

The illuminating apparatus is of the third order.
Position, lat. $11^{\circ} 58' 15''$ N., long. $66^{\circ} 38' 31''$ W.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London.
8th September, 1875.

This Notice affects the following Admiralty Charts:—Los Roques, No. 512; West Indies, Sheet IX, No. 395; West Indies, Caribbean Sea, No. 392 *a*; Trinidad Islé to Los Roques, No. 394; Also, Admiralty List of Lights in the West India Islands, 1875, No. 96; and West India Pilot, Vol I, 3rd Edition, page 142.

NOTICE TO MARINERS.

(No. 124.)—COCHIN CHINA.

Reported Rock off Cape Ti-wan.

INFORMATION has been received from Her Majesty's Consul at Saigon, of the existence of a rock, lying in a south-easterly direction from Cape Ti-wan, and on which the British steam vessel "Pernambuco" (drawing 15 feet) struck, on her voyage from Hong Kong to Saigon, on the 18th June, 1875.

This rock (Pernambuco Rock) appeared to be about 40 feet in extent, but as the ship merely struck and passed over no soundings were taken on it.

The rock was, however, subsequently searched for in a boat, but no bottom was found at ten fathoms.

The position assigned to the rock by the master of the "Pernambuco" is $3\frac{1}{2}$ miles S.E. by S. from Cape Ti-wan; this places the rock in latitude $10^{\circ} 19' 18''$ N., longitude $107^{\circ} 16' 18''$ E.

NOTE.—As the position of this reported danger is uncertain, vessels should not approach Cape Ti-wan nearer than six miles, nor shoal the soundings to less than eleven fathoms at low water, until further particulars are known.

[All bearings are magnetic. Variation 2° Easterly in 1875.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
8th September, 1875.

This Notice affects the following Admiralty Charts:—Saigon or Don-Nai River, No. 1269; Saigon River to Phan-rang Bay, No. 1261; and China Sea, southern portion, No. 2660 *a*; also China Sea Directory, Vol. II, page 337.

NOTICE TO MARINERS.

(No. 125.)—IRELAND—EAST COAST.

Light-vessel marking Wreck off Kish Bank.

THE Commissioners of Irish Lights have given notice, that a light is now exhibited from a light-vessel placed $5\frac{1}{2}$ miles eastward of Kish Bank, near the wreck of H.M.S. "Vanguard."

The light is a *revolving green* light, attaining its greatest brilliancy *every minute*; it is elevated 39 feet above the level of the sea.

The light-vessel is moored in 23 fathoms water, half a mile E.S.E. from the wreck, with the following bearings:—

Kish Light-vessel, N. $23\frac{1}{2}^{\circ}$ W., $9\frac{1}{10}$ miles.
Codling Bank Light-vessel, S. $18\frac{1}{2}^{\circ}$ W., 9 miles.

Brayhead, N. $76\frac{1}{2}^{\circ}$ W., $11\frac{6}{10}$ miles.
Position, lat. $53^{\circ} 12' 30''$ N., long. $5^{\circ} 45' 35''$ W.
The light-vessel has three masts, and will be painted green, with the word *Wreck* in white letters on her sides.

Wreck. Buoy.

Also, that a buoy painted *green*, and marked with the word *Wreck* in black letters, has been placed W.N.W. 150 yards distant from the wreck of H.M.S. "Vanguard."

The buoy lies in 20 fathoms at low water with the following bearings:—

Kish Light-vessel, N. 21° W., 9 miles.
Codling Bank Light-vessel, S. 15° W., $9\frac{1}{10}$ miles.

CAUTION.—Vessels should not pass between the light-vessel marking the wreck and the wreck buoy.

[All bearings are magnetic. Variation $22\frac{1}{2}^{\circ}$ Westerly in 1875.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
11th September, 1875.

This Notice affects the following Admiralty Charts:—Ireland, General, No. 1824 *a*; Irish Channel, No. 1825 *b*; Ireland, Sheet 16, Wicklow to Dublin, No. 1467. Also, Admiralty List of Lights in the British Islands for 1875, page 58, and Sailing Directions for the Coast of Ireland, Part I, page 91.

Official Notice.

Proposal to Change a Ship's Name.

WE, John Hall, jun., and Richard Cresswell, of 1, New London-street, hereby give notice, that in consequence of the unsuitability of her present name for the trade between London and Gibraltar, in which they intend to employ her, it is their intention to apply to the Board of Trade, under Section 6 of the Merchant Shipping Act, 1871, in respect of their ship "Ariadne," of London, official number 63,524, of gross tonnage 1,412.15 tons, of register tonnage 1,055.46 tons, heretofore owned by the Belgian Royal Mail Company Limited, of London, for permission to change her name to "Gibraltar," to be registered under the said new name at the Port of London, as owned by John Hall, jun., and Richard Cresswell.

Any objections to the proposed change of name must be sent to the Assistant-Secretary, Marine Department, Board of Trade, within fifteen days from the appearance of this advertisement.

Dated at 1, New London-street, E.C., this 14th day of September, 1875.

John Hall, junr., and *Richd. Cresswell*,
Owners, trading as John Hall, jr., and Co.

NOTICE is hereby given, that a separate building, named the Old Gravel Pit Chapel, situate at Chatham-place, in the parish of Saint John at Hackney, in the county of Middlesex, in the district of Hackney, being a building certified according to law as a place of religious worship, was, on the 30th day of August, 1875, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 3rd day of September, 1875.

Jno. Godwin, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Wesleyan Free Church, situated at Pump-square, in the parish of Boston, in the county of Lincoln, in the district of Boston, being a building certified according to law as a place of religious worship, was, on the 31st day of August, 1875, duly registered for solemnizing