

him with a copy of such proposed Bye-laws, or any part thereof, on payment of sixpence for every hundred words in such copy.

Dated this 22nd day of March, 1905.

S. THORNELEY,

Clerk of the Worcestershire County Council.  
Shire Hall, Worcester.

### NOTICES TO MARINERS.

(Nos. 225 to 233 of the year 1905.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

#### No. 225.—BRAZIL.

##### *Uniform System of Buoyage.*

The Brazilian Government has given notice, dated 2nd January, 1905, that the undermentioned uniform system of buoyage will be established in Brazilian waters:—

1. Buoys marking isolated dangers are conical in shape, and when placed on the northern side of the danger will be painted black or white, when on the southern side red, when on the eastern side in red and white vertical stripes, and when on the western side in black and white vertical stripes.

2. Buoys marking the starboard side of a channel will be conical in shape, painted red, and surmounted if necessary by a ball.

3. Buoys marking the port side of a channel will be plane or can shaped, painted black, and surmounted if necessary by a triangle.

4. Buoys marking middle grounds will be conical, painted in white and black, or red and black horizontal bands or in some other manner.

The above buoys may be marked by names, letters or numbers, the lettering or numbering commencing from seaward.

5. Wrecks will be marked by a conical buoy painted green, marked C.S. (meaning "submerged hull"). Masts or portions of the wreck appearing above water will be painted green.

The port side denotes that side which is on the left hand of the mariner either going with the main stream of flood, or entering a harbour, river, or estuary from seaward; the starboard side denotes the right hand of the mariner under similar circumstances.

This Notice affects the South America Pilot, Part I, 1902, page 11.

#### No. 226.—EGYPT—SUEZ CANAL.

##### *Great Bitter Lake—North Light Discontinued.*

Information, dated 9th March, 1905, has been received from the Suez Canal Company that the white fixed light, 40 feet high, formerly situated at the entrance to the canal at the northern end of the Great Bitter Lake has been discontinued.

Approximate position, lat.  $30^{\circ} 23\frac{1}{2}'$  N., long.  $32^{\circ} 21\frac{3}{4}'$  E.

This Notice affects the following Admiralty Chart:—Suez Canal, No. 233. Also, List of Lights, Part V, 1905, No. 1425; and Red Sea, &c., Pilot, 1900, page 55.

#### No. 227.—CHILE—SMYTH CHANNEL.

##### *Gray Channel—Particulars of Rocks.*

*Mayne Channel—Non-Existence of Danger Rock.*  
The Chilean Government has given a notice, dated 26th December, 1904, which contains the

following information respecting certain rocks in Gray, and Mayne Channels:—

1. The  $3\frac{1}{2}$ -fathom rock shown on the Chart at a distance of  $2\frac{1}{2}$  cables N.  $80^{\circ}$  E. from the north-easternmost of the Connor Islands, and known as Connor Rock, has a least depth of 2 fathoms over it, situated at a distance of  $2\frac{1}{2}$  cables N.  $87^{\circ}$  E. from the north-easternmost of the Connor Islands. The cylindrical buoy marking it is on its eastern side.

2. A rock, named Medio, with a depth of 2 fathoms over it, exists outside the kelp, at a distance of one cable N.  $80^{\circ}$  W. from the western point of Cunningham Island.

Approximate position, lat.  $52^{\circ} 22' 20''$  S., long.  $78^{\circ} 41' 0''$  W.

3. The  $6\frac{1}{4}$ -fathom rock shown on the Chart at a distance of  $3\frac{1}{4}$  cables N.  $17^{\circ}$  W. from the largest of the Foley Islands, now known as Foley Shoal, has a least depth of  $3\frac{1}{4}$  fathoms over it.

4. A rock, with a depth of 19 feet over it, exists in a position from which Hoskyn Island beacon bears N.  $12^{\circ}$  W., distant  $2\frac{3}{4}$  cables, and the rocks off the southern extremity of Dixon Island N.  $75^{\circ}$  E.

MAYNE CHANNEL.—Danger rock reported to be situated in the northern entrance to Mayne Channel at a distance of  $1\frac{1}{10}$  miles N.  $65^{\circ}$  W. from the summit (532 feet) of Long Island does not exist. It has therefore been erased from the Charts.

[Variation  $21^{\circ}$  Easterly in 1905.]

This Notice affects the following Admiralty Chart:—Smyth Channel, No. 631. Also, South America Pilot, Part II, 1895, pages 209, 210, 208.

#### No. 228.—EGYPT.

##### *Alexandria—Additional Regulation for Boghaz Pass.*

With reference to Notice to Mariners No. 1053 of 1904:—

The Egyptian Government has given notice, dated 1st March, 1905, that the following additional regulation is to be observed by vessels entering Alexandria Harbour through the Boghaz Pass:—

If pilots are unable, on account of the sea, to board vessels, letter V of the International Code will be hoisted on board the tug or pilot boat. Commanders of vessels should then consider whether it is prudent to proceed through the Boghaz Pass without a pilot, or remain outside until the weather moderates sufficiently to allow the pilot to board.

This signal is made independently of those made at Fort Napoleon (Kom el Nadura).

This Notice affects Mediterranean Pilot, Vol. II, 1895, pages 358, 350; and Supplement, 1898, page 15.

#### No. 229.—PORTUGAL.

##### *River Tagus, North Channel—Obstructed by Wreck.*

Information has been received from the Board of Trade that, on 19th January, 1905, the steamship "Lisboa" ran on shore in the North Channel, at the entrance to the River Tagus, and has since become a total wreck; this channel is in consequence obstructed and unsafe, and the pilots will not take vessels through it.

"Wreck in fairway, channel unsafe," has been placed on the Chart against the North Channel as the position of the wreck is not given.