

1½ miles. Over the eastern patch is a depth of less than six feet.

3. Paluma Spit consists of a chain of sand and coral patches extending a considerable distance from the shore. The outer extremity lies with Rattlesnake Island summit bearing N. 38° E., distant five miles.

[The bearings are magnetic. Variation 6½° Easterly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd August, 1887.

This Notice affects the following Admiralty Charts:—Australia, northern portion, No. 2759a; Coral Sea, Sheet I, No. 2763; Magnetic Island to Double Point, No. 2349. Also, Australia Directory, Vol. II, 1879, page 217.

NOTICE TO MARINERS.

(No. 213 of the year 1887.)

ENGLAND—EAST COAST.

Yarmouth Approach—Decreased Depths in Covehithe Channel.

THE Trinity House, London, has given notice, dated 13th August, 1887, that the depth of water in Covehithe Channel having much decreased, mariners are cautioned that they cannot depend upon finding more than 9 to 10 feet at low water spring tides between Covehithe and S.W. Barnard Buoys, and that on a low spring tide, with a southerly wind, it is possible that not more than 7 feet will be found in the middle of the fairway.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
25th August, 1887.

This Notice affects the following Admiralty Charts:—Orfordness to Cromer, No. 1630; Pakefield Gateway to Orfordness, No. 102; Yarmouth and Lowestoft Roads, No. 1543. Also, North Sea Pilot, Part III, 1882, page 188.

NOTICE TO MARINERS.

(No. 214 of the year 1887.)

ENGLAND—SOUTH COAST.

SPITHEAD AND APPROACHES—PORTSMOUTH HARBOUR ENTRANCE.

Adoption of Uniform System of Buoyage.

WITH reference to Notice to Mariners, No. 96, of 27th April, 1887, on its having been intended, during the month of August, 1887, or as soon after as possible, to carry out the necessary alterations in the buoyage of Spithead and the entrance to Portsmouth Harbour, in accordance with the Uniform System of Buoyage, 1883:—

Further notice is given, that the following alterations have been effected, and that in carrying them out, Portsmouth is considered as the harbour of entry, and the former distinctive colours indicative of the eastern and western approaches, are retained, viz., from the eastward, black and black and white, as far as the Sturbridge Shoal; and from the westward, red and red and white, as far as the Mother Bank Spit:—
S.E. Princessa Buoy is can, black and white chequered, with staff and cage.
N.W. Princessa Buoy is conical, black.

Bembridge Buoy is can, black and white chequered.

Nab Rock Buoy is conical, black.

Dean Tail Buoy is conical, black, with staff and globe.

No. 25735.

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Dean Elbow Buoy is conical, black.

Dean Buoy is conical, black.

Horse Elbow Buoy is conical, black.

Outer Spit Buoy is can, black and white chequered.

Eastern Measured Mile Buoy is conical, white, with red staff and ball.

Western Measured Mile Buoy is conical, white, with red staff and ball.

Sand Head Buoy is can, black and white chequered.

East Sturbridge Buoy is spherical, black and white horizontal stripes, with staff and diamond.

West Sturbridge Buoy is spherical, black and white horizontal stripes, with staff and triangle.

No. 1. Mother Bank Spit Buoy is conical, red.

No. 2. Mother Bank Buoy is conical, red.

No. 2. Quarantine Ground Buoy is can, yellow.

Peel Bank Buoy is conical, red.

Old Castle Point Buoy is conical, red.

West Ryde Middle Buoy is spherical, red and white horizontal stripes, with staff and diamond.

S.E. Ryde Middle Buoy is can, red and white chequered.

N.E. Ryde Middle Buoy is spherical, red and white horizontal stripes, with staff and triangle.

East Bramble Buoy is can, red and white chequered.

HARBOUR ENTRANCE.

East Side.

Boyne Buoy is conical, green.

Knoll Buoy is conical, black.

No. 1. Bar Buoy is conical, black.

No. 3. Bar Buoy is conical, black.

No. 5. Bar Buoy is conical, black.

West Side.

Spit Refuge Bell Buoy is black and white chequered.

Elbow Buoy is can, black and white chequered.
No. 2. Bar Buoy is can, black and white chequered.

No. 4. Bar Buoy is can, black and white chequered.

No. 6. Bar Buoy is can, black and white chequered.

NOTE.—It is intended shortly to alter the Outer and Western Buoy (No. 2), marking the prohibited anchorage off Cowes Harbour, to a conical buoy. The colour remaining red.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
25th August, 1887.

This Notice affects the following Admiralty Charts:—English Channel, Nos. 2675b, c; Portland to Owers, No. 2450; Owers to Christchurch, No. 2045; Spithead and approach from the eastward, No. 2050; the Solent, No. 2040; Portsmouth Harbour, No. 2631; Cowes Harbour, No. 2793. Also Channel Pilot, Part I, 1886, pages 179–220.

NOTICE TO MARINERS.

(No. 215 of the year 1887.)

HINDUSTAN—WEST COAST.

Karachi Harbour—Time Signal on Merewether Pier.

THE Port Office, Karachi, has given notice, that on 1st May, 1887, a time signal would be established on Merewether Pier, Karachi:—

The signal is a ball which is dropped once daily, Sundays excepted:—

The ball is hoisted close up at 0h. 55m. 0s. p.m. Karachi mean time, and dropped at