Alteration in Colours and Character.*

Also, that in May, 1880, it is intended to make the following alteration in the colours, and in the character of the light on Plymouth Breakwater:—

The colour will be changed from red to white seaward, and from white to red over the anchorage—thus, showing white between the bearings W. by N.  $\frac{1}{4}$  N. and S.W.  $\frac{1}{4}$  W. on a line with the Melampus Buoy, and red over the anchorage.

The character will be changed from fixed to occulting, whereby the light will be suddenly eclipsed once every half-minute for an interval of three seconds, and then, as suddenly, re-appearing with full power.

Further notice will be given when these alterations have been effected.

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
8th December, 1879.

This Notice affects the following Admiralty Charts:—

(1.) North Atlantic, Nos. 2059 and 2060a; British Islands to Mediterranean, No. 1; North Sea, No. 2339; English Channel, Nos. 1598 and 2675a; Dover and Calais to Orfordness, No. 1406; North Foreland to the Nore, No. 1607; Thames Entrance, Sheet 2, No. 1610; Dungeness to the Thames, No. 1895; The Downs, No. 1828. Also, Admiralty List of Lights in the British Islands, 1879, No. 107; Channel Pilot, Part I, 1878, page 247; and North Sea Pilot, Part III, 1874, page 225.

(2.) North Atlantic, Nos. 2059 and 2060a; British Islands to Mediterranean, Nos. 1 and 2; English Channel, Nos. 1598 and 2675b; Dodman Point to Start Point, No. 25; Plymouth Sound, No. 30; Also, Admiralty List of Lights in the British Islands, 1879, No. 12; and Channel Pilot, Part I, 1878, pages 84 and 93.