

Her Majesty has also approved of the transfer from the Half-Pay List to the Retired List of the undermentioned Officer:—

**BENGAL STAFF CORPS.**

Captain Edward Eustace Gibson. Dated 12th September, 1882.

Whitehall, October 6, 1882.

THE Secretary of State for the Home Department hereby gives notice, that the Swansea Truant School, at Bonymaen, near Swansea, has been certified by him to be fit to be an Industrial School for the reception of Boys, not exceeding 40 in number, under the provisions of "The Industrial Schools Act, 1866."

**NOTICE TO MARINERS.**

(No. 197.)—GULF OF ST. LAWRENCE.—NOVA SCOTIA—MERIGOMISH HARBOUR.

(1.) *Fixed Red Light on King Head.*

THE Government of the Dominion of Canada has given notice, that on 1st September, 1882, a light would be exhibited from a lighthouse erected on King Head, west point of entrance to Merigomish Harbour:—

The light is a fixed red light, elevated 105 feet above high water, and should be visible in clear weather from a distance of about 10 miles.

The illuminating apparatus is catoptric, or by reflectors.

The lighthouse, 40 feet high, is a square wooden tower, and with keeper's dwelling attached, is painted white.

Position, lat 45° 39' 20" N., long. 62° 28' 30" W.

WEST INDIES.—GULF OF MEXICO—CAMPECHE BANK.

(2.) *Shoal South-east of Alacran Reef.*

Information has been received from Mr. Granville, commanding the Tower Line steam vessel "Dallam Tower," of the existence of a shoal on Campeche (Yucatan) Bank, lying about 33 miles south-east of the southern edge of Alacran Reef:—

This shoal (Granville Shoal), over which the "Dallam Tower" passed, obtaining a least depth of 4½ fathoms, is composed of sand, broken coral, and small stones (apparently volcanic); the sea broke heavily over the shoalest part, and the soundings increased gradually to 6, 7, 9, and 11 fathoms, thence suddenly deepening to 20 fathoms.

Position from reliable astronomical observations, lat. 21° 54' 30" N., long. 89° 19' 10" W.

On the same authority, it is reported that a shoal patch of 7 fathoms exists about 10 miles to the northward of Granville Shoal.

NOTE.—The above position of Granville Shoal has also been verified by the Commander of the steam vessel "Mariner."

By command of their Lordships,

*Fredk. J. Evans, Hydrographer.*

Hydrographic Office, Admiralty, London,  
26th September, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Gulf of St. Lawrence, No. 2516; St. John's to Halifax, No. 2666; Halifax to Delaware River, No. 2670; Northumberland Strait, eastern part, No. 2084; Merigomish Harbour, No. 1990. Also, Admiralty List of Lights in British North America, 1882, page 80; and St. Lawrence Pilot, Vol. II, 1881, page 89.

(2.) Gulf of Mexico, No. 392; Coast of Yucatan and Campeche Bank, No. 1205. Also, West India Pilot, Vol. I, 1872, page 357.

**NOTICE TO MARINERS.**

(No. 198.)—ENGLAND—EAST COAST.

HUMBER RIVER.

(1.) *Hull Road Approach—Buoy marking Wreck.*

THE Trinity House, Hull, has given notice, that on 15th September, 1882, a buoy, painted green and marked wreck, was placed 10 fathoms due south of the steam-tug "Willing Mind," sunk nearly in mid-channel, in the approach to Hull Road.

The wreck, with about 18 feet over her at low water, lies in 5½ fathoms at low water ordinary spring tides, with the following marks, bearings, and distance:—

Newsham Booth Lighthouses in line, south.

Thornghumbald Clough High Lighthouse, N.E. by N. ½ N.

North Holme Buoy (No. 10, black), S. by E., distant one mile.

Killingholme High Lighthouse, S. by W.

NOTE.—By keeping Killingholme Lighthouses in line, vessels will pass clear of the wreck.

WEST COAST—BRISTOL CHANNEL.

(2.) *Cardiff Road Approach—Buoy marking Wreck, and Intended Wreck-marking Vessel.*

The Trinity House, London, has given notice, dated 14th September, 1882, that a buoy has been placed 15 fathoms south of a brigantine (name unknown) sunk in the anchorage, approach to Cardiff Road.

The buoy, painted green and marked wreck, lies in 7 fathoms at low water spring tides, with the following marks, bearings, and distances:—

East extreme of Steepholm just open of east extreme of Flatholm, S. ¾ W.

South extreme of Barry Island, midway between Ball Point and north extreme of Sully Island, W. ½ N.

Monkstone Beacon, east, distant 1 1/10 miles.

West Cardiff Buoy, N.W. by W. ½ W., Wly., distant 6½ cables.

Also, that a wreck-marking vessel will be placed near the wreck, exhibiting 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 bearings are magnetic. Variation, Hull Road 18¼°, Cardiff Road 19¼°, Westerly in 1882].

By command of their Lordships,

*Fredk. J. Evans, Hydrographer.*

Hydrographic Office, Admiralty, London,

26th September, 1882.

This Notice temporarily affects the following Admiralty Charts:—

(1.) Trusthorpe to Flamborough Head, No. 1190; Humber River, No. 109. Also, North Sea Pilot, Part III, 1882, page 111.

(2.) Nash Point to New Passage, No. 2682; Bristol Channel, with plan of Cardiff Road, No. 1179; Cardiff Road, No. 1182. Also, Admiralty List of Lights in the British Islands, 1882, page 52; and Sailing Directions for the Bristol Channel, 1879, page 121.

**NOTICE TO MARINERS.**

(No. 199.)—MEDITERRANEAN.—SPAIN—

SOUTH-EAST COAST.

(1.) *Shoals in the Vicinity of Cape Palos.*

THE Spanish Government has given notice, of the existence of two shoals in Hormigas Channel, between Cape Palos and Las Hormigas:—

1. A shoal consisting of a small cluster of pinnacle rocks, having a least depth of 27 feet on it, with 11 to 19 fathoms around, lying with the extremity of Cape Palos bearing W. by S., distant 4½ cables.