

## NOTICE TO MARINERS.

(No. 298.)—SOUTH AMERICA.—EAST COAST.—  
RIO DE LA PLATA.(1.) *Shoal Reported Southward of Lobos Isle.*

THE Argentine Government has given notice of the reported existence of a shoal lying in the approach to Rio de la Plata, with Lobos Isle, bearing N.  $\frac{1}{2}$  W., distant about 14 miles:—

This shoal, on which the Austrian barque "Antonietas" is reported to have struck, is stated to be of hard sand, extending 65 yards in an east and west direction, with a depth of 17 feet on it. Westward of the shoal, depths of 7 fathoms over coarse sand were found for a distance of about 2 $\frac{1}{2}$  cables, and beyond that distance 13 to 14 fathoms, sand.

Position as given, lat. 35° 15' S., long. 54° 53' W.

NOTE.—The existence of this shoal in the position as reported (being near the locality examined by H.M.S. "Firefly" in 1881, see Notice to Mariners, No. 33 of 1882) is considered doubtful, but it has been placed on the Admiralty Charts pending a further examination of the locality.

(2.) *Buoy Marking Shoal Eastward of Indio Light-vessel.*

Also, with reference to Notice to Mariners, No. 269 (2), of 8th September, 1883, on a wreck lying sunk, in a position dangerous to shipping, near the fairway of the channel, Rio de la Plata, with Indio Light-vessel bearing S. 89° W., distant 15 miles:—

Notice has been given, that a buoy has been placed half a cable eastward of the shoal (Senegal Shoal) on which the above steam vessel "Senegal" struck, becoming a wreck:—

The buoy, conical and painted red, is moored in 3 $\frac{1}{2}$  fathoms over mud.

Position as given, lat. 35° 12' S., longitude 56° 43 $\frac{1}{2}$ ' W.

[The bearings are magnetic. Variation (1) 7 $\frac{1}{2}$ °; (2) 8 $\frac{1}{2}$ ° Easterly in 1883.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

11th October, 1883.

This Notice affects the following Admiralty Charts:—Parana and Uruguay Rivers, No. 2039; Santa Catharina to Rio de la Plata, No. 2522; Rio de la Plata, Nos. 2544, 1749 (2). Also, South America Pilot, Part I, 1874, pages 179, 216.

## NOTICE TO MARINERS.

(No. 299.)—IRELAND.—EAST COAST.—BALLY-  
GERRY OR WEXFORD SOUTH BAY.*Intended Leading Lights near Rosslare.*

INFORMATION has been received from the Commissioners of Irish Lights, dated 12th September, 1883, that in consequence of the extension of the pier at Rosslare, southern side of Ballygerry or Wexford South Bay, sanction has been given for the exhibition of the following leading lights:—

Pier Light.—The light, fixed green, now exhibited on the extremity of Rosslare Pier will be improved, and will be visible between the bearings of N. 59° W. (leading northward of Cawmeens or Calmines) and S. 44° W. (passing westward of Long Bank), and from that bearing it will show red round westward to N. 44° E.

Western Light.—The western light, placed on the cliff, and bearing N.W. by W.  $\frac{1}{2}$  W., Wly., distant 1 $\frac{3}{4}$  miles from the pier head light, will be a fixed green light, visible between the bearings of S. 47° W. (leading eastward of the Dogger Bank), through west, and N. 22° E.

These leading lights kept in line bearing N.W. by W.  $\frac{1}{2}$  W., Wly., will lead in mid-channel through South Shear. The North Shear will also be well defined between Long and Dogger Banks by keeping in the red sector of the outer or Pier Light, and in the green sector of the western or Cliff Light.

[The bearings are magnetic. Variation 21 $\frac{1}{2}$ ° Westerly in 1883.

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

11th October, 1883.

This Notice affects the following Admiralty Charts:—English Channel, No. 2675b; Ireland, general, No. 1824a; Irish Channel with plan of Wexford South Bay, No. 1825b; Brattin Head to Wexford, No. 2049; Wexford to Wicklow, No. 1787; Wexford Harbour, No. 1772. Also, Admiralty List of Lights in the British Islands, 1883, No. 529; and Sailing Directions for the Coast of Ireland, Part I, 1877, pages 76–81.

## NOTICE TO MARINERS.

(No. 300.)—UNITED STATES.—GULF OF MEXICO  
—MISSISSIPPI SOUND.*Destruction of Merrills Shell Bank Lighthouse, Provisional Light Exhibited.*

THE United States Government has given notice, that on the 6th September, 1883, the lighthouse on Merrills Shell Bank, western side of Mississippi Sound, was destroyed by fire.

Also, that a provisional light will be exhibited as soon as practicable; and the lighthouse will be rebuilt without delay.

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

11th October, 1883.

This Notice affects the following Admiralty Charts:—

Gulf of Mexico, No. 392; Mississippi Sound, No. 2853. Also, Admiralty List of Lights in the United States, 1883, No. 330; List of Lights in the West Islands and adjacent coasts, 1883, No. 146; and West India Pilot, Vol. I, 1872, page 425.

## NOTICE TO MARINERS.

(No. 301.)—UNITED STATES.—GULF OF MEXICO  
—TEXAS.*Galveston Bay Entrance—Progress in Deepening Channel.*

THE following information has been received from Her Majesty's Consul at Galveston, respecting the progress made in deepening the water in the channel at the entrance to that port:—

The depth on the Inner Bar has been increased to about 17 feet at low water.

At present, vessels of more than 14 feet draught, can only cross the Outer Bar with high tides. In order to increase the depth on this bar, the construction of two jetties has been undertaken, with the object of concentrating the water in a channel, and thus increasing its depth to 25 feet.

The South Jetty—still incomplete in parts—constructed of "Mattresses" (bundles of brush wood sunk and kept in place by layers of rock), with a width of 60 to 120 feet and a height of 12 feet, extend in a S. 82° E. (true) direction over a bottom of quick sand, for a distance of about 4 miles from the northern end of Galveston Island.

The North Jetty, barely commenced, extends from Bolivar Point, and is intended to converge