

cially at springs, which sets directly on the submerged end of the breakwater for about 9 hours out of 12, it is recommended on entering the harbour, so as to pass well clear of the dangerous portion, to keep the beacon (see Notice to Mariners, No. 83, of 10th June, 1879) on King's Battery well open of the beacon on Homet des Pies, until St. Anne Church spire comes in line with the old pier head, when this mark leading into the harbour should be kept on.

When the tide is running to the eastward, the shoal end of the breakwater may be safely passed by keeping on the line of the beacons erected for passing clear of this danger (the beacon on King's Battery in line with the beacon on Homet des Pies).

On account of the strength of the tides in the immediate neighbourhood of Alderney, a stranger should never attempt to enter the harbour at night; and, before entering by day, preparation for promptly anchoring should be made.

By command of their Lordships,

*Fredk. J. Evans, Hydrographer.*

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

This Notice affects the following Admiralty Charts:—English Channel, No. 2675*a*; Channel Islands, No. 2669*a*; Alderney and Casquets, No. 60; Alderney Harbour (Braye), No. 2845. Also, Channel Pilot, Part II, 1874, page 233.

#### NOTICE TO MARINERS.

(No. 152.)—INDIA.—HINDOSTAN—WEST COAST.  
DABHOL (ANJANVEL).

##### (1.) *Fixed Light at Tolleshwar.*

THE Government of India has given notice, that on 1st October, 1880, a light will be exhibited on Tolleshwar Head, south side entrance to Dabhol (Anjanvel or Washishti) River:—

The light will be a fixed white light, elevated 333 feet above high water, visible through an arc of  $178^\circ$ , or between the bearings of N. by W.  $\frac{1}{4}$  W. (nearly) and S. by E.  $\frac{1}{4}$  E.; it should be seen in clear weather from a distance of about 15 miles.

The illuminating apparatus will be dioptric, or by lenses of the fifth order.

The light will be exhibited from an iron column, 24 feet high and painted white; it is enclosed at its base by a circular iron house, also painted white, and is situated about 100 yards W. by S. from Tolleshwar Temple.

Position, lat.  $17^\circ 33' 50''$  N., long.  $73^\circ 7' 45''$  E.

NOTE.—This light will be exhibited from 1st October to 1st June.

##### BAY OF BENGAL—HOOGHLY RIVER.

##### (2.) *Discontinuance of Maroons from Light-Vessels.*

Also, that after 1st December, 1880, burning maroons from the light-vessels stationed in Hooghly River will be discontinued—and that these signals will then be burnt only from the Pilot Brigs.

Also, that during the time "Intermediate" light-vessel is not at her station (from 1st December to 31st January)—Lower Gaspar Light-vessel will, from sunset to sunrise, burn a blue light at the hour, in addition to the one now burnt at the half-hour.

These alterations will not affect the order in which blue lights or rockets are exhibited from other light-vessels.

[The bearings are magnetic. Variation  $1^\circ$  Easterly in 1880.]

By command of their Lordships,

*Fredk. J. Evans, Hydrographer.*

Hydrographic Office, Admiralty, London,  
30th August, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Indian Ocean, No. 748*b*; Gulf of Kutch to Viziadurg, No. 2736; Karachi to Vangorla, No. 826; Kundari to Boria Pagoda, No. 738; Anjanvel Harbour, No. 55. Also, Admiralty List of Lights in South Africa, &c., 1880, page 10; and West Coast of Hindostan Pilot, 1866, page 121.

(2.) Indian Ocean, No. 748*b*; Bay of Bengal, No. 70*a*; Cocanada to Bassein River, No. 829; The Sandheads, No. 814; Soonderbunds, Sea Face, No. 138*a*. Also, Admiralty List of Lights in South Africa, &c., 1880, Nos. 84, 85, and 86.

#### NOTICE TO MARINERS.

(No. 153.)—IRELAND—EAST COAST.—RIVER  
LIFFEY ENTRANCE.

##### *Occulting Light on North Bull Wall.*

WITH reference to Notice to Mariners, No. 87, of 27th May, 1880, on the intended exhibition of a light from a lighthouse recently erected on the extremity of North Bull Wall, about 330 yards northward of Poolbeg Lighthouse, River Liffey Entrance:—

The Dublin Harbour Authorities have given further notice, that on 11th August, 1880, the light was exhibited:—

The light is an occulting white light; that is, showing bright for ten seconds, and eclipsed for four seconds; it is elevated 50 feet above high water.

Also, that on 11th August, 1880, Poolbeg Light (fixed white) was intensified to seaward.

By command of their Lordships,

*Fredk. J. Evans, Hydrographer.*

Hydrographic Office, Admiralty, London,  
30th August, 1880.

This Notice affects the following Admiralty Charts:—Ireland, general, No. 1824*a*; Irish Channel, No. 1825*b*; Wicklow to Dublin, No. 1467; Dublin to Carlingford, No. 1468; Dublin Bay, No. 1415, Dublin Bar and Liffey River, No. 1447. Also, Admiralty List of Lights in the British Island, 1880, Nos. 542 and 542*a*; and Sailing Directions for the Coast of Ireland, Part I, 1877, pages 101 and 107.

#### NOTICE TO MARINERS.

(No. 154.)—EASTERN ARCHIPELAGO—BALI  
ISLAND.

##### (1.) *Harbour Light at Beliling.*

THE Netherlands Government has given notice, dated 24th July, 1880, that a harbour light is now exhibited at Beliling (Papejan Beliling), near Sangsit, north coast of Bali Island.

The light is a fixed white light, and should be visible in clear weather from a distance of 8 miles.

Position, lat.  $8^\circ 6' S.$ , long.  $115^\circ 3' E.$

##### CHINA SEA—CARIMATA STRAIT.

##### (2.) *Position of Gwalia Reef.*

With reference to Hydrographic Notice, No. 10 (page 6), of 17th May, 1880, on the existence of a shoal reported in latitude  $1^\circ 12\frac{1}{2}' S.$ , longitude  $108^\circ 43\frac{1}{2}' E.$ , on which the British ship "Gwalia" was totally wrecked on 15th February, 1880:—

The following further particulars have been received from Lieutenant and Commander W. H. J. Nowell, H.M.S. "Foxhound," resulting from an examination of the locality made in May, 1880:—

This danger (Gwalia Reef) is of coral formation, nearly circular in shape and about half a mile in diameter. The general depths over it are from 3 to 4 fathoms, but there are two patches, breaking at low water, on which the least depth found