

NOTICE TO MARINERS.

(No. 81.)—WEST INDIES. JAMAICA—SOUTH COAST.—APPROACHES TO PORT ROYAL HARBOUR. *South Channel—Alterations in Buoyage.*

INFORMATION has been received from Commodore Hon. W. J. Ward, Senior Officer at Jamaica, that on 1st May, 1880, the following additions and alterations were made in the buoyage of South Channel, Port Royal Harbour:—

1. A buoy with cage, painted red and white in vertical stripes, is now moored on Three Fathom Bank; it bears S.S.W. $\frac{1}{2}$ W. from Portuguese Shoal Buoy, distant $7\frac{1}{2}$ cables.

2. A small beacon pyramidal in shape and painted red, has been placed on the south-west extreme of the Coral Patch (awash) lying N.N.W. $\frac{1}{2}$ W., distant 2 cables from Drunkenman Cay—the buoy that previously marked the Patch has been removed.

3. The north-west extreme of West Middle Shoal is now marked by a buoy, painted red.

NOTE.—Approaching Port Royal by the East Channel—Gun Cay being wooded is visible from a considerable distance; but Rackum Cay, now about 2 feet above water can only be seen on nearing the harbour.

[The bearings are magnetic. Variation, 4° Easterly in 1880.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
10th May, 1880.

This Notice affects the following Admiralty Charts:—Point Morant to Port Poyal, No. 225; Port Royal and Kingston Harbours, No. 456. Also, West India Pilot, Vol. II, 1876, pages 282, 287, 288, and 289.

NOTICE TO MARINERS.

(No. 82.)—MEDITERRANEAN. SICILY—SOUTH COAST.

(1.) *Licata—Non-Existence of Light and Bell Buoy.* INFORMATION has been received that the light formerly shown from the mole at Licata does not exist; and that it is intended to construct a lighthouse from which a more powerful light will be exhibited instead.

Also, that the bell buoy formerly placed to mark the pier in course of construction at Licata, has disappeared.

SARDINIA—SOUTH-WEST COAST. SAN PIETRO ISLAND.

(2.) *Temporary Alteration in Cape Sandalo Light.*

The Italian Government has given notice, that on 12th March, 1880, in consequence of damage to the lighthouse, the following temporary alteration was made in the light exhibited on Cape Sandalo, western point of San Pietro Island:—

A fixed light was shown, and will continue to be exhibited until the machinery of the intermittent light is repaired.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
15th May, 1880.

This notice affects the following Admiralty Charts:—

(1.) Mediterranean, No. 2718*b*; Sardinia to Malta, No. 165; Palma to Catania, No. 187. Also, Admiralty List of Lights in the Mediterranean, 1880, No. 332; and Mediterranean Pilot, Vol. I, 1873, page 325.

(2.) Temporarily.—Mediterranean, Nos. 2718*a* and *b*; Sardinia to Malta, No. 165; Sardinia, No. 161*a*. Also, Admiralty List of Lights in the Mediterranean, 1880, No. 208; and Mediterranean Pilot, Vol. I, 1873, page 426.

NOTICE TO MARINERS.

(No. 83.)—EASTERN ARCHIPELAGO. BORNEO—SOUTH COAST.

(1.) *Reported Sunken Danger south-west of Cape Salatan.*

THE following information has been received relative to the reported existence of a sunken danger lying about 34 miles south-westward of Cape Salatan (Syita), south coast of Borneo:—

This danger (Vanadis Shoal), reported by the Master of the Netherlands barque "Vanadis," is stated to be 54 yards in extent, with a depth of 15 feet over it.

Position as given, latitude 4° 28' S., longitude 114° 11 $\frac{1}{2}$ ' E.

CHINA—EAST COAST.

(2.) *Amoy Outer Harbour—Light-vessel Marking Wreck withdrawn.*

With reference to Notice to Mariners, No. 49 (1), of 31st March, 1880, on placing a light-vessel to mark the wreck of the "Lunan," sunk in Amoy Outer Harbour:—

The Chinese Government has given further notice, that the wreck having been blown up, the light-vessel has been withdrawn.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
15th May, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Indian Ocean, No. 748*b*; Eastern Archipelago, No. 941*b*.

(2.) Amoy Harbour and approaches, No. 1767. Also, Admiralty List of Lights in South Africa, China, &c., 1880, page 24; and China Sea Directory, Vol. III, 1874, page 173.

NOTICE TO MARINERS.

(No. 84.)—NORTH SEA.—JADE RIVER.

(1.) *Wangeroog Island Fog Signal Restored.*

WITH reference to Notice to Mariners, No. 66, of 22nd April, 1880, on damage to the machinery of the syren on Wangeroog Island, and consequent interruption in the delivery of the fog signal:—

The German Government has given further notice, that the repairs of the machinery having been completed, the fog signals are again delivered without interruption.

JUTLAND.—WEST COAST—FANÖ ISLAND.

(2.) *Harbour Light on Pakhus Point.*

Information has been received from the Danish Government, that a harbour light (established in 1878) is exhibited from a post on Pakhus Point, about 824 yards northward of the harbour pier at Nordby, north-east coast of Fanö Island.

The light is a fixed light, showing green to the northward, red to the eastward, and white to the southward; it is elevated 13 feet above high water, and should be visible in clear weather from a distance of 3 miles.

The illuminating apparatus is catoptric, or by reflectors of the sixth order.

Position, lat. 55° 27' 10" N., long. 8° 24' 50" E.

NOTE.—The green light kept in line with the harbour light of Fanö (Nordby) leads to Fanö Lo.

This light is not shown when the harbour is closed by ice.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
15th May, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Ameland to Jade River, No. 2593; Elbe River and entrances, Jade, &c., No. 1875. Also,