

Admiralty List of Lights in the Mediterranean, 1881, No. 805; and Mediterranean Pilot, Vol. I, 1873, page 238.

NOTICE TO MARINERS.

(No. 174.)—CEYLON—EAST COAST.
Reported Shoal off Batticaloa.

THE Government of India has given notice, on the authority of the Master Attendant at Colombo, of the reported existence of a shoal lying off Batticaloa, east coast of Ceylon:—

This danger (Brennus Shoal), on which the steam vessel "Brennus," drawing 22 feet, struck (and had to be beached to save her from sinking), is stated to lie about 4 miles off shore with Batticaloa flagstaff bearing about S.W. by W. $\frac{1}{2}$ W., and is supposed to be composed of coral.

The position of Brennus Shoal must be considered doubtful—mariners should navigate in the locality with caution.

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

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
19th September, 1881.

This Notice affects the following Admiralty Charts:—Indian Ocean, No. 748*b*; Bay of Bengal, No. 70; Cape Comorin to Cocanada, No. 828; Caratievoe to Pedro Point, No. 2031.

NOTICE TO MARINERS.

(No. 175.)—SCOTLAND—EAST COAST.
MONTROSE HARBOUR.

Montrose Ness Light—Intended Alteration in Character.

THE Commissioners of Northern Lighthouses have given notice, that on 4th October, 1881, it is intended to make the following alteration in the character of the light exhibited on Montrose (Scurdy) Ness, south side of entrance to Montrose Harbour:—

The fixed white light will be discontinued, and in lieu thereof an occulting white light will be exhibited—the periods of light will be of four seconds' duration, and will be separated by dark intervals of about eight seconds and two seconds alternately.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
19th September, 1881.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182*b*; Tay to Aberdeen, No. 1408; Scotland, North and East Coasts, with plan of Montrose Harbour, No. 2397*a*; Montrose Harbour, No. 1444. Also, Admiralty List of Lights in the British Islands, 1881, No. 257; and North Sea Pilot, Part II, 1875, page 136.

NOTICE TO MARINERS.

(No. 176.)—INDIA.—BAY OF BENGAL—MADRAS.
Regulations for the Entry and Departure of Vessels using Madras Harbour.

WITH reference to Notice to Mariners, No. 52, of 8th April, 1881, on regulations for the entry and departure of vessels using Madras Harbour.

The Government of India has given further notice, dated 3rd August, 1881, prescribing the following regulations in supersession of those given in the above-mentioned notice:—

1. No vessel shall enter or leave the harbour at any time without having on board a pilot or

harbour master, unless authority in writing so to do has been obtained from the Conservator of the port.

2. Vessels about to leave the harbour shall hoist flag N. of the Commercial Code at the fore.

3. Vessels about to enter the harbour shall hoist flag F. of the Commercial Code at the fore.

4. Not more than one vessel shall enter or leave the harbour at the same time.

By command of their Lordships,
Fredk. J. Evans Hydrographer,
Hydrographic Office, Admiralty, London,
19th September, 1881.

NOTICE TO MARINERS.

(No. 177.)—IRELAND—SOUTH-EAST COAST.
WEXFORD SOUTH BAY.

Extension of Long Bank and Holdens Bed.

THE Commissioners of Irish Lights have given notice, dated 10th September, 1881, that it has been recently ascertained that the south end of Long Bank (Holdens Bed), Wexford South Bay, has extended in a S.S.W. direction for a distance of 5 cables.

CAUTION.—Vessels therefore entering Wexford South Bay by the South Shear should keep Rosslare Coast Guard Station open northward of the southern peak of the south fall of Forth Mountain bearing N.W. $\frac{1}{2}$ W., until abreast of Rosslare Pier Lighthouse.

Vessels passing between South Long Bank and Holdens Bed Buoys will cross this shoal ground.

[The bearings are magnetic. Variation $21\frac{1}{2}^{\circ}$ Westerly in 1881.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
19th September, 1881.

This Notice affects the following Admiralty Charts:—Ireland, general, No. 1824*a*; Irish Channel with plan of Wexford South Bay, No. 1825*b*; Brattin Head to Wexford, No. 2049; Wexford to Wicklow, No. 1787; Wexford Harbour, No. 1772. Also, Sailing Directions for the Coast of Ireland, Part I, 1877, pages 77, 79, 80.

NOTICE TO MARINERS.

(No. 178.)—ENGLAND—EAST COAST.
YARMOUTH AND LOWESTOFT.

Intended Alterations in Buoyage.

THE Trinity House, London, has given notice, dated 6th September, 1881, that it is intended shortly to make the following alterations in the buoyage in the vicinity of Yarmouth and Lowestoft Roads; and in the Wash:—

Stanford Channel.—East Newcome Buoy will be moved $2\frac{1}{2}$ cables S.W. $\frac{1}{2}$ W.

Hewett Channel.—Scroby South Hook Buoy will be withdrawn.

South Scroby Buoy will be moved 4 cables N. $\frac{1}{2}$ W.

South-east and North-west Corton Buoys will be altered to can buoys, as in 1878.

North Scroby Buoy will be moved $1\frac{1}{2}$ cables N.N.E.

Cockle Gateway.—Cockle Knoll Buoy will be withdrawn.

Hasborough (Haisboro') Sand.—South Hasborough Buoy will be moved 5 cables S.E. by E.

THE WASH.

Woolpack Buoy will be moved 2 cables about N.W. by W.

Further notice will be given when these alterations are effected.