

lat. 45° 23' N., long. 37° 12' 10" E.; and to Notice to Mariners, No. 586 of 1890, on Gardepée Bank, stated to lie about three miles northward of Wasbeck Bank:—

Information has been received through Lloyd's, London, dated 12th October, 1891, that unsuccessful search has been made for Gardepée Bank, and that it is considered by the Russian Hydrographic Department that the steam-vessel "Gardepée" struck on Wasbeck Bank. Gardepée Bank has, therefore, been removed from the Admiralty Charts.

This Notice affects the following Admiralty Charts:—Black Sea, No. 2214; Sea of Azov, No. 2234. Also, Black Sea Pilot, 1884, page 80; and Supplement, 1890, relating to Black Sea Pilot, page 10.

No. 531.—CAPE AND EAST INDIES STATION.

AFRICA—EAST COAST.—ZANZIBAR ISLAND.

Zanzibar Harbour Approaches—Buoyage.

INFORMATION has been received from Commander F. H. Henderson, Her Majesty's ship "Raccoon," dated 4th October, 1891, that the following system of buoyage has been established in the approaches to Zanzibar Harbour:—

Approaching Zanzibar Harbour, red buoys should be left on the starboard hand, black buoys on the port hand (consequently the colours of the two Southern Pass Buoys are reversed, but in order to prevent confusion, the old buoys are for the present kept in position). The buoys recently placed are can buoys:—

(1.) A can buoy, black and red chequered, is moored in 3½ fathoms water on the southern edge of Seagull Shoal, with White Block House bearing E. by N. ¼ N., distant 1⅙ miles, and Large House on Bet el Ras S.S.E.

(2.) A black can buoy is moored in five fathoms water on the bank northward of Bet el Ras, with Bububu House bearing E. by N. ⅓ N., distant 6½ cables, and Large House on Bet el Ras S. by E.

(3.) A black can buoy is moored in five fathoms water, about half a cable seaward of the edge of the bank off Bet el Ras, with Bububu House bearing N.E. ½ N., and Large House on Bet el Ras S.E., distant three cables.

(4.) A red can buoy is moored in 6¼ fathoms water near the eastern edge of Chapani Reef, with White Stone Pillar bearing N.E. 1 by E. ½ E., distant 5½ cables, and Square White House S. ¼ W.

(5.) A red can buoy is moored in 7 fathoms water near the eastern edge of Chapani Reef, with White Stone Tower bearing N.E. ¼ E., distant 6½ cables, and Square White House south.

(6.) A black can buoy is moored in 5 fathoms water near the eastern edge of Kisiki Reef, with Mbweni House bearing E. by S. ¼ S., distant 1⅙ miles, and Conspicuous House on Ras Buyu S.S.E. ½ E. The old buoy (red) near the above-mentioned buoy remains in position for the present.

(7.) A red can buoy is moored in 6 fathoms water near the western edge of Mtwana Reef, with Mbweni House bearing E.N.E., distant 1⅙ miles, and Conspicuous House on Ras Buyu S.E. ¼ E. The old buoy (black) near the above-mentioned buoy remains in position for the present.

The depths given are at low-water ordinary spring-tides.

[Variation 9° Westerly in 1891.]

This Notice affects the following Admiralty Charts:—Africa, East Coast, No. 664; Zanzibar

Harbour and Approaches, No. 665; Pangani to Ras Kimbiji, No. 640a (6, 7); Pangani to Ras Kimbiji, No. 640b (1-5). Also, Africa Pilot, Part III, 1889, pages 370, 371, 377, 378.

No. 532.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.

San Francisco Harbour Approach—Bell Buoy Marking Sunken Wreck Withdrawn.

WITH reference to Notice to Mariners, No. 386 of 1891:—

Further information has been received from the United States Government, that on 19th September, 1891, the bell buoy marking the wreck of the ship "Palestine" sunk south-westward of San Francisco Harbour Entrance, with Bonita Point Lighthouse bearing N.E. ⅓ N., distant 8¼ miles, was withdrawn, the wreck having been destroyed. The least water in the position is 10 fathoms.

[Variation 17° Easterly in 1891.]

This Notice affects the following Admiralty Charts:—San Diego Bay to Cape Mendocino, No. 2530; Point Pinos to Bodega Head, No. 229; San Francisco Harbour, No. 591.

No. 533.—AUSTRALIA STATION.

AUSTRALIA—SOUTH COAST.—VICTORIA.

Uniform System of Buoyage.

THE Government of Victoria has given notice, dated September, 1891, that the following uniform system of buoyage, somewhat similar to that adopted in the United Kingdom, was and will be established at ports in the Colony of Victoria, at the dates hereinafter mentioned:—

(1.) The term Starboard Hand shall denote that side which would be on the right hand side of the mariner, either going with the main stream of flood, or entering a harbour, river, or estuary from seaward; the term Port Hand shall denote the left hand of the mariner under the same circumstances.

(2.) Buoys showing the pointed top of a cone above water shall be called conical, shall be painted red, and shall always be Starboard Hand buoys, as above defined.

(3.) Buoys showing a flat top above water shall be called can, shall be painted black, and shall always be Port Hand Buoys, as above defined.

(4.) Buoys showing a domed top above water shall be called spherical, and when used to mark middle grounds shall always be distinguished by horizontal stripes of white colour.

(5.) Surmounting beacons, such as Staff and Globe, &c., shall always be painted of one dark colour.

(6.) Staff and Globe shall only be used on Starboard Hand Buoys, Staff and Cage on Port Hand, Diamonds at the outer ends of middle grounds, and Triangles at the inner ends.

(7.) Buoys for marking Submarine Telegraph Cables shall be painted green, with the word Telegraph painted thereon in white letters. Mooring buoys shall be continued as heretofore. Gas Buoys shall be painted red or black to correspond with the side of the channel on which they may be moored.

(8.) The buoyage of the West, South, and Geelong Channels, Port Phillip, will be altered to conical and can shaped buoys.

(9.) The buoyage of Sorrento and Cole's Channel, Port Phillip, also of Western Port, Port Albert, and Corner Inlet, will remain of the same shape as heretofore, but all starboard hand buoys or beacons shall be painted red, and all port hand buoys or beacons shall be painted black.