

This Notice affects the following Admiralty Chart:—The Sound, with plan of Copenhagen, No. 2115 (2). Also, Admiralty List of Lights on the eastern shores of the North Sea, 1888, page 16; North Sea Pilot, Part IV, 1887, page 98; and Danish Pilot, 1885, page 149.

### NOTICE TO MARINERS.

(No. 158 of the year 1888.)

WEST INDIES.—BARBADOS.

#### (1.) *Powder Hulk in Carlisle Bay.*

INFORMATION has been received, through the Colonial Office, that a powder-hulk has been moored in Carlisle Bay, with the Adjutant-General's Wharf bearing E.N.E., distant 2 cables.

#### GUADALOUPE.

#### (2.) *Port Ste. Marie—Harbour Lights.*

Also, with reference to Notice to Mariners, No. 111 (2), of 24th June, 1884, on its having been intended to place a buoy, showing a fixed red light, in the channel between Gros Loup and Les Peignes Reefs, northern entrance to Port Ste. Marie:—

Information has been received, that though still intended, the light is not yet exhibited. The buoy is moored in about  $2\frac{1}{2}$  fathoms water, with the small jetty bearing S.  $38^{\circ}$  W., distant about  $5\frac{1}{2}$  cables.

Also, that a small fixed white light is exhibited, 13 feet above the sea, from the extremity of the small jetty, situated about 46 yards westward of the main jetty and northward of the town.

Position on Admiralty Charts, lat.  $16^{\circ} 6' 10''$  N., long.  $61^{\circ} 33' 20''$  W.

NOTE.—It is intended to place a buoy in the port for the use of vessels getting under way.

#### HAITI OR SAN DOMINGO.

#### (3.) *Port-au-Prince—Fixed Green Light on Fort Islet.*

Information has also been received, that on the 15th May, 1888, a light would be exhibited from a lighthouse erected on the fort at Fort Islet, northern side of Inner Harbour, Port-au-Prince:—

The light is a fixed green light, elevated 46 feet above high water, and should be visible in clear weather from a distance of 11 miles.

The illuminating apparatus is of the fifth order.

The lighthouse, 31 feet high, constructed of iron, and circular in shape, is painted white.

Position on Admiralty Charts, lat.  $18^{\circ} 33\frac{1}{2}'$  N., long.  $72^{\circ} 21'$  W.

[The bearings are magnetic. Variation (1)  $\frac{3}{4}^{\circ}$ , (2)  $1^{\circ}$ , Westerly in 1888.]

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer,

Hydrographic Office, Admiralty, London,  
12th June, 1888.

This Notice affects the following Charts:—Carlisle Bay, No. 502 (1); Guadeloupe, No. 885 (2); Pointe à Pitre, approaches, with plan of Ste. Marie, No. 804 (2); West India Islands and Caribbean Sea, No. 761 (3); Jamaica and Pedro Bank, No. 486 (3); Providence Channels to Windward and Mona Passages, No. 393 (3); approaches to Port-au-Prince, No. 801 (3); Port-au-Prince, No. 494 (3). Also, Admiralty List of Lights on the Eastern Coasts of North America, &c., 1888, pages 138, 134, and West India Pilot, Vol. II, 1887, pages 5, 74, 257.

### NOTICE TO MARINERS.

(No. 159 of the year 1888.)

BAY OF BENGAL.—ANDAMAN ISLANDS.

*Depths on West, Middle, and South Coral Banks.*

THE following information has been received from Commander A. Carpenter, R.N., in charge of India Marine Survey, relative to the least depths found during a recent survey of the locality, on West, Middle, and South Coral Banks, west coast of Andaman Islands:—

West Coral Bank has a least depth of 6 fathoms, and it is possible that in heavy weather the sea may break at this depth. During the N.E. monsoon the bank may be safely crossed.

Middle Coral Bank has a least depth of 23 feet, on which the sea breaks in heavy weather; in this position the rock just pierces the crust of sand and dead coral, of which the surface of the western banks is composed.

South Coral Bank has a large patch on it with a depth of 6 fathoms.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

12th June, 1888.

This Notice affects the following Admiralty Charts:—Bay of Bengal, No. 70; Bassein River to Pulo Penang, No. 830; Andaman Islands, No. 825. Also, Bay of Bengal Pilot, 1887, page 268.

### NOTICE TO MARINERS.

(No. 160 of the year 1888.)

FRANCE.—NORTH COAST.

#### (1.) *Dyck Light-Vessel—Intended Alteration in Position of Vessel, and in Character of Light.*

THE French Government has given notice, that on 8th July, 1888, the following alteration will be made in the position of Dyck Light-vessel, and in the character of the light shown therefrom:—

The light-vessel will be placed on the line from Snow Light-vessel to the present position of Dyck Light-vessel; and on the line joining Gravelines principal lighthouse and Ruytingen Light-vessel.

The light will be a flashing white light, with flashes every twenty seconds, preceded and followed by eclipses; it will be elevated 39 feet above the sea.

A cage, painted red, and  $6\frac{1}{2}$  feet in diameter, will be carried at the vessel's masthead.

Position, lat.  $51^{\circ} 3' 10''$  N., long.  $2^{\circ} 7' 55''$  E.

#### (2.) *Port-en-Bessin—Alteration in the Bearing of Leading Lights in Line.*

Also, that on 17th June, 1888, the two leading lights indicating the entrance to Port-en-Bessin will be replaced by two other lights of similar character, but the bearing of which, when in line, will be S.  $43\frac{1}{2}^{\circ}$  W.

Position, lat.  $49^{\circ} 21'$  N., long.  $0^{\circ} 46'$  W.

[The bearing is magnetic and is given from seaward. Variation  $17\frac{1}{2}^{\circ}$  Westerly in 1888.]

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.

Hydrographic Office, Admiralty, London,

12th June, 1888.

This Notice affects the following Admiralty Charts:—North Sea, No. 2182a (1); Dover and Calais to Orfordness, No. 1406 (1); Calais to the River Schelde, No. 1872 (1); Barfleur to Cape d'Antifer, No. 2613 (2). Also, Admiralty List of Lights on the western coasts of Europe, 1888, Nos. 3, 78, 79; List of Lights on the eastern shores of the North Sea, 1888, No. 13; Channel Pilot, Part II, 1882, pages 156, 54; and North Sea Pilot, Part IV, 1887, page 60.