

The rock (*Bismarck Rock*) lies three-quarters of a mile from the shore, has 12 feet on it, and bears east from Cape Hermes about $2\frac{1}{2}$ miles distant. There is a deep channel between it and the shore.

[All bearings are magnetic. Variation 28° Westerly in 1872.]

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
16th March, 1872.

This notice affects the following Admiralty Charts:—Hole in the Wall to $30^\circ 30' S.$, No. 2088; and St. John River, No. 2566; also African Pilot for South and East Coasts, 2nd Edition, page 82.

NOTICE TO MARINERS.

(No. 25.)—SOUTH AMERICA—WEST COAST—
PATAGONIA.

Dangers between Duke of York and Cambridge Islands.

THE Pacific Steam Navigation Company has given notice, that Commander Hall, of the steam ship *Cordillera*, reports two dangers lying nearly in line between Cape St. Lucia and Cape Santiago, on the west coast of Patagonia.

1. A sunken rock on which, with a high sea running, the water broke occasionally. Approximate position, lat. $51^\circ 11' S.$, long. $75^\circ 35' W.$
2. A reef of rocks (*Cordillera Reef*), just awash, on which the sea was breaking heavily. Approximate position, lat. $50^\circ 58' S.$, long. $73^\circ 34' W.$

NOTE.—Mariners navigating this part of the West Coast of America are cautioned that the coasts and the off-lying dangers between Magellan Strait and the Gulf of Peñas have not been closely examined, and that the charts are necessarily imperfect, therefore too close an approach to this dangerous and inhospitable shore is not advisable.

UNITED STATES—CALIFORNIA.

Fog Signals at Point Arena.

The United States Government has given notice, that a steam fog whistle has been established at Point Arena lighthouse, California.

In thick or foggy weather the whistle will be sounded for *five seconds*, with an interval of *twenty-five seconds* between each blast.

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
16th March, 1872.

This notice affects the following Admiralty Charts:—Magellan Strait to Gulf of Peñas, No. 561; Channels between Magellan Strait and Gulf of Trinidad, No. 23; Chile to South Shetland Islands, No. 2470; and Diego Bay to Cape Mendocino, No. 2530. Also, South and North America (West Coast) Lights List, No. 79; and South America Pilot, Part II, 6th Edition, page 247.

NOTICE TO MARINERS.

(No. 26.)—WEST INDIES—UNITED STATES OF
COLOMBIA.

Buoyage of Cartagena Harbour.

INFORMATION has been received that buoys have been placed at the entrance to and within the Harbour of Cartagena, in lieu of the posts which have hitherto indicated the channel.

The following system in the arrangement of the buoys has been adopted, viz.:—

The buoys on the starboard hand going in are painted *red*, and numbered with even numbers, 2, 4, 6, &c.

The buoys on the port hand going in are painted *black*, and numbered with odd numbers, 1, 3, 5, &c.

The above buoys are numbered progressively from 1 to 18, beginning at Boca Chica.

The buoys on middle, or isolated, shoals which have a channel on either side are painted *black and red*, and not numbered.

All the buoys are moored in from 4 to 5 fathoms water.

Three buoys are moored outside the Boca Chica, viz.:—Two *black* buoys, Nos. 1 and 3, on the edge of the shoal water on the north side of the entrance, and one *red* buoy, No. 2, on the south side, off Baru Island.

No. 1 *black* buoy, lies S.S.E. $\frac{1}{2}$ E. $1\frac{2}{3}$ cables from the old fort on Tierra Bomba.

No. 3 *black* buoy, lies S.E. 3 cables from the old fort.

No. 2 *red* buoy, lies S.E. $\frac{1}{4}$ S. half-a-mile from the old fort.

Ten buoys are moored in the outer harbour, viz.:—Five *black*, Nos. 5, 7, 9, 11, and 13; four *red*, Nos. 4, 6, 8, and 10; and one *black and red*.

No. 5 *black* buoy on the shoal off Fort San Fernando, and S. $\frac{1}{2}$ E. nearly a cable from the east angle of the fort.

No. 4 *red* buoy, on edge of shoal of Fort San Jose, and N.W. $\frac{2}{3}$ W. $1\frac{1}{3}$ cables from the north-west angle of Fort San Jose.

No. 6 *red* buoy, on the north point of San Jose shoal, and N. by E. $\frac{2}{3}$ E. $3\frac{2}{3}$ cables from the north-west angle of Fort San Jose.

No. 7 *black* buoy, on the south point of the Carreya bank, and E. by N. 6 cables from the east angle of San Fernando fort.

A *black and red* buoy on Carreya shoal, E. $\frac{2}{3}$ N. nearly 9 cables from the east angle of Fort San Fernando.

No. 9 *black* buoy, on Loro point shoal, and S.E. $\frac{1}{2}$ S. $3\frac{1}{4}$ cables from the church on Loro point.

No. 8 *red* buoy on the north edge of Sta. Cruz bank, and E. by N. $\frac{2}{3}$ N. $1\frac{3}{10}$ miles from the church on Loro point.

No. 11 *black* buoy, on eastern point of shoal off Mangrove cay, and E. by N. 2 cables from the cay.

No. 10 *red* buoy, on small shoal on east shore, called Bokandee shoal, is N.E. $\frac{1}{2}$ E. $1\frac{1}{10}$ miles from Mangrove cay.

No. 13 *black* buoy lies N. $\frac{1}{2}$ W. nearly half a mile from Mangrove cay.

Five buoys, viz., two *black*, Nos. 15 and 17, three *red*, Nos. 14, 16, and 18, and one *black and red* mark the entrance to the inner harbour or anchorage.

The two *black* buoys, Nos. 15 and 17, mark the edge of the shoal off the western magazine, and one *red* buoy, No. 14, marks the shoal edge off the eastern magazine; the *red and black* buoy marks the south point of the shoal inside, and the *red* buoys Nos. 16 and 18 mark the N.W. and N.E. points.

[All bearings are magnetic. Variation 6° Easterly in 1872.]

By command of their Lordships,
Geo. Henry Richards, Hydrographer.
Hydrographic Office, Admiralty, London,
18th March, 1872.

Erratum in Notice to Mariners, No. 20.—In directions for vessels proceeding eastward of