

to 28 fathoms close around, lies with the following bearings:—

Islet off north end of East Island, N. $33\frac{1}{2}^{\circ}$ W.

South extreme of East Island, S. $73\frac{1}{2}^{\circ}$ W.

Position, latitude $34^{\circ} 38' 40''$ N., longitude $125^{\circ} 29' 30''$ E.

NOTE.—This rock is frequently marked by a tide rip. There are also, many other tide rips in the neighbourhood of the Mackau Group, which probably indicate irregular depths, and should therefore be avoided when seen.

(2.) *Islet Eastward of Pillar Rock.*

Also, of the existence of an islet lying about $16\frac{1}{2}$ miles eastward of Pillar Rock, Mackau Group.

This islet (Sharp Islet) is about 150 feet high.

Position, latitude $34^{\circ} 47' 15''$ N., longitude $125^{\circ} 46' 35''$ E.

[The bearings are magnetic. Variation $3\frac{1}{2}^{\circ}$ Westerly in 1882].

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
11th January, 1883.

This Notice affects the following Admiralty Charts:—Nipon Island, No. 2347; Hong Kong to Liau-tung Gulf, No. 1262; Korean Archipelago, No. 104. Also, China Sea Directory, Vol. IV, 1873, page 46.

NOTICE TO MARINERS.

(No. 13.)—ENGLAND—WEST COAST.

LIVERPOOL BAY.

Buoys Marking Wreck Northward of N.W.

Light-Vessel.

THE Mersey Docks and Harbour Board has given notice, dated 8th January, 1883, that the steam vessel "City of Brussels" lies sunk in Liverpool Bay, about $2\frac{1}{2}$ miles N. $\frac{1}{2}$ E. from N.W. light-vessel, with her head about W. by N.; the topmasts and topsail yards now appearing above water.

The position of the wreck will be marked by two buoys, placed in line with the masts as follows:—

Western Buoy, ahead of the wreck, will be a nun buoy painted green, and marked wreck in white letters.

Eastern Buoy, astern of the wreck, will be a nun buoy coloured black with white band, surmounted by perch and ball.

NOTE.—Under the circumstances no lights, it is stated, can be maintained on or at the wreck. Mariners must, therefore, guide themselves by the relative bearings of the N.W. light-vessel and wreck above given.

[The bearings are magnetic. Variation $20\frac{1}{2}^{\circ}$ Westerly in 1883.]

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
13th January, 1883.

This Notice temporarily affects the following Admiralty Charts:—Ireland, general, No. 1824a; Irish Channel, No. 1825b; Holyhead to Liverpool, No. 1170b. Also, Sailing Directions for the West Coast of England, 1876, pages 132, 149, 152.

NOTICE TO MARINERS.

(No. 14.)—SOUTH ATLANTIC OCEAN.

(1.) *Provisional Light on Rocas Reef.*

WITH reference to Notice to Mariners, No. 48, of 2nd April, 1881, and No. 184 (1), of 13th September, 1882, on the intended exhibition of a light from an iron lighthouse to be erected on Rocas Reef, situated 130 miles to the north-east of Cape St. Roque, east coast of Brazil; and that

ending the completion of the lighthouse, a provisional light would shortly be exhibited.

The Brazilian Government has given further notice, that on 1st January, 1883, the provisional light would be exhibited.

The light, shown from a mast 49 feet high, is a fixed white light, visible in clear weather from a distance of 9 miles.

The illuminating apparatus is dioptric, or by lenses, of the sixth order.

The mast is placed on the north island of the reef, about one mile from its north-western edge.

Position approximate, latitude $3^{\circ} 51' 30''$ S., longitude $33^{\circ} 49' 0''$ W.

SOUTH AMERICA—BRAZIL.

(2.) *Fixed Light on Francesa Islet.*

Also, has given notice, that on 1st January, 1883, a light would be exhibited from a lighthouse erected on Francesa (Francez) Islet, southward of Benevente Bay.

The light is a fixed white light, elevated 155 feet above the sea (38 feet above the ground), and should be visible in clear weather from a distance of 14 miles.

The illuminating apparatus is dioptric, or by lenses, of the fourth order.

The lighthouse, quadrangular in shape and constructed of stone, with keeper's dwelling attached, is situated on highest and most southern part of the islet.

Position approximate, latitude $20^{\circ} 55'$ S., longitude $40^{\circ} 45'$ W.

By command of their Lordships,

Fredk. J. Evans, Hydrographer,

Hydrographic Office, Admiralty, London,
13th January, 1883.

This Notice affects the following Admiralty Charts:—

(1.) South Atlantic Ocean, western portion, No. 2202b; Maranham to Pernambuco, No. 538; The Rocas, No. 1949. Also, Admiralty List of Lights in South America, 1883, No. 22a; and South America Pilot, Part I, 1874, page 22.

(2.) South Atlantic Ocean, western portion, No. 2202b; Victoria to Santa Catherina, No. 530; Benevente to Itapemirim, No. 2078. Also, Admiralty List of Lights in South America, 1883, No. 33a; and South America Pilot, Part I, 1874, page 116.

NOTICE TO MARINERS.

(No. 15.)—MEDITERRANEAN.—GULF OF GENOA.

Genoa—Light-Vessel at Extremity of Western Mole.

THE Italian Government has given notice, that on 29th December, 1882, a light was exhibited from a light-vessel placed in the position previously occupied by the bell buoy, at the south-eastern extremity of the masonry of the new or western mole in course of construction at Genoa:—

The light is a fixed white light, elevated 30 feet above the sea, and should be visible in clear weather from a distance of 9 miles.

The illuminating apparatus is dioptric, or by lenses.

The light-vessel, painted black with red streak, is moored in 13 fathoms, and is surmounted by an iron turret, 33 feet high, painted red and white in horizontal bands, carrying a ball, $6\frac{1}{2}$ feet in diameter, also painted red and white.

NOTE.—Vessels entering the port must leave this light-vessel on the port hand

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,
13th January, 1883.

This Notice affects the following Admiralty