

Covelong vessels should not come into a less depth than thirteen fathoms.

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
25th July, 1887.

This Notice affects the following Admiralty Charts:—Bay of Bengal, No. 70; Cape Comorin to Cocanada, No. 828; Madras to Point Calimere, No. 71*d*. Also, Admiralty List of Lights in South Africa, &c., 1887, page 22; and Bay of Bengal Pilot, 1887, page 107.

NOTICE TO MARINERS.

(No. 188 of the year 1887.)

ENGLAND—WEST COAST.—RIVER MERSEY
ENTRANCE.

(1.) *Crosby Light-Vessel—Intended Alteration in Character of Lights.*

THE Mersey Docks and Harbour Board has given notice, that on 13th October, 1887, or as soon after as circumstances will permit, the following alteration will be made in the character of the lights exhibited on board Crosby Light-vessel:—

The light will be a flashing white light, showing a flash every ten seconds, instead of the fixed white light and two distinguishing lights heretofore exhibited.

Also, that the fox signal now in use on board Crosby Light-vessel, giving one blast every twenty seconds, will remain unaltered.

IRELAND.—EAST COAST.

(2.) *Wexford Harbour Approach—Alterations in Buoyage in South Bay.*

The Wexford Harbour Commissioners have given notice, dated 5th July, 1887, that in consequence of the extension of the south elbow of Dogger Bank, the following alterations have been made in the buoyage of South Bay, approach to Wexford Harbour from the southward:—

South Dogger Buoy is now a can buoy, painted black, with "S. Dogger" in white letters, and has been moved one cable S.S.W. of its former position. It now lies in $3\frac{1}{4}$ fathoms at low water spring tides, with:—

Holdens Bed Buoy, S. $\frac{3}{4}$ W., distant $2\frac{6}{10}$ miles.
Assumption Church, Wexford, a little open south of Bull Perch, N.W.

Flagstaff on Rosslare Point, N. by W. $\frac{1}{2}$ W.

Fraser Buoy has been removed.

Hantoon Buoy is now a conical buoy, painted black and white in horizontal stripes, and has been moved about half a cable N. $\frac{3}{4}$ E. from its former position. It now lies in 7 feet, at low water spring tides, with:—

Bull Perch, S.W. by W. $\frac{1}{2}$ W.

Flagstaff on Rosslare Point, N. by W. $\frac{3}{4}$ W., distant $2\frac{1}{2}$ cables.

[The bearings are magnetic. Variation $21\frac{1}{2}^{\circ}$ Westerly in 1887.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
26th July, 1887.

This Notice affects the following Admiralty Charts:—Ireland, No. 1824*a* (1, 2); Irish Channel, with plan of Wexford, South Bay, No. 1825*b* (1, 2); Holyhead to Liverpool, eastern sheet, No. 1170*b* (1); Liverpool Bay, No. 1951 (1); Wexford to Wicklow, No. 1787 (2); Brattin Head to Wexford, No. 2049 (2); approaches to Wexford Harbour, No. 1772 (2). Also, Admiralty List of Lights in the British

No. 25726.

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Islands, 1887, No. 424; Sailing Directions for the west coast of England, 1884, pages 137, 161, 162; and Sailing Directions for the coast of Ireland, Part I, 1885, page 82.

NOTICE TO MARINERS.

(No. 189 of the year 1887.)

AUSTRALIA—NORTH COAST.

CARPENTARIA GULF.

Leading Lights at Norman River Entrance—Amended Position of Light-Vessel.

THE Queensland Government has given notice, dated 2nd June, 1887, that the following leading lights are now exhibited at Norman River Entrance, Carpentaria Gulf:—

1. Two lights, bearing from each other N.E. by E. $\frac{3}{4}$ E. Easterly, and S.W. by W. $\frac{3}{4}$ W. Westerly, 300 yards apart, are exhibited from the bank next eastward of Elbow Bank:—

The western light is a fixed red light, elevated 10 feet above high water, situated on the edge of the bank, with Elbow Bank Beacon bearing S. 87° W., distant $4\frac{1}{2}$ cables.

Position, lat. $17^{\circ} 25\frac{1}{4}'$ S., long. $140^{\circ} 53'$ E.

The eastern light is a fixed white light, elevated 30 feet above high water.

These lights kept in line, lead close southward of the bar buoy, and up the channel as far as Elbow Bank.

2. Two lights, bearing from each other E. by S. $\frac{3}{4}$ S. and W. by N. $\frac{3}{4}$ N., 900 yards apart, are exhibited near Kimberley, north side of Norman River:—

The western light is a fixed red light, elevated 10 feet above high water, situated with Kimberley Telegraph Station bearing N. 19° W., distant 700 yards.

Position, lat. $17^{\circ} 26\frac{3}{4}'$ S., long. $140^{\circ} 56'$ E.

The eastern light is a fixed white light, elevated 50 feet above high water.

These lights, in line, lead from the Elbow Bank to the sandy beach on the western shore of the river.

Also, information has been received, that the light-vessel at Norman River Entrance now lies with the following bearing and distance:—

Kimberley Telegraph Station S. 88° E., distant $6\frac{3}{4}$ miles.

Position, lat. $17^{\circ} 25\frac{3}{4}'$ S., long. $140^{\circ} 48\frac{3}{4}'$ E.

Consequent upon the placing of this light-vessel, the fairway buoy has been removed.

NOTE.—Vessels entering the river at night should pass about half a cable westward of the light-vessel, and then steer S.E. by E. $\frac{1}{2}$ E. On the leading lights eastward of Elbow Bank coming in one, they should be steered for till the leading lights at Kimberley are in line, when a course of E. by S. $\frac{3}{4}$ S., keeping the latter lights in line, leads in until abreast Alligator Point, from which position a mid-channel course may be kept up the river.

[The bearings are Magnetic. Variation $4\frac{3}{4}^{\circ}$ Easterly in 1887.]

By command of their Lordships,
W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
26th July, 1887.

This Notice affects the following Admiralty Charts:—Carpentaria Gulf, southern part, with plan of entrance to Norman River, No. 1807. Also, Admiralty List of Lights in South Africa, &c., 1887, page 64, No. 367*a*; Australia Directory, Vol. III, 1881, page 47; and Hydrographic Notice, No. 10, of the year 1886, page 7.