

These alterations affect China Sheets II and III East Coast, and on them the shoal should be fixed with the following bearings.

Tongmi Point,.....N. W. by W. $\frac{1}{4}$ W.
West extreme Tungki Rock,.....S. by E. $\frac{1}{4}$ E.
Siki Rock,.....S. W. by W.

FRANCIS J. PALMER,
Nac. Sub-Lieut.

No. 104.

GOVERNMENT NOTIFICATION.

At the request of the Government of Ceylon, the following Notice, respecting the use of the Commercial Code of Signals in that Colony, is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 9th September, 1869.

Notice is hereby given, that from and after the 1st day of January, 1870, no Signals will be made or answered from Government Stations on shore or ships at sea except by means of the Commercial Code of Signals.

By His Excellency's Command,

HENRY T. IRVING,
Colonial Secretary.

Colonial Secretary's Office, Colombo, 16th July, 1869.

No. 105.

GOVERNMENT NOTIFICATION.

The following Hydrographic Notice is published for the information of Mariners, and others whom it may concern:—

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 9th September, 1869.

The information contained in this notice is to be carefully considered, to be noted in the Sailing Directions, and compared with the chart when the ship is navigating the parts to which it refers.

Hydrographic Notice.

[No. 16.]

CHINA PILOT.

NOTICE 13.

JAPAN AND CHINA.

The following information respecting some prominent dangers on the west coast of Kiusu island, Japan, and also on the navigation of the River Min, China, has been received from Commander E. W. Brooker, of H.M.S. *Sylvia*.
(*All Bearings are Magnetic. Variation, 3° 27' Westerly in 1869.*)

KIUSIU, WEST COAST.

Wilson Island (Kosime no Oösima).—A shoal extends to the eastward from the south-east part of this island, having 3 fathoms on the outer end at a distance of six cables.

Chi-a-saki (Katsura-saki).—A ledge of rocks extends to the southward $1\frac{1}{2}$ cables.

Hakosaki Bay.—The rocks off Siga-sima extend to the westward. The northern end of No-ko-no-sima (on the Admiralty Chart, No. 358, Nakosisima) kept well open of the south-west point of Siga-sima leads clear in. The passages to the southward of Genkai-sima, between it and the islets, have only 3 fathoms at low water.

Ellis Reef.—The reef marked 5 fathoms on the Admiralty Chart, No. 358, lying south-east of Ellis reef, has only 4 fathoms on it.

Iki Channel.—A rock, having only 8 feet at low water on it, lies three quarters of a mile south of the two outermost low flat rocks, Shimo Idzumi and Kami Idzumi, off the east coast of the large island of Iki-sima; the whole of that east coast is much encumbered by ledges of rocks, extending some distance from the shore.

Kavatsu Bay.—A bank of sand and gravel uncovers at low water, and extends 6 cables to the southward, from the south side of Hime-sima.

Yenoi-sima.—There are several rocks and shoals south of this island, the outer one bearing from the peak of the island, S. $\frac{3}{4}$ W. $3\frac{1}{2}$ miles. The passage between Yenoi-sima and Otate is clear and safe. The direction of the currents being north-west and south-east, and setting very strongly on to the islands, much caution is required when navigating this channel.

Goto Islands.—An island about 300 feet high, named Ka-sima (not shown on the charts), lies off the east coast of the Goto islands, it is about half a mile long, east and west, and 4 cables broad, and bears from the peak of Hira-sima S. 32° W. $5\frac{3}{4}$ miles. There is also a rocky islet 40 feet high, $1\frac{3}{4}$ mile S. 32° W. from Hira-sima peak.

* See Admiralty Charts, Western coasts of Kiusu and Nipon, No. 358; Harbours on the same coasts, No. 359; Inland Sea, No. 2875; Simonoseki Strait, No. 532; Nagasaki harbour, No. 2415; Kagosima harbour, No. 372; Gulf of Yedo, No. 2657; Strait of Tsugar, No. 2441; Japan, No. 2347; Kuril islands, No. 2405; also China Pilot, Chapter XII.

Several rocks are omitted from the Admiralty Chart, No. 358, which exist above water, they extend N. 60° E. 3½ miles from Kata-sima (Kaba-sima), and some islets which run from the south end of Saki-to-sima are also not shown.

Oösima.—The north side of Oösima is rocky, and there are no safe anchorages round the island.

Mats-sima.—The passage between Mats-sima and the mainland is full of rocks and ledges, and should not be used without local knowledge.

Ha-ko-sima.—A small rocky islet north-east of the Arched rock (Kashé), has shoal water extending 2 cables from its northern side.

Nagasaki Light House.—A lighthouse has been erected on the end of a narrow ridge 189 feet above the sea, distant 1¼ cables from the extreme north point of Iwo-sima. The light will be shown from an iron tower, hexagonal in shape, painted white, with a gilt ball on the top. It is not known when the light will be exhibited.

Simabara Gulf.—The rock reported by Captain Stevens, of the steamship *Filipino*, lies at the entrance of the Gulf, and uncovers 5 feet at low water. It bears N. 20° W. from the east extreme of Tsuji-sima, and N. 64° W. from east extreme of Oösima.

The *Wilhelmina Elisa*, Dutch Brig, has described a rock 7 feet above low water, nearly in the centre of the head of the Simabara gulf. From it Take-saki bears S. by W. ¼ W., Siwoda Gawa N.W. by W. ¼ W. A rocky reef also stretches from Take-sima point in a south-east direction for 1½ miles. The head of the gulf is shallow and full of dangers, and vessels navigating it should avoid the very turbulent chow-chow (or disturbed water).

Sagitsu Bay.—This harbour has been recently surveyed, and the channel leading to the narrow passage found rocky and uneven. Only 4 fathoms can be carried at low water, along the northern shore, instead of 9 fathoms as shown on the Admiralty Chart, No. 359. Cormorant inlet also is almost closed by the bank of shingle which extends across, and in the channel only one fathom at low water can be obtained.

Inland Sea.—Lieut. Rochfort, of H.M. Gun-Vessel *Firm*, communicates the following information, as derived from Captain Von Gogh, of H.N.M.S. *Curaçoa*, who has partially surveyed the anchorage of Mitarai:

The anchorage of Mitarai is about half a mile in extent N.N.W. and S.S.E. and 2 to 3 cables in width. No rocks were discovered by the Dutch officers, and the native pilots say that none exist. There is shelter from all winds except those between S.E. to S.S.W., and an outer anchorage 1¼ cables to the eastward of the small stone pier at the southern end of Mitarai, but a heavy swell sets in with a south-westerly gale.

A 5 fathom patch was found about 1½ cables north-east of the north wall (white top) of Mitarai. Large vessels should not proceed so far up, but may anchor in 13 fathoms, midway between the north wall of Mitarai and the small stone pier on the opposite shore. Springs rise 12 feet.

CHINA.*

(Variation, 0° 45' Westerly in 1869.)

Great Yang-tse Bank.—The breakers said to have been seen from the Steam Ship *Costa Rica*, in lat. 32° 10' N., long. 125° 3' E., were carefully searched for but not found; 25 fathoms were obtained on the spot, with even depths all round, in a space of 15 miles square.

River Min.—A survey of the banks and channels at the entrance of this river was made during the month of November. Considerable alterations have taken place since the surveys of 1843 and 1854; the southern portion of the outer banks has shoaled up, while a channel on the north side has opened out, having 15 feet at low water springs over the outer bar. The Pilots are fully informed of this new channel, and buoys and beacons have been proposed to facilitate the navigation.

It would be imprudent to risk taking ships in without a pilot, but the unlicensed Chinese pilots of the White Dogs are not to be trusted, notwithstanding their numerous testimonials. The *Sylvia* was put on the South knoll by them in clear weather.

The small Round island in line with the first gap left of the Serrated peak, W.S.W., leads over the Outer bar and up the channel, until Kushan peak is in the middle of the saddle of Square peak bearing W. ¾ S. with these latter marks, run in until the highest part (white patch) of west Brother is on with the right fall of east Brother N.W. by W. ¾ W., which leads over the Inner bar, in 10 feet at low water. This bar is very narrow, and the marks must be carefully attended to.

JAPAN.

The following information, relative to the navigation of the coasts and harbours of Japan, has been derived from the remark book of Staff Commander David Moore, of H.M.S. *Ocean*.

Inland Sea, Harima Nada.—Ye-saki point on Awadji island, just open of End Hill, appears to be a good mark for running into the Harima Nada to the southward of the island of Sozu-sima. Tomo-sima is high, so is Katoya-sima, the latter being about half the height of the former.

Bingo Nada.—The northernmost clump of trees on Usi-sima, in a line with the north point of Takami, appears to be an excellent mark to pass in 7 fathoms between Nezumisima shoal and the shoal extending from the southward of the island of Sayanagi. Discoloured water appeared to extend to the south-west of Oki-sima for some distance, with a tide ripple rather close to the "route line."

Kurisima Strait.—Should be navigated at slack water, as the stream when running to the northward carries a vessel rather close to the south-east part of Ko-sima, within the ripple shown in the plan.

Iyo Nada.—Kosii island, lying to the southward of the route in the Iyo Nada, is of moderate height and thickly covered with trees. The two rocks to the south-east of Nuku-sima, and also the three rocks which extend from Futakami towards Tsuru, are high. Yuri island appears as two islands when to the north-east or south-west of it. The small island to the southward of Minasi, and not named in the chart, is high.

Simonoski Strait.—H.M.S. *Ocean* steamed through the middle channel in not less than 5½ fathoms, with Hino Yama bearing W. ¼ N. Care should be taken on approaching Mozi-saki point not to mistake a wooded hill, which stands over the clump of trees forming the leading mark between the Kanabuse rock and the Tano bank, for the clump itself. The *Ocean* anchored with Mozi hill top on with the Observation point E. ¼ N., and Kusa-taki just shut in with Mozi point, but this anchorage cannot be recommended, as the eddy on the flood tide caused the ship to swing round so as to foul her anchor.

The beacons on the Kanabuse, and also that on the Manaita rocks, are down. The Simonoski strait should if possible be always navigated during slack water.

Ujino Sea.—A rock awash has been reported, nearly midway between the islands of Sima, Bara and Tsugi-sima in the entrance to the Oyano sea, with the west end of the latter island S.S.W. ¾ W., north part of Tomioka W.S.W., and the western part of Sima Bara peninsula North.

Kago-sima Gulf.—There is no passage between Tsiring-sima and Tahlia Bluff point, the sea being observed to break right across.

A large fort is in the course of construction on Parkers shoal, forming a capital mark; it being about 25 feet above high water. The castle in the sketch of Kago-sima cannot be seen from the gulf. A temple at the back of the town is likely to be mistaken for it.

* See Admiralty Charts, Japan, No. 2347; River Min, No. 2410; China, sheet v, No. 1761; also China Pilot, pages 145 and 262.

Gulf of Yedo.—Rocks not shown in the chart extend from Rubicon point for a distance of about one to 2 cables. A red beacon with a globe has been erected on the shoal extending eastward from Marcy point, with the point bearing E. $\frac{3}{4}$ S., and the north-east end of Perry island S.E. $\frac{3}{4}$ S.

La Perouse Strait.—Information was received at Hakodadi, of a dangerous rock with only 8 feet water over it, lying about 9 or 10 miles northward of Refunsiri island, also of a reef awash situated 7 or 8 miles E.S.E. of Cape Soya.

Currents.—On the south coast of Nipon, in the month of March, when off Oösima and Rock islet, a current was found setting in to the eastward 67 miles in nineteen hours; also at the end of June, between Kagosima and Yokohama, a current of 149 miles in sixty-two hours was experienced, apparently running stronger when westward of Oösima.

On the east coast of Nipon, during October, when to the eastward of Cape King, the current was running to the eastward 2 miles an hour for fifteen hours, it then turned N.E. by N., decreasing its rate to little more than one mile an hour; this continued for 24 hours, when the current ceased to be felt. Off Inaboye-saki the current was running about north, a little over a mile an hour. In May, when close in to Omae-saki, steering for Cape Sima, a current running to the eastward fully a mile an hour was experienced. While off Vries island, the current set strong to the south-eastward; this same current was felt in July in the same locality.

ERRATUM IN CHINA PILOT.

Page 516, the last line, for "south-westerly" read "south-easterly."
Hydrographic Office, Admiralty, London, 8th May, 1869.

No. 106.

GOVERNMENT NOTIFICATION.

The following Notice to Mariners is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 9th September, 1869.

The substance of this Notice, as soon as it is received on board, is to be inserted in red ink on the Charts affected by it; and introduced into the margin, or otherwise in the page, of the Sailing Directions to which it relates. See Instructions, Navigation and Pilotage, p. 172.

NOTICE TO MARINERS.

[No. 40.]

China—Yang-tse River.

ALTERATION OF KINTOAN BEACON LIGHT.

Information has been received that the following alteration has been made in the Kintoan beacon light, Yang-tse river. The light is now a *flashing* light of the fifth order.

Directions.—Vessels standing in towards the south shore will lose sight of the light on a N.W. $\frac{3}{4}$ W. bearing: this is a warning to tack or keep more to the Northward.

RED AND WHITE LIGHT OF KINTOAN SMALL BEACON.

The harbour master at Shanghai has given Notice, that a light has been established in a small beacon tower on the south bank of the Yang-tse, five miles to the N.W. of Kintoan lighthouse.

The light is a fixed *red* and *white* light, red between the bearings S. by W. $\frac{1}{2}$ W. to W. by N. $\frac{1}{2}$ N., and white between the latter bearing and the south bank of the river. The red light should be seen in clear weather from a distance of about 4 miles, and the white light 6 miles.

The red light is seen towards the Block House shoal.

BEACON ON BLOCK HOUSE SHOAL.

Also, that the screw pile beacon has been replaced on the Block House shoal with the following bearings:—

Kintoan lighthouse, S. by W.
Small lighthouse, W. by N. $\frac{1}{4}$ N.

The beacon is in 6 feet water at low water springs, and the upper part of the basket is 14 feet above high water.

By Command of their Lordships,

GEO. HENRY RICHARDS,
Hydrographer.

Hydrographic Office, Admiralty, London, 22nd June, 1869.

This Notice affects the following Admiralty Charts:—Yang-tse entrance, No. 1602; Yang-tse to Nanking, No. 1480; and Heishem islands to Yang-tse, No. 1199. Also, China Lights List, No. 168.

No. 107.

GOVERNMENT NOTIFICATION.

The following Report from the Superintendent of the Hongkong Fire Brigade, is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 11th September, 1869.