

No. 5.

## GOVERNMENT NOTIFICATION.

The following Notices to Mariners are published for general information.

By Command,

J. GARDINER AUSTIN,  
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 5th January, 1878.

*Government of Queensland.*

## NOTICE TO MARINERS.

## SHOAL, TRINITY BAY.

Captain Saunders, of the S.S. *Alexandra*, reports having found a shoal in Trinity Bay with not more than 9 feet of water over it at low water. This danger is composed of sand and broken coral, is small in extent, and lies in the following approximate position:—

Island Point, nearly in line with a remarkable peaked mountain.....W. by N.  $\frac{1}{4}$  N.  
Round Hill .....S.S.W.  $\frac{1}{4}$  W.

G. P. HEATH,  
Commander, R.N., Portmaster.

Department of Ports and Harbours, Brisbane, 16th November, 1877.

*Government of India.*

## DEPARTMENT OF REVENUE, AGRICULTURE, AND COMMERCE.

## NOTICE TO MARINERS.

(No. 24.)

## ENGLISH CHANNEL—DUNGENESS TO DOVER.

*Night Signals Shown by British Pilot Vessels.*

The Trinity House, London, has given notice, that on and after the 1st December 1877, the Pilot-cutters cruising between Dungeness and Dover, with Pilots for London on board, will exhibit, in addition to the white mast-head light, *two flare lights* in quick succession, *every fifteen minutes*.

These flare lights will distinguish such Pilot-cutters from Foreign Pilot boats in the vicinity.

By Direction of the Government of India,

A. DUNDAS TAYLOR, *Comdr. (late I. N.),*  
*Superintendent, Marine Survey of India.*

MARINE SURVEY DEPARTMENT, CALCUTTA, 7th December 1877.

This Notice affects the Admiralty Channel Pilot, Part I, page 227.

## NOTICE TO MARINERS.

## DIRECTIONS FOR KURRACHEE HARBOUR.

Latitude of Light-house on Manora Point.....24° 47' 21" N.  
Longitude.....66° 58' 15" E.

*New Revolving Light.*

The present light is a *revolving* white light of the *first order*, elevated 150 feet above the level of the sea, showing a *bright flash* every *two minutes*, visible in clear weather .....20 Miles.

*Tides.*

High water, full and change.....10 h. 30 m.  
Average rise and fall—Spring tides.....9 feet 6 inches.  
Do. do. —Neap tides.....3 to 4 feet.

*Depth of Water in Entrance Channel, at High Water.*

Spring tides .....29 feet.  
Neap tides .....24 to 25 feet.

*Draught of Vessels Entering or Leaving Port.*

Vessels with a draught not exceeding 22 feet can now enter and leave the Port without difficulty or delay during all seasons of the year.

During the fair season, from October to 15th May, Vessels with a draught not exceeding 24 feet can enter and leave the Harbour.

Fixed Moorings are placed for Vessels of the largest class.

*Time of Tide for Entering Port.*

Sailing Vessels should enter Port on the ebb-tide.

Steamers can enter either flood or ebb at the Pilot's discretion.

Masters of Ships should not on any account attempt to enter the Harbour without a Pilot.

*Harbour Improvements.*

Among the extensive works executed, a Breakwater has been built, running out from Manora Point in a S. by E. direction, to a distance of 1,500 feet into 5 fathoms of water. This affords complete shelter to the entrance channel during South-West Monsoon; also a channel has been opened through the Bar with a depth of 20 feet at low water spring tides, feet in breadth. The entrance is marked by buoys, one on either side of the channel.

NOTE.—A Mail Steamer arriving off the Port at night should burn two blue lights in quick succession; during the fair season a Pilot will at once but during the monsoon she must keep off the Port until daylight.

Red Light is exhibited at the extreme end of the Breakwater during the fair season only.

*Approaching the Port.*

## COAST OF SIND.

*Indus Banks.*

The Coast of Sind should be approached with *great caution*; *too much attention cannot be paid to the lead*, more especially in passing the banks of the Indus, which are extending considerably to seaward.

By recent Survey,\* the edge of the shoal water is  $3\frac{1}{2}$  miles to seaward of the former position. It is now in—

Latitude .....  $24^{\circ} 4' 20''$  N.  
Longitude .....  $67^{\circ} 11' 50''$  E.

By night, a Vessel should give the banks a berth of 15 to 20 miles, and if after passing the "Swatch," she does not get less than 18 to 20 fathoms, she may haul to the Northward, not coming into less than 15 fathoms until the Kurrachee Light is seen.

By day, the breakers on the edge of the banks are a good guide, unless the water is quite smooth; but it is hardly possible for a Vessel to run ashore by day on account of the marked discoloration of the water, which extends some distance outside the banks.

The tides during the springs are strong, the flood sets to the S. E., and the ebb to the N. W.

From February to end of Monsoon a strong South-Easterly current may be expected, running at a rate of from 15 to 45 miles a day.

During the South-West Monsoon, Vessels should make Ras Mauri (Cape Monze), which is 18 miles W.  $\frac{1}{2}$  N. from Manora Light-House, and keep to windward of the Port if the weather is thick, or if the tide does not suit for entering the Harbour. Allowance must also be made for a strong set to the South-East, which prevails more or less during the South-West Monsoon.

Do not bring Manora Point to the Southward of E. by N., or go under 15 fathoms near Cape Monze.

Masters of Ships should endeavour to make the Port at daylight, and can with safety approach into 8 fathoms to about 2 miles distance from the Light-House, keeping it on any bearing from N.E. to N.N.E., and heave to for a Pilot.

*Anchorage in the Roads.*

From June to the middle of September, Ships should not on any account anchor, but stand off and on, keeping the Light-house bearing from N.N.E. to N.E.,—1 to 2 miles distance—until boarded by a Pilot, or directed by signal.

*September to end of March.*

Anchorage—Light-house N. by E. to N.N.E.,—distance one mile, 7 fathoms.

*April and May.*

Anchorage—Light-house N.N.E. to N.E.,—distance half a mile, 8 fathoms.

Master Attendant's Office, Kurrachee, 31st August 1877.

(Signed) GEORGE C. PARKER, Lieut., I.N.,  
Master Attendant, Kurrachee.

JOHN A. M. MACDONALD, Col.,  
Secretary to Government.

Bombay Castle, 20th November 1877.

\* In March, 1877, by Lieutenant Stiffe, I.N.

NOTE.—Since 1851, the Ships "Admiral Boxer" and "John Starr" have been totally lost on or near the Banks of the Indus, and the Ships "Thomas Campbell," "Auguta," "Diadem," and the Steamer "Pioneer" have grounded on them, but eventually floated off.

Two large Troop Ships have also in the same period touched on them.

Also these casualties were principally owing to *not making allowance for a strong set to S.E. and not using the lead.*

No. 266.

## GOVERNMENT NOTIFICATION.

It is hereby notified that, in accordance with "The Rating Ordinance, 1875," His Excellency the Governor, by and with the advice of the Executive Council, has fixed the Police Rate for the Year 1878, at Seven-and-three-quarters per cent for Houses in the City of Victoria, and at Five per cent for Houses in British Kowloon and the outlying Villages of the Colony; and the Lighting Rate at One-and-a-half per cent, the Fire Brigade Rate at Three-quarters per cent, and the Water Rate at Two per cent per annum, for Houses in the City of Victoria.

The Police, Lighting, Fire Brigade, and Water Rates will be payable Quarterly in advance at the Colonial Treasury, between the first and last Days of the first Month in each Quarter.

These several Rates shall be charged and chargeable on, and recoverable from, the Owners of the Tenements in respect of which the above Assessments have been made.

By Command,

J. GARDINER AUSTIN,  
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th December, 1877.

## NOTICE.

Notice is hereby given, that the Crown Rents for the half-year ending 25th December, 1877, should be paid into the Treasury on or before the 15th January, 1878.

CECIL C. SMITH,  
Colonial Treasurer.

Colonial Treasury, Hongkong, 28th December, 1877.