

or from the mainmast, of the pilot-schooner stationed there.

(2.) In the eastern entrance, from the fore top-sail yard, or from the main-mast of the pilot-schooner stationed there.

Flood tide is indicated by a white flag with diagonal blue cross, under a blue pendant.

Ebb tide is indicated by a white flag with diagonal blue cross, over a blue pendant.

High water is shown by a white flag with diagonal blue cross.

Low water is shown by a blue pendant.

Day Signals.—Black Balls and Cones.

(As seen from Seaward, various designs.)

14½ feet; 15 feet; 15½ feet; 16½ feet; 17 feet; 17½ feet; 18½ feet; 19 feet; 19½ feet; 20½ feet; 21 feet; 21½ feet; 22½ feet.

Night Signals.—White Lights.

(As seen from Seaward, various designs.)

14½ feet; 15 feet; 15½ feet; 16½ feet; 17 feet; 17½ feet; 18½ feet; 19 feet; 19½ feet; 20½ feet; 21 feet; 21½ feet; 22½ feet.

A blue flag, hoisted at the fore-mast, indicates that there are four inches more water than shown by signal.

NOTE.—The numbers express the draught in feet of steam-vessels, which may be piloted into the roads at the next highest tide.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
21st May, 1888.

This Notice affects the following Admiralty Charts:—Surabaya, Bali, and Sapudi Straits, &c., No. 934.

NOTICE TO MARINERS.

(No. 139 of the year 1888.)

CEYLON—SOUTH EAST COAST.

Admiralty Charts—Nos. 813 and 2031.

THE attention of Mariners is called to the new editions of Admiralty Charts, Nos. 813 and 2031, giving the results of the re-survey of the south-eastern coasts of Ceylon from the Little Basses to Trincomali, by the Officers of H.M.S. "Egeria," under the command of Captain P. Aldrich, 1887.

The offshore soundings now given are of such a nature as to render navigation perfectly safe in the thickest weather, if the lead is attended to, and the ship is not allowed to come into less than 20 fathoms of water.

The disasters which have taken place from time to time on this coast; supposed to have been on dangers situated some miles from the shore, were probably due to difficulties in fixing the true position; difficulties caused by the absence of soundings, and also by the fact that some of the mountain peaks in the interior, used as landmarks, were not in their true positions on the former charts, an inaccuracy now remedied from the trigonometrical survey of Ceylon, carried out by the Surveyor-General of that Colony.

Charts, Nos. 828 and 70, will be shortly corrected for this new information.

NOTE.—Mariners navigating on the coast of Ceylon should consult the Bay of Bengal Pilot, 1887, pages 378–390, wherein is contained a Monthly Statement of Currents and Winds on the coasts of Ceylon, as experienced in 100 voyages round that Island by Mr. Thomas Robson, Commander of the Colonial Government steamer

"Serendib," during the five years—July, 1881, to September, 1886.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd May, 1888.

This Notice affects the following Admiralty Charts:—Ceylon, south coast, No. 813; Ceylon, east coast, No. 2031. Also, Bay of Bengal Pilot, 1887, pages 61–81, 378–390.

NOTICE TO MARINERS.

(No. 140 of the year 1888.)

ENGLAND—EAST COAST.—RIVER THAMES
ENTRANCE.

Alexandra Channel—Buoy Marking Extension of West Girdler to the North-Eastward.

THE Trinity House, London, has given notice, dated 19th May, 1888, that a buoy has been placed to mark the end of a spit which has grown out north-eastward of West Girdler, southern side of Alexandra Channel, entrance to River Thames:—

This buoy is can, painted red and white, in vertical stripes; it is moored in 24 feet at low water spring tides, with the following mark, bearings, and distance:—

West end of Bishopstone Coast Guard Station S. by W. ¼ W. touching Pan Sand Beacon.

Shingles Beacon S.E. by E. ¼ E., distant 4 miles.

NOTE.—Mariners are cautioned that by the placing of this buoy, the navigable channel between in and the West Shingles Buoy is reduced to a width of two cables; also, that a depth of not more than 23 feet at low water of ordinary spring tides can be depended upon in any part of Alexandra Channel.

[The bearings are magnetic. Variation 17° Westerly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
23rd May, 1888.

This Notice affects the following Admiralty Charts:—North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607. Also, North Sea Pilot, Part III, 1882, page 266, 271, 272.

NAVAL PRIZE MONEY.

Department of the Accountant-General of the Navy, Admiralty, May 21, 1888.

NOTICE is hereby given to all persons interested therein, that preparations are now being made for the intended distribution of the prize money awarded for two slave dhows, names unknown, Nos. 3 and 4, captured on the 21st and 22nd October, 1885, by Her Majesty's ship "Starling."

Agents or other persons having any just and legal demand, unliquidated, against the award, are required to transmit the particulars of any such demand to the Registrar of the Admiralty Division of Her Majesty's High Court of Justice, in order that the same may be examined, taxed, and allowed by that Officer, and paid under the sanction of the Judge of the said Court.

Due notice will be given, by future advertisement in the London Gazette, of the date proposed for the commencement of distribution; and, at the same time, the amount of an individual's share in the respective classes will be announced.