

miles distant to see it; but as it is brought to bear more to the westward, the arc of visibility is increased, until, on the bearing S.  $86\frac{1}{2}^{\circ}$  W., it is visible at all distances to the extreme limit of its range.

To the westward and north-westward of south-west point, the light is entirely obscured by the land between the bearings of S.  $80\frac{1}{4}^{\circ}$  E. and S.  $28^{\circ}$  E.

The lighthouse, 71 feet high, of iron, and circular in shape, is situated about 550 yards due north from high-water mark at the southern extremity of the cape.

The tower, dwellings, and boundary wall, are painted white.

Position, latitude  $21^{\circ} 55' 00''$  N., longitude  $120^{\circ} 50' 40''$  E.

Also, that the following fog signals have been established at South Cape Lighthouse.

During thick or foggy weather—should a bell, fog horn, steam whistle, or other sound be heard, indicating the proximity of a vessel, two guns will be fired with an interval of three minutes between them; and if the vessel's fog signal is still heard, the firing will be repeated after an interval of eight minutes.

[The bearing are magnetic. Variation  $0\frac{1}{2}^{\circ}$  Westerly in 1883.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer,  
Hydrographic Office, Admiralty, London,  
1st June, 1883.

This Notice affects the following Admiralty Charts:—Hong Kong to Liau-tung Gulf, No. 1262; China Sea, northern portion, No. 2661*b*; Luzon Island, northern portion, No. 2454; Formosa Island and Strait, No. 1968. Also, Admiralty List of Lights in South Africa, &c., 1883, No. 257*a*; and China Sea Directory, Vol. III, 1874, page 223.

#### NOTICE TO MARINERS.

(No. 145).—CHINA SEA.—BORNEO.—EAST COAST.

(1.) *Shoal in Sibuco (St. Lucia) Bay.*

THE Netherlands Government has given notice of the existence of a shoal lying on the south side of Sibuco (St. Lucia) Bay, about 13 miles south-east of Sibuco River Entrance:—

This shoal (Bandjermassing Shoal), previously reported as "discoloured water," has now been ascertained by H.N.M.S. "Bandjermassing" to have a least depth of 7 feet on it, and to lie with the following bearings:—

South point of Sebatie, N.  $86^{\circ}$  W.

Mount Kokosan, N.  $40^{\circ}$  W.

Position approximate on Admiralty Chart, lat.  $3^{\circ} 57\frac{1}{2}'$  N., long.  $118^{\circ} 6\frac{1}{2}'$  E.

PHILIPPINES.—LUZON ISLAND.—MANILA BAY.

(2.) *Port Cavite—Sangley Point Light re-exhibited.*

The Spanish Government has given notice, that on 15th November, 1882, the light on Sangley Point, north side of entrance to Port Cavite, was re-exhibited from a lighthouse erected on the site of the old lighthouse, which was destroyed during the cyclone of 20th October, 1882:—

The light is a fixed white light showing a sector of green light through an arc of  $75^{\circ}$ , or between the bearings of N.  $46^{\circ}$  E. and N.  $29^{\circ}$  W.

[The bearings are magnetic. Variation ( $\cdot$ )  $2^{\circ}$ , (2)  $0\frac{1}{4}^{\circ}$  Easterly in 1883.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer,  
Hydrographic Office, Admiralty, London,  
4th June, 1883.

This Notice affects the following Admiralty Charts:—

(1.) China Sea, southern portion, No. 2660*b*;

Sulu Archipelago, No. 2576. Also, Hydrographic Notice, No. 21 of 1881, page 5.

(2.) China Sea, northern portion, No. 2661*b*; Philippines, No. 943; St. Bernardino Strait, No. 2577; Manila Bay, No. 976; Port Cavite, No. 975. Also, Admiralty List of Lights in South Africa, &c., 1883, No. 241; and China Sea Directory, Vol. II, 1879, page 261.

#### NOTICE TO MARINERS.

(No. 146).—NORTH SEA.—NETHERLANDS.

(1.) *Hook of Holland Canal—Wreck with Red Light in the West Gat, temporary discontinuance of Leading Lights.*

THE Netherlands Government has given notice, that on 12th May, 1883, the Norwegian steam vessel "Anastasia" was wrecked near the entrance to the West Gat, Hook of Holland Canal, foundering in mid-channel abreast the inner red buoy. From one of the topmasts of the wreck a red light is shown.

In order to indicate that navigation in the West Gat at night is temporarily interrupted—the green leading lights (C, D), and the red leading lights (K, L) are discontinued.

During the day, vessels may navigate the West Gat, and are recommended to pass northward of the above wreck.

(2.) *Noord Gat—Re-exhibition of Leading Lights.*

Also, that the white leading lights (A, B), discontinued in January, 1883, were re-exhibited on 16th May, 1883, for the navigation of the Noord Gat, the depth in which at ordinary low water is 11 feet. The least depth in the channel will be indicated by the tidal signals.

The green leading lights were also re-exhibited on the same date (the outermost having been moved 26 feet to the northward), in order to indicate the channel to vessels entering by the Noord Gat.

NORWAY.—WEST COAST.—NØERO SUND  
APPROACH.

(3.) *Sunken Rock southward of Gjøslingerne Lighthouse.*

The Norwegian Government has given notice, of the existence of a sunken rock with 6 feet water on it, lying with Gjøslingerne Lighthouse (on Haraldsø Kraaka Rock), southern approach to Nøero Sund, bearing N. by E.  $\frac{1}{4}$  E., distant half a mile.

Position approximate, lat.  $64^{\circ} 43'$  N., long.  $10^{\circ} 51\frac{1}{2}'$  E.

NOTE.—This locality is to be examined during the summer of 1883.

[The bearing is magnetic. Variation  $14\frac{1}{4}^{\circ}$  Westerly in 1883.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer,  
Hydrographic Office, Admiralty, London,  
6th June, 1883.

This Notice affects the following Admiralty Charts:—

(1.) Temporarily. (2.) Mouths of the Maas, No. 122. Also, Admiralty List of Lights in the North Sea, 1883, Nos. 100–102*a*; and North Sea Pilot, Part IV, 1878, pages 155, 156.

(3.) Brand Fiord to Lekø, No. 2308. Also, Norway Pilot, Part II, 1880, page 273.

#### INCOME TAX.

WHEREAS it has become necessary to renew the list of persons to supply vacancies amongst the Commissioners appointed to act in the divi-