

spring tides, lies on an even keel in $5\frac{1}{4}$ fathoms, with the following bearings and distances:—

Ribble Lighthouse, N. 65° E., distant $8\frac{1}{2}$ miles.
Southport Pier Head, S. 77° E., distant 6 miles.
Formby N.W. mark, S. 14° E., distant $5\frac{6}{10}$ ths miles.

Bar Light-vessel, S. 49° W., distant 7 miles.
The depths given are at low water spring tides.
[The bearings are magnetic. Variation $20\frac{1}{4}^{\circ}$ Westerly in 1882].

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
7th September, 1882.

This Notice temporarily affects the following Admiralty Charts:—Holyhead to Liverpool, No. 1170*b*; Formby to Fleetwood, No. 1965; Liverpool Bay, No. 1951. Also, Sailing Directions for the west coast of England, 1876, page 136.

NOTICE TO MARINERS.

(No. 177.)—BAY OF BENGAL—MADRAS.

Precaution on Approaching Madras Harbour.

WITH reference to Notice to Mariners, No. 176, of 19th September, 1881, on regulations for the entry and departure of vessels using Madras Harbour:—

The Government of Madras has given further notice, dated 13th July, 1882, that steam vessels arriving at Madras should not approach the entrance to the harbour, but should wait for a pilot in not less water than $9\frac{1}{2}$ fathoms.

Mariners are cautioned on the necessity of observing this regulation, as, in several instances, the pilot, on boarding steam vessels that have approached the harbour entrance too closely, has been compelled to go full speed astern to avoid casualty.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
7th September, 1882.

This Notice affects the following Admiralty Chart:—Coromandel Coast with plan of Madras Roadstead, No. 71*c*.

NOTICE TO MARINERS.

(No. 178.) NORTH AMERICA—WEST COAST.
SAN FRANCISCO.

Wreck-Marking Vessel on Bar replaced by Bell Buoy.

WITH reference to Notice to Mariners, No. 146 (2), of 22nd July, 1882, on placing a wreck-marking vessel near the wreck of the steam vessel "Escambia," sunk on the Bar of San Francisco Harbour:—

The United States Government has given further notice, that on 30th September, 1882, the wreck-marking vessel will be withdrawn; and in place thereof will be moored, until the wreck is removed, a buoy of the first class, fitted with an automatic bell, and painted red and black in horizontal stripes.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
7th September, 1882.

This Notice temporarily affects the following Admiralty Charts:—San Diego Bay to Cape Mendocino, No. 2530; Pinos Point to Bodega Head, No. 229; San Francisco Harbour, No. 591. Also, Admiralty List of Lights in South America, &c., 1882, page 12.

NOTICE TO MARINERS.

(No. 179.)—MEDITERRANEAN.—GULF OF
ATHENS—ÆGINA.

(1.) *Fired Light on Cape Plaka.*

INFORMATION has been received that a light is now exhibited from a round turret of yellow coloured stone on Cape Plaka, north-west extreme of the Island of Ægina.

The light is a fixed light, showing white to the northward and eastward, and red to the westward; it is elevated 36 feet above the sea (19 feet above the ground), and should be visible in clear weather from a distance of about 4 miles.

Position, lat. $37^{\circ} 45' 40''$ N., long. $23^{\circ} 25' 20''$ E.

(2.) *Port of Ægina—Colour of Harbour Light.*

Also, that the harbour light (fixed) exhibited on the extremity of the North Mole, at the Port of Ægina, now shows red in all directions.

ARCHIPELAGO—SIKINO ISLAND.

(3.) *Shoal between Kardiotissa and Karavos Islets.*

Also, of the existence of a shoal lying in the channel between Kardiotissa and Karavos Islets, distant about $3\frac{1}{4}$ cables from Karavos Islet.

The shoal (indicated by sudden change in colour of the water) extends about 220 yards in a north-east and south-west direction, with a least depth of about 23 feet over it, and lies with the following approximate bearings:—

Summit of Avolatha-nisi Rock, N. $42\frac{1}{2}^{\circ}$ E.

South extreme of Kaloyeros Islet, S. 72° E.

These bearings place the shoal in approximately, lat. $36^{\circ} 37' 55''$ N. long. $25^{\circ} 3' 5''$ E.

[The bearings are magnetic. Variation $6\frac{1}{2}^{\circ}$ Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
7th September, 1882.

This Notice affects the following Admiralty Charts:—

(1) and (2.) Grecian Archipelago, No. 2836*a*; Ægina and Methana, No. 1514; Ægina Town and Port, No. 1515 (2 only). Also, Admiralty List of Lights in the Mediterranean, 1882, Nos. 584, 585; and Mediterranean Pilot, Vol. IV, 1882, page 40.

(3.) Polykandro, Sikino, and Nio Islands, No. 2752. Also, Mediterranean Pilot, Vol. IV, 1882, page 98.

NOTICE TO MARINERS.

(No. 180.)—ENGLAND—EAST COAST.
HUMBER RIVER—HULL ROAD.

(1.) *Wreck-marking Vessel withdrawn.*

WITH reference to Notice to Mariners, No. 85 (1), of 11th May, 1882, on placing a wreck-marking vessel south-westward of the steam-vessel "Alfgar," sunk in Hull Road.

The Trinity House, Hull, has given further notice, that on 1st September, 1882, the wreck-marking vessel was withdrawn, there being a depth of 5 fathoms at low water over and near the position of the wreck.

(2.) *Light-vessel marking Wreck.*

Also, has given notice, dated 2nd September, 1882, that a wreck-marking vessel has been placed 30 fathoms southward of the steam-vessel "Snowdown," sunk in mid-channel in Hull Road, a little above the entrance to Albert Dock.

The wreck-marking vessel exhibits marks by day and lights at night, in accordance with the regulations, indicating that she should be passed on that side on which two balls or two lights are shown.

The wreck, with masts always visible and hull partly showing at low water, heels over and becomes