

flagstaff at Madras, will be dropped twice daily at the following times, viz. :—

At 8h. Om. A.M. and 2h. Om. P.M.—Mean time at Madras.

The semaphore is extended at a right angle five minutes before the appointed time—should the semaphore not fall at the correct time, immediate intimation will be furnished to the shipping either by circular or by signal.

BENGAL—MARTABAN GULF.

(3.) *Krishna Shoal Light—Range of Visibility.* Also, that since the small vessel "Colombo" has replaced the "Star," a light-vessel off Khrishna Shoal—the light, now elevated 30 feet above the sea, is reported as being visible in clear weather from a distance of barely 8 miles.

A blue light every half hour and a maroon at the intermediate quarter hours, will continue to be exhibited from the light-vessel as heretofore.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
10th January, 1880.

This Notice affects the following Admiralty Charts :—

(1.) Singane River to Pedro Point, with plan of Batticaloa Road, No. 2031. Also, Admiralty List of Lights in South Africa, &c., 1880, No. 67a.

(2.) Bay of Bengal, No. 70a; Coromandel Coast, with plan of Madras Roadstead, Nos. 71c and d; Cape Cormorin to Cocanada, No. 828.

(3.) Indian Ocean, No. 748b; Bay of Bengal, No. 70b; Bassein River to Pulo Penang, No. 830; Coronge Island to White Point, No. 823. Also, Admiralty List of Lights in South Africa, &c., 1880, page 96.

NOTICE TO MARINERS.

(No. 8).—SCOTLAND—EAST COAST.

TAY RIVER—DUNDEE.

Obstruction to Navigation.

IN consequence of the obstacles to navigation in Tay River, above Dundee, caused by the calamity which has befallen the Tay railway bridge :—

The Dundee Harbour Trustees have given notice, dated 5th January, 1880, that mariners and others navigating Tay River, above Dundee, should observe the utmost caution in approaching the site of the railway bridge.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
10th January, 1880.

This Notice temporarily affects the following Admiralty Chart :—Tay River, No. 1481. Also, North Sea Pilot, Part II, 1875, page 150.

NOTICE TO MARINERS.

(No. 9).—SCOTLAND—EAST COAST.

FRASERBURGH.

Discontinuance of Harbour Lights, and closing North and South Harbours.

THE Fraserburgh Harbour Authorities have given notice, that on 27th January, 1880, the harbour lights now exhibited at Fraserburgh will be discontinued.

Also, that on 27th January, 1880, Fraserburgh North and South Harbours will be closed to shipping, pending harbour improvements.

Temporary Red Light.

Also, that during the period Fraserburgh North and South Harbours are closed, a fixed red light

will be exhibited on the eastern angle of the north pier head, immediately southward of the entrance channel to Balaclava Harbour.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
13th January, 1880.

This Notice temporarily affects the following Admiralty Charts :—North Sea, Nos. 2339 and 2182b; British Islands to Mediterranean, No. 2; Aberdeen to Banff, No. 1409; Scotland, East Coast, with plan of Fraserburgh, No. 2397a; Fraserburgh, No. 1439. Also, Admiralty List of Lights in the British Islands, 1880, No. 269; and North Sea Pilot, Part II, 1875, page 113.

NOTICE TO MARINERS.

(No. 10).—AFRICA—WEST COAST—COAST OF LIBERIA.

Non-Existence of Reported Dangers near Cape Palmas.

WITH reference to Notice to Mariners, No. 93, of 19th June, 1879, on the reported existence of a sunken rock in the neighbourhood of Cape Palmas, on which the British and African Steam Navigation Company's ship "Volta" was stated to have struck, also of shoal-ground (4½ fathoms) reported by the steam-ship "Congo" in 1875 :—

The following account has been received from Lieutenant Hughes-Hallett, commanding H.M.S. "Firefly," the result of an exhaustive survey of the locality made with the boats of that vessel, which extended over a fortnight :—

The "Firefly" was at first anchored near the reported position of Congo Rock, afterwards near that of Volta Rock. From these positions close lines of soundings were taken by boats in all directions, but without finding the reported rocks, or any material difference from the depths shown on the Admiralty chart.

Having failed in finding the reported rocks or any trace of sunken dangers by soundings, recourse was had to sweeping for them by a weighted line between two boats, but with a similar result.

From this examination and information obtained on the spot, it is considered that the dangers above-mentioned do not exist in or near the positions assigned them, and that the shoal-ground reported was probably in the neighbourhood of Yoruba Rock.

NOTE.—Yoruba Rock, on which the steam-vessel "Yoruba" struck in 1873, is, by the "Firefly's" examination, situated W.N.W. from Cape Palmas Lighthouse, distant 4½ cables, or close to the position originally given for it on the chart.

The wreck of the steam-vessel "Yoruba" (on the beach) bears N. 1¼° E. from Cape Palmas Lighthouse, distant 7 cables.

[The bearings are magnetic. Variation 20° Westerly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
14th January, 1880.

This Notice affects the following Admiralty Charts :—Gambia River to Cape Lopez, No. 594; Cape Palmas to Grand Lahore, No. 1362; Cape Mesurado to Cape Palmas, No. 1365; Cape Palmas to Tabou River, with plan of Cape Palmas, No. 1697. Also, Africa Pilot, Part I, 1873, page 201; and Hydrographic Notice, No. 6, of 1876.