

diagonally; and from the south-east end of the new breakwater two green lights, placed vertically.

[The bearings are magnetic. Variation 3° Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th July, 1881.

This Notice affects the following Admiralty Charts:—Cape Kaliakra to Odessa, No. 2231; Odessa to Sevastopol, No. 2232; Odessa Bay, No. 2206. Also, Admiralty List of Lights in the Mediterranean, 1881, Nos. 690, 693a; and Black Sea Pilot, 1871, page 29.

NOTICE TO MARINERS.

(No. 116.)—UNITED STATES.—SOUTH CAROLINA.

(1.) *Port Royal Sound—Leading Lights.*

THE United States Government has given notice, that on 1st August, 1881, two sets of leading lights will be exhibited to mark the channel leading into Port Royal Sound from seaward—the first set to lead through the south-east channel, the second set to lead up the main channel.

The first set will be composed of two fixed red lights, established on Hilton Head Island.

The low light is of the fourth order, elevated 31 feet above high water, and should be visible in clear weather from a distance of about 11 miles; it is shown from a lantern surmounting a white dwelling

The high light, shown from a lantern on a white frame tower, is elevated 91 feet above high water, and should be visible in clear weather from a distance of about 16 miles; it bears W. $\frac{1}{2}$ N. from the low light distant $1\frac{1}{2}$ miles.

The second set will be composed of two fixed white lights, established on Parry (Paris) Island.

The low light, shown from a lantern surmounting a white frame pyramid of wood, is elevated 45 feet above high water, and should be visible in clear weather from a distance of about 12 miles.

The high light, shown from a triangular iron frame pyramid 20 feet high, covered in with black slates above for 40 feet, and painted white below, is elevated 123 feet above high water, and should be visible in clear weather from a distance of about 17 miles; it bears N.W. by N. $\frac{1}{4}$ N. from the low light distant one mile.

FLORIDA—CUMBERLAND SOUND.

(2.) *Re-exhibition of Amelia Island Principal Light.*

Also, with reference to Notice to Mariners, No. 53 (3), of 12th April, 1881, on temporary alteration in Amelia Island Principal Light, pending repairs to the lighthouse.

Further notice has been given, that on 1st July, 1881, the principal light would be re-exhibited from the lighthouse from which it was removed for repairs.

The light is, as formerly, a flashing white light, with intervals of ninety seconds between the flashes.

WEST INDIES—NEW GRANADA.

(3.) *Magdalena River Bar.*

Information has been received from Lloyd's Agents at Baranquilla, that the bar at the entrance of the Magdalena River is subject to constant changes, arising from the rise and fall of the river being frequent and sudden.

Commanders of vessels bound to Baranquilla are recommended, therefore, to call either at Santa Marta for a pilot, or at Savanilla for a tug—and

No. 24995.

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are further cautioned, that they should not attempt to enter the river without a pilot.

[The bearings are magnetic. Variation, 2 $\frac{1}{4}$ ° Easterly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th July, 1881.

This Notice affects the following Admiralty Charts:—

(1.) Cape Fear to Sapelo Sound, No. 268; Port Royal and Calibogue Sounds, No. 2860. Also, Admiralty List of Lights in the United States, 1881, page 38; and Sailing Directions for the principal ports of the United States, 1874, pages 101, 102.

(2.) Sapelo Sound to Florida, No. 269; Gulf of Mexico, No. 392; St. Andrew Sound to St. John River, No. 853. Also, Admiralty List of Lights in the United States, 1881, No. 296; and Sailing Directions for the principal ports of the United States, 1874, page 106.

(3.) Savanilla Harbour and Magdalena River with plan of Ceniza Mouth, No. 2259. Also, West India Pilot, Vol. I, 1872, page 155.

NOTICE TO MARINERS.

(No. 117.)—CHINA.—EAST COAST.—YANGTSE-KIANG ENTRANCE

(1.) *Wreck near Amherst Rocks.*

WITH reference to Notice to Mariners, No. 34, of 16th March, 1881, relative to the wreck of the British barque "Chinaman," sunk in 5 fathoms water off the entrance to the Yangtse-Kiang:—

The Chinese Government has given further notice, dated 7th May, 1881, that the masts have been blown out of the wreck, and that at low water a drag 5 fathoms deep failed to foul the hull, which is settling in the mud.

Vessels are cautioned not to anchor near the position of the wreck, which lies with Amherst Rocks bearing N. 37° E., distant 7 miles.

(2.) *Wusung Inner Bar Beacons.*

Also, that on or about 15th May, 1881, the Wusung Inner Bar Beacons would be replaced by new ones indicating the line of deepest water across the bar, which at the present time is on the bearing of N. 88° E. from the flagstaff in front of the house occupied by the Great Northern Telegraph Company.

NOTE.—After the 15th May, 1881, vessels are not to anchor within half a cable to the southward of the line of the beacons, nor between this line and the French godowns.

[The bearings are magnetic. Variation 2 $\frac{1}{4}$ ° Westerly in 1881.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
6th June, 1881.

This Notice affects the following Admiralty Charts:—Hieshan Islands to Yangtse-Kiang, No. 1199 (1 only); Yangtse-Kiang to Nanking, No. 1480 (1 only); Yangtse-Kiang Entrance, No. 1602 (1 only); Wusung River, No. 1601 (2 only). Also, China Sea Directory, Vol. III, 1874, pages 347, 360.

NOTICE TO MARINERS.

(No. 118.)—HINDOSTAN—WEST COAST.
BOMBAY.

(1.) *Leading Beacons for clearing South-west Frong, Kolaba.*

THE Government of India has given notice, dated 18th May, 1881, that a tower has been