

No. 60.

GOVERNMENT NOTIFICATION.

The following Notice to Mariners is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th March, 1878.

Government of India.

DEPARTMENT OF REVENUE, AGRICULTURE AND COMMERCE.

NOTICE TO MARINERS.

(No. 7.)

CHINA SEA.—YANG-TSE-KIANG.

Kiutoan Light-Vessel.

The Inspector General of Customs, Shanghai, has given notice that, on or about the 1st March 1878, a light-vessel painted *red* with the word "Kiutoan" in white letters on her sides, and a mast surmounted by an 8-foot black ball, will be moored in mid-channel to the north-east of Kiutoan light-house.

The light to be exhibited will be a fixed *catoptric* white light, elevated 35 feet above the sea level, and in clear weather should be visible from a distance of 11 miles.

The usual riding light, a small white light, will be exhibited from the forestay, 6 feet above the rail, to indicate the direction the vessel is riding.

During foggy weather a 10-cwt. fog-bell will be struck *three double blows* in each minute, the interval between the blows of each pair being 5 seconds, and between two successive pairs of blows, 15 seconds.

If the light-vessel be driven from her proper position and of no use as a guide to shipping, the fixed white light will not be exhibited, but in lieu thereof a fixed *red* light will be shown at each end of the vessel; the black ball also will be removed as soon as possible, and, till removed, will be surmounted by a *red* flag.

On the light-vessel being placed in position, the light at present exhibited from Kiutoan light-house will be discontinued.

By Direction of the Government of India,

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

MARINE SURVEY DEPARTMENT, CALCUTTA, 22nd February 1878.

This Notice will affect the following Admiralty Charts:—Yang-Tse-Kiang entrance, No. 1692; Hieshan islands to Yang-Tse-Kiang, No. 1199; Yang-Tse-Kiang to Nanking, No. 1480; Islands between Formosa and Japan, No. 2412; Hongkong to Liatung Gulf, No. 1262; also, Admiralty list of lights in South Africa, Chica, &c., 1877; and China Sea Directory, Vol. III, page 348.

If this Notice is received on boardship, the substance of it should be inserted on the Charts affected by it, and introduced into the Sailing Directions to which it relates.

No. 61.

GOVERNMENT NOTIFICATION.

The following Hydrographic Notice, is published for general information.

By Command,

J. GARDINER AUSTIN,
Colonial Secretary.

Colonial Secretary's Office, Hongkong, 30th March, 1878.

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

Government of India.

HYDROGRAPHIC NOTICE.

[No. 9.]

SIND—WEST COAST OF HINDOSTAN.

The following information relating to the Indus Banks and Kurrachee with directions for approaching and entering the harbour, is derived from a Report by Lieutenant A. W. Stiffe (late Indian Navy) and Notices issued by the Master Attendant of that port, 1877.*

[All Bearings are Magnetic. Variation 0° 55' Easterly in 1878.]

INDUS BANKS AND KURRACHEE.

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 have recently been resurveyed with the following result. Since their examination in 1867, the Hajámro mouth is found to have extended $3\frac{1}{2}$ nautical miles to seaward, and the beacon at that mouth appears to have been moved more than 3,000 yards to S. S. W. since that date; whilst the Kukaiwari bank has rather diminished in extent, and is much less steep to. The head of the "Swatch" also appears to have silted up to some extent, and the deep water found in 1867 close to the edge of this part of the banks no longer exists.

An island covered with tufts of grass has formed at the Hajámro mouth, $2\frac{1}{4}$ miles to seaward of the old site of the beacon. Lieutenant Stiffe, who executed the survey, has communicated much valuable information as to the recent changes; and from his remarks and other documents the following amendment of the Sailing Directions for that part of the coast has been drawn up.

* See Admiralty Charts:—India West Coast, Coasts of Sind and Kutch, Nos. 38 and 42; and Kurrachee Harbour, No. 40; also, West Coast of Hindostan Pilot, pages 232 to 243; Persian Gulf Pilot, Supplement, 1875, pages 25 to 27; and Taylor's Sailing Directory Vol. I, pages 333 to 338.

Indus Banks.—Approaching Kurrachee from the southward, land is not generally seen before making Manora point. When coming from the westward, the first landfall may be the Lakki hills, a sharp ridge of even outline, 740 feet high, terminating at Cape Monze; that steep point should not be approached within 2 miles, but the Indus Banks are the principal danger. The coast line southward of Kurrachee consists of low sandy ridges, with tufts of grass, barely above the highest sea level, and not visible more than 5 or 6 miles. In passing the banks by daylight, too near the shore, herds of cattle, wading over the submerged land, are sometimes the first objects sighted.

Fresh Water Mouth.—The Jua is the debouchure by which the fresh water of the Indus is now discharged, but in 1848 the greatest body of it came from the Kediwari. Intermediately (1867) the Hajámro was the fresh water mouth and the only navigable one; but Lieutenant Stiffe has ascertained it to be now nearly closed. The great body of fresh water, having breached the bend of that river below Ketí, now passes through the Gabei and Buri creeks, and enters the sea at the Jua or Seeshur mouth, or about 10 miles northward of its position ten years ago. For the above reasons the Hajámro mouth has been totally abandoned by the country shipping, and the pilots have removed to the new mouth.

Dangers.—A great extension of the banks off the fresh water mouth is in constant progress, so that a near approach to them must be always made with great caution. The banks, especially near the mouths, are generally of soft mud with ridges, here and there, of hard sand, which appears to be a kind of quicksand.

By day the surf on the edge of the banks is generally sufficient warning, except when the sea is smooth near high water. In clear weather the low shore, its isolated huts, or one of the beacons, will be seen in time to avoid accident, provided a vigilant look-out be kept. The discolouration of the water is very marked, particularly off the fresh water mouth; it extends far outside the edge of the shoals, and should be a sufficient warning by day. Even at night the discolouration has been observed and profited by.

Soundings.—During the night the banks should not be approached nearer than 20 or 15 miles, because the soundings will not be an infallible guide. For instance, at $2\frac{1}{2}$ miles outside the projecting point of the Hajámro bank there is a depth of 10 fathoms, where formerly 13 were found, and to the southward of Kukaiwari less than 20 fathoms are found in the head of the "Swatch" at a distance of 5 miles off the banks, whilst the latter depth is also found at 15 miles to the westward.

Proceeding down the coast from Kurrachee, a vessel is quite safe by attention to the lead. After deepening off Manora on a south course to 12 fathoms, she may run down the coast in that depth steering S. by E. to S. by E. $\frac{1}{4}$ E., and when the water deepens in the "Swatch" she will be southward of all dangers. In the south-west monsoon it would be desirable to give a wider berth, especially in a sailing vessel, and not to shoal under 15 fathoms.

For a vessel proceeding up the Sind coast, and making the banks from the southward or south-eastward, the lead is not a safe guide, unless a wide berth is given to pass outside the great Kori bank, which involves an unnecessary detour. A vessel should take a good departure from the Kattywar coast near Dwarka, by a bearing or latitude, and the depth of water, and shape a course to give the Indus Banks a berth of about 15 miles if passing them at night. If, after crossing the "Swatch," not less than 20 fathoms be obtained, haul up for Kurrachee, being careful not to shoal into less than 15 fathoms, until the light is sighted.

By day in the fine season a vessel may sight the Hajámro beacon; but it should be remembered that it is ill adapted for visibility, and also too nearly resembles a ship's mast when seen from a distance; neither is it visible from the Kukaiwari banks. Attention to the lead is therefore necessary in passing the banks; off them do not shoal under 12 fathoms, but when past them, a vessel might proceed to Kurrachee in a depth of 10 fathoms.

Currents.—The indraught of tide into the rivers is only felt when close in; the tidal current sets along shore following the direction of the edge of the bank. The ebb stream from the fresh water mouth sets seaward for a distance of 4 or 5 miles, accompanied by a very turbid state of the water, which also, during the high season of the river, is more or less fresh on the surface at the above distance off shore. The flood setting into the river is weaker. At the latter end of March, whilst the survey was being made, the set of the tide was weak, the flood setting to S.E. or S.S.E. and the ebb scarcely perceptible, except off the mouth.

After March and until September, a set to the south-east is experienced, extending as far out as the bank of soundings. Its strength varies from a half to $1\frac{1}{2}$ knots per hour, and when the wind hangs much to the southward, may be replaced for a time, by a current in the opposite direction.

Caution.—Several vessels have grounded on these Indus Banks, through not making due allowance for the south-easterly set before mentioned, and neglecting the use of the lead.

Sea-borne Traffic of River Indus.—Kurrachee is the only Sind port which is lighted, or where dues are levied. The port of the river Indus is the town of Ketí (mis-spelt Kellee on most charts), which stands on the left bank of the Hajámro, 10 miles from the present (Jua) mouth, and has a population of about 2,000. All sea-going vessels enter and clear from this place, cargoes being brought down by flat-bottomed river boats and then transhipped. Trade is chiefly grain. The season for navigation is from the end of August to the end of May, the port being closed during the monsoon months. The total present sea-going trade is about 2,400 vessels per season, aggregating 78,000 tons. The largest boats are little over 100 tons burthen, with a draught not exceeding 9 or 10 feet.

A pilot is kept at the mouth of the river, whose boat leads vessels out and in, flying a red flag if the flood is running, and a blue flag during the stream of ebb.

Tides.—It is high water, full and change, about 10 hours 45 minutes; springs rise 9 or 10 feet; neaps about 4 feet. The first part of the ebb runs to west-south-west, and as the reefs become dry, the stream changes its course to north-west, running parallel to the coast.

The tidal streams, especially the ebb, are strong in the river up to Ketí, running in places about 5 knots an hour: they also are strong for several miles outside the bar. On the ebb the surface of the sea is fresh to a distance of 4 or 5 miles off when the river is high. With that tide there is a heavy break on the bar when the sea breeze is fresh, and the native craft appear generally to leave the river in the morning at such times.

KURRACHEE (KARACHI) HARBOUR.

Manora Point, forming the west side of Kurrachee Harbour, is about 100 feet in height, and can be approached to a depth of 5 fathoms or within half a mile on any bearing from north to east. As at certain times of tide pilots cannot board vessels, attention should be given to all directions signalled from the station on Manora point.

Light.—On Manora point is situated a new lighthouse which exhibits, at an elevation of 150 feet, a revolving dioptric white light, the greatest brilliancy of which is attained every two minutes and is visible in clear weather from a distance of 20 miles.

Anchorage in the Roads.—From June to the middle of September, vessels should not on any account anchor, but stand off and on, keeping the lighthouse bearing from N.N.E. to N.E., one to two miles distant, until boarded by a pilot or directed by signal.

From the middle of September until the end of March, ships may anchor with the lighthouse bearing N. by E. to N.N.E. distant one mile, in 7 fathoms water, and during the months of April and May the lighthouse should bear N.N.E., to N.E. distant $1\frac{1}{2}$ miles in 8 fathoms.

The Harbour.—A breakwater has been built extending from Manora Point in a S. by E. direction to a distance of $1\frac{1}{2}$ miles into 5 fathoms water; this affords complete shelter to the entrance channel during the south-west monsoon.

Light.—A red light is exhibited from the end of the breakwater during the fine season only, i. e., from the 30th September to 1st June.

Channel.—A channel 500 feet wide, with a depth of 20 feet at low-water spring tides, has been opened through the bar. The entrance is marked by buoys, one on each side of the channel.

The depth of water in entrance channel at high water is—
 at spring tides.....29 feet.
 „ neap „24 to 25 feet.

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

During the fair season, vessels with a draught not exceeding 24 feet can enter and leave the harbour. Fixed moorings are placed for vessels of the largest class.

Tides.—It is high water, full and change, at 10 hours 30 minutes; average springs rise 9 feet 6 inches, and neaps 3 to 4 feet.*

Directions.—Masters of vessels should endeavour to make Kurrachee Harbour during the day, and they may with safety approach into a depth of 8 fathoms at about 2 miles from Manora lighthouse, between the bearings of N.E. to N.N.E., but should then heave to for a pilot.

Pilots.—Masters of ships should not under any circumstances attempt to enter the harbour without a pilot. The pilots always come off in a pulling boat in the fine weather, but in a 50-ton cutter during the monsoon.

Steam vessels can enter the harbour either on flood or ebb tide at the pilots' discretion. Sailing vessels should enter on the ebb.

A mail steamer arriving off the harbour at night should burn two blue lights in quick succession. During the fair season a pilot will at once board, but during the south-west monsoon the vessel must be kept off the harbour until daylight.

MARINE SURVEY DEPARTMENT; CALCUTTA, 19th February, 1878.

* Tide tables for Kurrachee are published by authority of the Secretary of State for India.

POST OFFICE NOTICE.

Unclaimed Correspondence, 29th March, 1878.

Letters. Papers.	Letters. Papers.	Letters. Papers.	Letters. Papers.	Letters. Papers.	Letters. Papers.
Adwards & Co. 5 1	Dantra, K. R. 1	Hampton, Wm. 1	Kennett, Mr. 1 regd.	Menegante, A. A. 1	Spence, A. S. 1
Asplans, E. H. 1	Davidge, Mrs. L. 1	Hollam, E. 1	Lie, Mandarin 1 regd.	Nicholls, J. T. B. 2	Stronach, W. G. 4
Alibhay, A. 1 regd.	Davieson, W. 1	Holler, Frederico 1	Lim Yun Yutsyá 1	Osgood, J. P. 1	Seymour, Esq. 1
Barnes & Co., 1	Evans, E. 1	Harms, Capt. 2	Latham, L. H. 1 2	Paulsen, H. 1	Sarda, Monsr. 1
Bun Hang Hau 1 regd.	Edward, Jas. 1	Hen Quang Yung 1	Mann, Henry 2	Pembroke, F. 2 1	Smith, Chas. 1
Busk & Co., C.J. 1	Flamankotesey 1	Hawkins, Capt. 1	McEnary, J. 1	Price, Mrs. G. 1	Smith, L. J. 1
Blankenger, J. 1	Ford, A. 1	Harvey, A. S. 1	Mirza, A. M. S. 1 regd.	Robertson, R. 1 parcel	Shadforth, Jno. 1
Bullock, T. L. 1	Gardner, C. J. 2	Harvey, Capt. 1	Mills, Chas. F. 2	Rosenthal, P. 1	Smith, Heer 1
Campbell, W. 4 2	Geldart, Rev. E. 2	Honsego 1	Mansau, Thos. 1	Rozario, P. P. do 1	Simani, F. 1
Colliver, Capt. 1	Gilkison, W. P. 1	Hancock, W. 3	Macpherson, G. 7	Shuraffally, T. 1	Tong Hing 2
Collins, E. F. 8	Graves, Miss A. 1	Hart, T. 2 bks.	Machado, Crus 1	Slater, A. T. 1	Tirofille, Monsr. 1
Clark 1	Hartye, W. 1	Ing Gung 1	Maher, J. M. 1		Vidal, A. 1
Duchesne, M. 1		Irwin, Dr. 1	McLelland, Jno. 1		Wah Tan 1 regd.
		Koon, W. K. 1 regd.	Mayers, W. F. 2		

For H. M. Ships.

Audacious,.....1 Letter. 1 Paper. Magpie,.....1 Letter. Victor Emanuel,.....1 Letter.

For Merchant Ships.

Letters. Papers.	Letters. Papers.	Letters. Papers.	Letters. Papers.	Letters. Papers.	Letters. Papers.
Anazi 1 regd.	Elizabeth Ostel 2	Hosea, s.s. 1	Lombardian 1	Peruvian 1	Strathairly, s.s. 1
Aberney 1	Empreza 1	Harbinger 4	L. R. Burnham 1	Paracca 1	
Annie Lorway 1	Explorador 1	Hawkesbury 2	Lady Penrhyn 7 1		
Antipodes 1	Eastern Isles, s.s. 1	Henry S. Sanford 1	Ling Feng 1		
Benefactor 2 1	Elizabeth Chills 1	Hopeful 2	Maggie Douglas 1	Riga, s.s. 1	Twilight 1 1
Benarty, s.s. 3	Empress 1	Henrik Hsen 1	Messenger 1	Roderick Hay 1	Tail Long 1
Bianca Pertica 2	Firth of Tay 7 4	Ionian 1	Merse 1 regd. 2 1		Tai Watts 1
Chili 2 1	Flodden 1	James Shepherd 2 3	Mars 1	Sarah Nicholson 3 2	Taunton 11 2
City of Aberdeen 1	Fitzpatrick, s.s. 1	Jessie Jameson 1	Mikado 2	Star of the North 1	Thingvalla, s.s. 1
Carnatic 1	F. Nightingale 2	Jessie McDonald 1	Madeline 2	St. Elmo 4 2	Tape Sing 1
Clara 1	Forest Bell 1	Killarney, s.s. 1	Moray, s.s. 2	Sophia 5	Undaunted 1
Creswell 1 1	G. Caulfield 2 2	Loweswater 1 2	Marion 3	Sophie 6	
Devana 1	George Crashaw 5	Leon Crespo 2	Maid of Judah 1	Staghound 3 1	Victoria 1
Dago, s.s. 1	Garmouth, 2	Largs 1	Mosquito 1	S. R. Mead 1	Victory 1
Emily Chaplin 2	H. Armitage 1	Ladoren 2 1 regd.	MacCallum More 2	Strathmore 16	
			Oneida 1	Store Dealer 1	
				Sir Harry Parkes 4	
				Syringe 1	Yentai, s.s. 2

Books, &c., without Covers.

Art of Building.	Catalogue of Steam Engines.	Glasgow Herald.	Le Lelge.	Newcastle Weekly Chronicle.	Saturday Review.
Association of Female Workers.	Catalogue de la Litterature Française Moderne.	Iron Trade Circular.	Lennox Herald.	Punch.	Teviotdale Record.
Alphabet.	Central-Blatt für das Deutsche Reich.	Illustrirte Zeitschrift, &c.	La Gazette.	Preussisches Handelsarchiv.	Times, Weekly Edition.
Bulletin, Am. Geo. Society.	Die Modenwelt.	Journal Amusant.	La Nazione.	Rotterdamsche Courant.	The Implement Manufacturer's Review.
Birmingham Weekly Post.	Dorf Chronik.	Journal de St. Petersburg.	Monatsschrift für den Orient.	Record.	The Jersey Weekly Press.
Baiss Brothers & Co., p.c.	Die Limmat.	Le Propagateur.	Mail, The	Revue Scientifique, &c.	The Westminster Papers.
Bircherische Freitags Zeitung.	Dresdner Nachrichten.	London Iron Trade Exchange.	Niederländische Handels, &c.	South Pacific Times.	Wiener Medizinische Wochenschrift, &c.
	Express.	Le Nord.	Nebispalter.	Sample of Ribbons.	Zeitschrift für Ethnologie.

Detained for Postage.

Thomaz, Antonio, Rua do Peligro, Callao, (30 cents),1 Letter.

General Post Office, Hongkong, 29th March, 1878.