

miles, that the sea has broken on it, and that for about one mile around the water was disturbed and appeared of a greenish colour.

The position of this reported danger is 67 miles E. $\frac{1}{2}$ S. from Hainan Head, and near the fairway of approach to Hainan Strait from Hong Kong.

[The bearing is magnetic. Variation 1° Easterly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
5th July, 1880.

This Notice affects the following Admiralty Charts:—China Sea, Northern Portion, No. 2661a; Hainan Island to Macao, No. 1246. Also, China Sea Directory, Vol. II, 1879, page 84.

NOTICE TO MARINERS.

(No. 114.)—EASTERN ARCHIPELAGO—JAVA.
NORTH COAST—BATAVIA ROAD.

(1.) *Non-Existence of Reported Danger eastward of Dapoer Islet.*

WITH reference to Notice to Mariners, No. 36 (1), of 5th March, 1880, on the reported existence of a sunken danger lying E. by S. $\frac{1}{4}$ S. $1\frac{1}{2}$ miles from Dapoer Islet, approach to Batavia Road:—

The Netherlands Government has given further notice, that on close examination of the locality it has been found that the above-mentioned danger does not exist.

NORTH-EAST COAST—MADURA STRAIT.

(2.) *Harbour Light at Panarukan.*

Also, with reference to Notice to Mariners, No. 12 (3), of 20th January, 1877, on the proposed establishment of a harbour-light at Panarukan (Panaroekan):—

Further notice is given, that on 3rd June, 1880, the light was exhibited.

The light is a fixed white light of the sixth order, elevated 48 feet above the sea, and should be visible in clear weather from a distance of 8 miles. It is shown from an iron support, which, with an iron watch-house, stands on a stone pedestal near the landing-place.

Position, latitude $70^{\circ} 42' 40''$ S, longitude $113^{\circ} 56' 40''$ E.

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

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
6th July, 1880.

This Notice affects the following Admiralty Charts:—

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

(2.) Eastern Archipelago, No. 941b. Also, Admiralty List of Lights in South Africa, &c., 1180, No. 121f.

NOTICE TO MARINERS.

(No. 115.)—NORTH AMERICA—WEST COAST.
VANCOUVER ISLAND.

Esquimalt Harbour—Beacon on Dyke Point.

INFORMATION has been received from Captain A. H. Markham, H.M.S. "Triumph," that a beacon has been erected on Dyke Point, as the leading mark for Esquimalt Harbour, in lieu of Thetis Cottage which has been removed.

The beacon, 23 feet above high water, is pyramidal in shape, constructed of wood and painted white.

NOTE.—Dyke Point beacon just open of or in line with the Western Inskip Rock, bearing N.

by W. $\frac{1}{4}$ W., leads in mid-channel to Esquimal Harbour.

[The bearing is magnetic. Variation $22\frac{1}{2}^{\circ}$ Easterly in 1880.

ERRATUM.—On Admiralty Chart "Cape Corrientes to Kodiak Island," No. 787—Clipperton Island (about 40 feet high should be placed to lat. $10^{\circ} 17' N.$, long. $109^{\circ} 10' W.$

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
6th July, 1880.

This Notice affects the following Admiralty Charts:—Esquimalt and Victoria Harbours, No. 576; Esquimalt Harbour, No. 1897a. Also, Vancouver Island Pilot, 1864, page 21.

Also, Cape Corrientes to Kodiak Island, No. 787.

NOTICE TO MARINERS.

(No. 116.)—FRANCE—NORTH COAST.

(1.) *Harbour Light at Roscoff.*

THE French Government has given notice, that on 15th May, 1880, a harbour light would be exhibited from an iron standard, recently erected on the extreme end of the mole Roscoff Harbour:—

The light is a fixed white light, elevated 22 feet above high water (20 feet above the ground), and should be visible in clear weather from a distance of 7 miles.

Position, lat. $48^{\circ} 43' 30'' N.$, long. $3^{\circ} 58' 50'' W.$

PORTUGAL—WEST COAST.—TAGUS RIVER
ENTRANCE.

(2.) *Colour of Beacons for South Channel.*

With reference to Notice to Mariners, No. 7, of 10th January, 1879, on the erection of three beacons to facilitate the navigation of the South Channel, Tagus River Entrance:—

Further information has been received, that the beacons are coloured red and white in bands.

ERRATUM.—In Admiralty List of Lights on the north and west coasts of France, Spain, and Portugal, 1880, No. 314, Vigo, second column, for N.E. of Vigo read E.N.E.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
9th July, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Ouessant to Sept Iles, No. 2644; Ile de Bas and adjacent coast, No. 2745. Also Admiralty List of Lights on the north and west coasts of France, Spain, and Portugal, 1880, page 4; and Channel Pilot, Part II, 1874, page 437.

(2.) Sailing Directions for the west coasts of France, Spain, and Portugal, 1873, page 266.

NOTICE TO MARINERS.

(No. 117.)—NOVA SCOTIA—GUT OF CANSO.

(1.) *Automatic Signal Buoy off Cape Canso.*

THE Government of the Dominion of Canada has given notice, dated 31st May, 1880, that an automatic signal buoy has been placed off Cape Canso:—

The buoy, painted black, marked Cape Canso, and sounding a ten-inch whistle, is moored in 20 fathoms water, $1\frac{1}{2}$ miles E.S.E. of Grime Rock—it will be kept in position during the season of navigation each year.

Position, lat. $45^{\circ} 21' 15'' N.$, lon. $60^{\circ} 50' 25'' W.$

Also, that the bell buoy previously moored off Grime Rock has been withdrawn; and that a spar buoy, painted black, has been placed on the east side of the rock in 7 fathoms water.