

venting collisions at sea, which direct certain vessels to keep to that side of the channel which lies on the starboard side of such vessels.

In following the above directions, it will be necessary in the future for inward bound vessels, avoiding the courses of the outward bound, to hug the edge of Burbo Bank, near Askew Spit. The substitution of the Pillar Beacon for the present buoy off the elbow of Burbo Bank will serve to verify a vessel's position while maintaining a mid-channel course between Askew Spit and Crosby Light-vessel.

The new position of black nun buoy Q. 4 will caution outward bound vessels passing northward of Formby Light-vessel to steer to the westward in order to clear Spit Buoy Q. 3 (black). The additional red can buoys on the edge of Little Burbo will indicate to inward vessels, which, meeting the outward bound at this point, may have to alter course to starboard, how far they may proceed in the direction before resuming the proper inward course.

[The bearings are magnetic. Variation $20\frac{1}{2}^{\circ}$ Westerly in 1881.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
18th July, 1881.

This Notice affects the following Admiralty Charts:—Holyhead to Liverpool, No. 1170b; Liverpool Bay, No. 1951. Also, Admiralty List of Lights in the British Islands, 1881, Nos. 424, 425, 428, 429; and Sailing Directions for the West Coast of England, 1876, pages 131, 132, 135, 149-153.

NOTICE TO MARINERS.

(No. 130.)—MEDITERRANEAN.—FRANCE—
SOUTH COAST.

(1.) *Harbour Light at Barcarès (Port of St. Laurent).*

THE French Government has given notice, that on 1st July, 1881, a harbour light would be exhibited from an iron standard with shed, surmounting a base of masonry (7 feet high), fronting the village Barcarès, Port of St. Laurent.

The light is a fixed red light, elevated 24 feet above high water, and should be visible in clear weather from a distance of 5 miles.

Position, lat. $42^{\circ} 47' 20''$ N., long. $3^{\circ} 2' 30''$ E.

SICILY—EAST COAST.

(2.) *Catania—Change in Position of Bell Buoy, Alteration in Sector of Mole Light.*

The Italian Government has given notice, dated 31st May, 1881, that consequent on the works in progress at the Port of Catania, the bell buoy has been moved 175 yards to the southward, and now lies with the following bearings and distances, viz. :—

Old Mole Lighthouse (red light), N. 23° W., distant 5 cables.

Sciara Biscaria Lighthouse N. 51° W., distant nearly 5 cables.

Also, that the red light on the Old Mole is not visible eastward of the bearing N. 23° W.

NOTE.—Vessels entering the Port of Catania should pass southward of the bell buoy—and at night, can steer in when the red light on the Old Mole is seen, keeping it a little on the port bow.

[The bearings are magnetic. Variation, 10° Westerly in 1881.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
18th July, 1881.

This Notice affects the following Admiralty Charts :—

(1.) Cape Bearn to Cape d'Agde, No. 2604. Also, Admiralty List of Lights in the Mediterranean, 1881, page 14; and Mediterranean Pilot, Vol. II, 1877, page 18.

(2.) Palma to Catania, No. 187; Catania to Cefalù, No. 188; Girgenti and Catania, No. 190. Also, Admiralty List of Lights in the Mediterranean, 1881, No. 320; and Mediterranean Pilot, Vol. I, 1873, pages 342, 343.

NOTICE TO MARINERS

(No. 131.)—AUSTRALIA—SOUTH COAST.

(1.) *Port Phillip Entrance—Leading Beacons for Deep Water Channel.*

THE Government of Victoria has given notice, dated 17th March, 1881, that the shoal patches of 27, 28, and 29 feet water in the fairway of the entrance to Port Phillip, being dangerous to vessels of heavy draught—two leading beacons have been erected indicating a deeper channel between the Heads.

These beacons—the outer red and the inner white—are situated in Lonsdale Bight, nearly $1\frac{2}{5}$ miles from Point Lonsdale and $1\frac{1}{5}$ miles from Queenscliffe Low Lighthouse, and kept in line bearing N.N.W. $\frac{1}{4}$ W., lead in about midway between Lightning and Corsair Rocks, with not less than 42 feet at low water spring tides.

CAUTION.—Vessels approaching from the westward, before bringing the leading beacons in line, should keep Point Lonsdale Lighthouse well open westward of the flagstaff, to ensure clearing Lightning Rocks. Vessels approaching from the eastward will know, that with the leading beacons in line, they are eastward of Lightning Rocks.

NEW ZEALAND.

MIDDLE ISLAND.—WEST COAST.

(2.) *Grey River Entrance—Alteration in Position of Harbour Light.*

The Government of New Zealand has given notice, that on 5th May, 1881, the fixed white light previously shown from the north side of Grey River Entrance, would be exhibited from the south side of the entrance, from a new flagstaff on the south side of the south training wall.

[The bearing is magnetic. Variation $8\frac{1}{2}^{\circ}$ Easterly in 1881.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
14th July, 1881.

This Notice affects the following Admiralty Charts :—

(1.) Bass Strait, Nos. 1695b, 1063; Port Phillip, No. 1171a; Port Phillip Entrance, No. 2747a. Also, Australia Directory, Vol. I, 1876, pages 271-273.

(2.) Waiau River to Cape Foulwind, No. 2591. Also, Admiralty List of Lights in South Africa, &c., 1881, No. 558; and New Zealand Pilot, 1875, page 293.

NOTICE TO MARINERS.

(No. 132.)—SULU SEA.—BORNEO—NORTH-EAST COAST.

(1.) *Sunken Danger Eastward of Bo-aan Islet.*

INFORMATION has been received from Lieutenant and Commander Hoskyn, H.M. surveying-vessel "Flying Fish," of the existence of a sunken danger lying about 2 miles eastward of Bo-aan Islet, northern approach to Sandakan Harbour :—