

(2.) *Shoal reported off Fénérive.*

Also, of the reported existence of a shoal lying about 8 miles E. by N. from Fénérive, said to have been seen breaking from that place.

Position as given, lat. 17° 20' S., long. 49° 34' E.

INDIA.—BAY OF BENGAL—BURMAH.

(3.) *Akyab Beacon on Western Borongo Island.*

The Government of India has given notice, dated 24th February, 1881, that as a guide to vessels approaching the port of Akyab, and in order to distinguish Table-land from the other hills on Western Borongo Island, a basket beacon has been erected on the top of the old light tower.

The tower is painted white, and in the afternoon shows up well against the trees in the background. The beacon, 8 feet in diameter, is painted black and yellow in vertical stripes, and in clear weather can be seen above the trees from a distance of nearly 10 miles.

[The bearings are magnetic. Variation 11½° Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

26th April, 1881.

This Notice affects the following Admiralty Charts;—

(1) and (2.) Cape Corrientes to Juba Islands, No. 597; Antongil Bay to Matatane, No. 759; Tamatava, No. 688 (1 only).

(3.) Cocanada to Bassein River, No. 829; Elephant Point to Cheduba, with plan of port of Akyab, No. 821; Arracan River, No. 1884.

NOTICE TO MARINERS.

(No. 67.)—ENGLAND—SOUTH COAST.

(1.) *Buoy and Light-Vessel Marking Wreck off Dover.*

THE Trinity House, London, has given notice, dated 23rd April, 1881, that a buoy has been placed 15 fathoms N.N.W. from the brig "Mary," sunk off Dover:—

The buoy, painted green and marked wreck, lies in 41 feet at low-water spring tides, with the following bearings and distance, viz.:—
Cornhill Coast-guard Station N.E. by N.
South Foreland High Light-

house	N.E. ¾ E.
Dover Pier Lighthouse	...	W. ¼ S., Sly., distant	1 ⅓ths miles.

There is 23 feet over the deck of the wreck at low-water spring tides.

A wreck-marking vessel has been placed about three-quarters of a cable S.S.E. from the wreck, exhibiting marks by day and lights by night—in accordance with the regulations indicating that she should be passed on that side on which two balls or two lights are shown.

IRISH CHANNEL—ISLE OF MAN.

(2.) *Fog Signal at Langness Lighthouse.*

With reference to Notice to Mariners, No. 209, of 13th November, 1880, on the intended establishment of a fog signal at Langness Lighthouse, south coast of the Isle of Man:—

The Commissioners of Northern Lighthouses have given further notice, that on 16th May, 1881, the signal will be established:—

The signal is a siren, placed 30 feet above the sea, which during thick or foggy weather will be sounded at regular intervals; the periods of sound being of five seconds' duration, and the periods of silence of forty seconds' duration.

[The bearings are magnetic. Variation 17½° Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

2nd May, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily. English Channel, Nos. 1598, 2675a; British Islands to Mediterranean, No. 1; Dover and Calais to Orfordness, No. 1406; Dungeness to the Thames, No. 1895; the Downs, No. 1828; Dover Bay, No. 1698. Also, Admiralty List of Lights in the British Islands, 1881, page 14; and Channel Pilot, Part I, 1878, page 241.

(2.) Ireland, general, No. 1824a; Irish Channel, No. 1825, a, b; Lough Carlingford to Lough Larne, No. 45; Isle of Man, with plan of Castle-town Bay, No. 2094. Also, Admiralty List of Lights in the British Islands, 1881, No. 398a; and Sailing Directions for the West Coast of England, 1876, page 245.

NOTICE TO MARINERS.

(No. 68.)—MEDITERRANEAN—ARCHIPELAGO.

GREECE.

Torpedo Ground in the Oreos Channel and Gulf of Styliida.

THE Greek Government has given notice, dated 11th April, 1881, that torpedoes have been placed for exercise in the Oreos Channel and Gulf of Styliida, between Oreos and Styliida.

Commanders of vessels, therefore, entering Oreos Channel must take a pilot at Oreos, and, on leaving, should take one at Styliida; addressing themselves to the Port authorities at those places, in order to engage special pilots for the purpose.

Vessels arriving should discharge their pilots at Styliida; those leaving at Oreos.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

4th May, 1881.

This Notice temporarily affects the following Admiralty Charts:—

Grecian Archipelago, No. 2836b; Talanta and Oreos Channels, No. 1554a.

NOTICE TO MARINERS.

(No. 69.)—MEDITERRANEAN—ITALY—WEST COAST.

Civita Vecchia—Obstruction in Southern Entrance.

INFORMATION has been received from Vice-Admiral Sir Beauchamp Seymour, K.C.B., Commander-in-Chief in the Mediterranean, dated 27th April, 1881, that the southern entrance to the port of Civita Vecchia is greatly obstructed by the wreck of the British steam vessel "Linda":—

During a gale in January, 1881, the "Linda" parted her stern moorings, swung to her anchors, and was bilged on the rocks at the north-east end of the southern arm of the mole. She is lying with her head to the northward, the masts still standing, sunk from the taffrail to the mainmast, the bow being high out of water, and is a dangerous obstruction to the navigation of the port during the night.

The cargo (coal) was being slowly got out by divers, but no attempt had been made to raise the vessel.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

7th May, 1881.

This Notice temporarily affects the following