

establishment of certain harbour lights near Padang:—

The Netherlands Government has given further notice, that on the 20th March, 1880, a harbour light was exhibited from the south-west point of Pulo Pisang Besar (Pisang Gedang), southern approach to Padang Road:—

The light is a fixed white light of the sixth order, elevated 42 feet above high water, and should be visible in clear weather from a distance of nine miles; it is shown from an iron support with iron shed on a stone pedestal—close to which is the keeper's dwelling, constructed of stone.

Position, lat $0^{\circ} 59' 55''$ S., long. $100^{\circ} 19' 30''$ E.

CHINA SEA.

(2.) Banka Island—Reported sunken danger off North-East Coast.

The following information has been received, relative to the reported existence of a sunken danger situated to the north-east of Banka Island, in the northern approach to Gaspar Strait:—

This danger (Emerald Isle Shoal), on which the American ship "Emerald Isle," drawing 22 feet, touched on her passage from Hong Kong to New York, is stated on the authority (dated Batavia, 8th January, 1880) of Mr. Staples, Master of the ship, to lie in lat. $0^{\circ} 59'$ S., long. $107^{\circ} 0' - 107^{\circ} 5'$ E.

Soundings were tried for immediately after passing over the shoal, but bottom was not reached, although discoloured water was distinctly visible where the ship had touched.

Position approximate, lat. $0^{\circ} 59'$ S., long. $107^{\circ} 2\frac{1}{2}'$ E.

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

Hydrographic Office, Admiralty, London,
22nd April, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Acheen Head to Tyinkoh Bay, No. 2760; Priaman to Oujong Indrapoera, No. 709; Padang Road, No. 212. Also, Admiralty List of Lights in South Africa, &c., 1880, No. 106a.

(2.) Indian Ocean, No. 748b; China Sea, southern portion, No. 2660a; Eastern Archipelago, No. 941a; Gaspar and Banka Straits, No. 2149. Also, China Sea Directory, Vol. I, 1878, page 301.

NOTICE TO MARINERS.

(No. 70.)—NORTH AMERICA—WEST COAST.
CALIFORNIA.

(1.) Automatic Signal Buoy off San Luis Obispo.

THE United States Government has given notice, that an automatic signal buoy has been placed off the harbour of San Luis Obispo:—

The buoy, giving blasts of a whistle at short intervals, is moored in 12 fathoms water, with the following bearings and distance, viz.:—

Whaler Island, N.N.E. $\frac{1}{4}$ E., distant one mile.
Pecho Rock, N.W. by W. $\frac{1}{4}$ W.

OREGON.

(2.) Automatic Signal Buoy off Koos Bay.

Also, that an automatic signal buoy has been placed W. by N. $\frac{1}{4}$ N., distant $1\frac{1}{2}$ miles from the Outer Bar, at the entrance of Koos Bay:—

The buoy, painted black and white in vertical stripes, and giving blasts of a whistle at short intervals, is moored in the position of the old Outer Bar buoy, in 15 fathoms water, with the following bearings and distance, viz.:—

Empire City, N.E. by E.
Cape Gregory Lighthouse, S. by E. $\frac{1}{2}$ E. distant $1\frac{1}{4}$ miles.

[The bearings are magnetic. Variation, San

Luis Obispo, $15\frac{1}{2}^{\circ}$, Koos Bay, $19\frac{1}{4}^{\circ}$, Easterly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
22nd April, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Diego Bay to Cape Mendocino, No. 2530.
(2.) Cape Mendocino to Vancouver Island, No. 2531.

NOTICE TO MARINERS.

(No. 71.)—UNITED STATES.—APPROACHES TO
NEW YORK.

(1.) Spar-Buoy Northward of Sandy Hook.

THE United States Government has given notice, that a spar-buoy has been placed to mark the extremity of a spit extending from the point of Sandy Hook, in a N.E. by N. direction from the east beacon:—

The buoy, painted black, lies in 5 fathoms water, about midway between buoys Nos. 5 and $5\frac{1}{2}$, with the following bearings, viz.:—

Romer Beacon, N. $\frac{1}{4}$ W.
Sandy Hook Principal Lighthouse, S. $\frac{1}{4}$ W.
East Beacon, S.W. by S.

EAST RIVER.

(2.) Fog Signals proposed off Whitestone Point.

Also, that it is proposed to establish two powerful fog signals off Whitestone Point, to be worked from a boat fitted for the purpose.

NOTE.—This being a private enterprise, its permanency cannot be vouched for. Mariners therefore should not place absolute dependence upon the signal.

CHESAPEAKE BAY.—POTOMAC RIVER.

(3.) Fog Signal at Piney Point.

Also, that on 1st April, 1880, a fog signal will be established at Piney Point Lighthouse, left bank of Potomac River:—

The signal is a bell, which during thick and foggy weather will be struck by machinery at intervals of twenty seconds. The bell-tower is situated 15 feet westward of the lighthouse.

[The bearings are magnetic. Variation $7\frac{1}{2}^{\circ}$ Westerly in 1880.]

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

Hydrographic Office, Admiralty, London,
27th April, 1880.

This Notice affects the following Admiralty Charts:—

(1.) and (2.) Block Island to Great Egg Harbour, No. 2480; Long Island Sound, western part, No. 2755 (2 only); approaches to New York, No. 2491. Also, Admiralty List of Lights in the United States, 1880, page 22 (2 only); and Sailing Directions for the Principal Ports of the United States, 1874, pages 53 and 59.

(3.) Great Egg Harbour to Albemarle Sound, No. 266; Chesapeake River, No. 355a; Potomac River, No. 2657. Also, Admiralty List of Lights in the United States, 1880, No. 239; and Sailing Directions for the Principal Ports of the United States, 1874, page 82.

NOTICE TO MARINERS.

(No. 72.)—AUSTRALIA—SOUTH COAST.
GULF OF ST. VINCENT.

Port Adelaide—Exhibition of Beacon Lights.

THE Government of South Australia has given notice, that on the 1st March, 1880, twelve gas lights would be exhibited from beacons erected in Port Adelaide Creek. Vessels bound in must leave them all on the starboard hand.