

NOTICE TO MARINERS.

(No. 36.)—EASTERN ARCHIPELAGO.

JAVA—NORTH COAST—BATAVIA ROAD.

(1.) *Reported Danger Eastward of Dapoer Islet.*

THE Netherlands Government has given notice of the reported existence of a sunken danger lying eastward of Dapoer Islet, approach to Batavia Road:—

This danger (Cleveland Reef) on which the British barque "Cleveland" is said to have struck in November, 1879, is of coral formation, and is reported to lie about E.S. $\frac{1}{4}$ S. from Dapoer Islet, distant $1\frac{6}{16}$ ths miles.

Position approximate, lat. $5^{\circ} 56' S.$, long. $106^{\circ} 44\frac{1}{2}' E.$

NOTE.—A buoy, painted white, has been placed to mark Cleveland Reef.

Further particulars concerning this reef will be published hereafter.

BILLITON ISLAND—WEST COAST.

(2.) *Sunken Danger in Tieroetioep Bay.*

Also, of the existence of a sunken danger in Tieroetioep Bay, west coast of Billiton Island:—

This danger, on which H.N.M. surveying-vessel "Hydrograaf" struck, is of coral formation, extending half a cable in a north-west and south-east direction, with a least depth over it of 2 fathoms, it lies with the following bearings, viz.:—

Kalmoa Islet, S. $85^{\circ} E.$

Mount Betaling (Pulo Mendanao), S. $26\frac{1}{2}^{\circ} W.$

[The bearings are magnetic. Variation Batavia $\frac{3}{4}^{\circ}$, Tieroetioep Bay $1\frac{1}{2}^{\circ}$, Easterly in 1880.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
5th March, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Eastern Archipelago, No. 941a; Sunda Strait, &c., No. 2056; Batavia Road, No. 933.

(2.) Eastern Archipelago, No. 941a; Gaspar and Banka Straits, No. 2149; Gaspar Strait, No. 2137. Also, China Sea Directory, Vol. I, 1878, page 277.

NOTICE TO MARINERS.

(No. 37.)—CANADA—GULF OF ST. LAWRENCE.

STRAIT OF BELLE-ISLE.

Belle-Isle—New Fixed Light on Southern Point.

THE Government of the Dominion of Canada has given notice, dated 26th January, 1880, that in consequence of the old light, from its great height, being frequently obscured by fog, a light is now exhibited from a lighthouse erected about 300 feet below the old lighthouse on the southernmost point of Belle-Isle, Strait of Belle-Isle, Newfoundland:—

The light is a fixed white light, elevated 128 feet above high water, and should be visible in clear weather from a distance of 17 miles in all directions, where not intercepted by the high land of the island to the northward.

The illuminating apparatus is catoptric, or by reflectors.

The lighthouse, 31 feet high, square and constructed of wood, is painted white.

Position, lat. $50^{\circ} 53' 0'' N.$, long. $55^{\circ} 22' 15'' W.$

ERRATUM.—In Notice to Mariners, No. 66 (1), of 24th May, 1878, at second line of paragraph 2, after bearing N.N.E., read (true).

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
5th March, 1880.

This Notice affects the following Admiralty Charts:—Gulf of St. Lawrence, No. 2516; Newfoundland Island, No. 2326; St. Lewis Sound

to Esquimaux Islands, with plan of Belle-Isle, No. 1430. Also, Admiralty List of Lights in British North America, 1880, No. 1; and Newfoundland Pilot, 1878, page 341; St. Lawrence Pilot, Vol. I, 1860, page 126.

NOTICE TO MARINERS.

(No. 38.)—IRELAND—SOUTH-EAST COAST.

(1.) *Greenore Point—Removal of Telegraph Beacons.*

INFORMATION has been received from the Irish Lights Commissioners, that the two beacons (which formerly indicated the direction of a telegraph cable) situate on the summit of the cliff south-west of Greenore Point, have been removed.

(2.) *Telegraph Beacons near Blackwater Head.*

Also, that two beacons indicating the direction of a telegraph cable, have been placed at Bally-naclash, south-westward of Blackwater Head:—

The front beacon, painted white and marked Telegraph Beacon, is situated near the coast on the south side of Flaherty's Gap, and bears S.W. by W. $\frac{3}{4}$ W. from Blackwater Head distant nine-tenths of a mile.

The rear beacon, painted white, is situated about 500 yards N.N.W. $\frac{3}{8}$ W. from the front beacon.

NOTE.—These beacons in line indicate the direction of the telegraph cable as far as Lucifer Bank, thence the cable trends a little more easterly and passes fully half a mile south-westward of Lucifer Shoals Light-vessel. Mariners are cautioned not to anchor in the vicinity of the cable.

[The bearings are magnetic. Variation $21\frac{1}{2}^{\circ}$ Westerly in 1880].

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th March, 1880.

This Notice affects the following Admiralty Charts:—Irish Channel with plan of Wexford South Bay, No. 1825b; Brattin Head to Wexford, No. 2049; Wexford to Wicklow, No. 1787. Also, Sailing Directions for the Coast of Ireland, Part I, 1877, pages 76 and 77.

NOTICE TO MARINERS.

(No. 39.)—INDIA.—HINDOSTAN—WEST COAST.

(1.) *Beypore Road.**Position of Buoy Marking Rocks.*

THE Government of India has given notice, that the buoy (black) marking the rocks southward of the anchorage in Beypore Road, has been moored with the following bearings, viz.:—

Beypore Flagstaff, N. by E. $\frac{1}{2}$ E.

Southern Boundary Pillar, E. $\frac{1}{2}$ N.

HINDOSTAN—EAST COAST.

(2.) *Madras—Time Signal.*

Also, with reference to Notice to Mariners, No. 7 (2), of 10th January, 1880, on the establishment of a time signal at Madras:—

Further notice has been given, that when the semaphore at the Master Attendant's Flagstaff does not drop at the correct time, signal C V N J of the commercial code will be hoisted immediately, and kept flying for half-an-hour.

[The bearings are magnetic. Variation $\frac{3}{4}^{\circ}$ Easterly in 1880.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th March, 1880.