

The illuminating apparatus is catadioptric, or by reflectors and lenses of the fourth order.

[The bearings are magnetic. Variation Halifax Harbour  $20\frac{1}{2}^{\circ}$ , Holmes Hole Harbour  $10\frac{1}{2}^{\circ}$  Westerly in 1877.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
14th September, 1877.

This Notice affects the following Admiralty Charts:—

(1.) North Atlantic Ocean, Western Part, No. 2060 *b*; St. John to Halifax, No. 2666; Halifax to Delaware River, No. 2670; Sambro Island to Cape Canso, No. 729; Mars Head to Shut-in Island, No. 2410; and Halifax Harbour, No. 2320; also, Admiralty List of Lights in British North America, 1877, No. 242; and Sailing Directions for the S.E. Coast of Nova Scotia and Bay of Fundy, 1875, pages 83 and 84.

(2.) Nantucket Shoals to Block Island, No. 2890; also, Admiralty List of Lights in the United States, 1877, page 14; and Sailing Directions for the principal ports on the East Coast of the United States, 1874, page 37.

#### NOTICE TO MARINERS.

(No. 125.)—AFRICA—SOUTH COAST.  
CAPE COLONY.

*Intended Light near Cape St. Francis.*

THE Government of the Cape Colony has given notice, that it is intended, probably in March or April, 1877, to exhibit a light from a lighthouse, now in course of construction, on Seal Point,  $1\frac{1}{2}$  miles westward of Cape St. Francis.

The light (which will be named Cape St. Francis Light) will be a revolving white light of the second order, flashing at intervals of twenty seconds; elevated 118 feet above high water, and should be visible in clear weather from the bearing of  $S. 83^{\circ} W.$ , northward of which line of bearing it is obscured by Cape St. Francis, through all points seaward, from a distance of about 16 miles.

The light tower, 91 feet high, cylindrical in shape, and built of stone, with keeper's dwelling attached, is situated about 250 yards within the extreme of Seal Point. Position, lat.  $34^{\circ} 12' 30'' S.$ , long.  $24^{\circ} 50' E.$

Also, that further notice will be given of the precise date when the light will be exhibited.

[The bearing is magnetic. Variation  $30\frac{1}{4}^{\circ}$  Westerly in 1877.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
15th September, 1877.

This Notice affects the following Admiralty Charts:—Indian Ocean, No. 748 *a*; Hollams Island to Cape Corrientes, No. 526; Hondeklip Bay to Port Natal, No. 2095; Mossel Bay to Cape St. Francis, No. 2084; and Cape St. Francis to Waterloo Bay, No. 2085: Also, Admiralty List of Lights in South Africa, &c., 1877, page 4; and African Pilot for South and East Coasts, 1855, page 54.

#### NOTICE TO MARINERS.

(No. 126.)—SCOTLAND—WEST COAST—  
FIRTH OF CLYDE.

*Intended Light at Lamlash Harbour.*

THE Commissioners of Northern Lighthouses have given notice, that on and after 1st October,

1877, a light will be exhibited from a lighthouse recently erected on the south-west extreme of Holy Island, east side of the southern entrance to Lamlash Harbour:—

The light will be a fixed green light, elevated 46 feet above high water, and should be visible in clear weather from a distance of 12 miles. The light is obscured by the south part of Holy Island, westward of the bearing of  $N.W. \frac{3}{4} W.$ : and obscured by the south-east part of Arran Island, eastward of the bearing of  $N.E. by N.$ : it is visible over Lamlash Harbour, except where obscured by the western part of Holy Island.

The illuminating apparatus will be dioptric, or by lenses of the fourth order.

NOTE.—Fullarton Rock, with 8 feet water on it, and marked on its eastern side by a black buoy, bears  $W. \frac{3}{4} S.$  from Lamlash Lighthouse, distant about 530 yards.

[The bearings are magnetic. Variation  $23\frac{1}{4}^{\circ}$  Westerly in 1877.]

By command of their Lordships,  
*Fredk. J. Evans*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
18th September, 1877.

This Notice affects the following Admiralty Charts:—Ireland, general, No. 1824 *a*; Irish Channel, No. 1825 *a*; Scotland, W. Coast, No. 2635; Cantyre Mull to Ardnamurchan Point, No. 2515; and Clyde River, Loch Fyne, &c., No. 2159, with plan of Lamlash Harbour: Also, Admiralty List of Lights in the British Islands, 1877, No. 285 *a*; and Sailing Directions for the West Coast of Scotland, Part II, 1877, page 272.

#### NOTICE TO MARINERS.

(No. 127.)—SOUTH AMERICA.  
MAGELLAN STRAIT—BROAD BEACH.

*Description of Sandy Point Lights.*

WITH reference to Notice to Mariners, No. 114, of 30th August, 1877, on the alteration in Sandy Point Light, and intended establishment of a red light:—

The Chilean Government has given further information, namely:—

The white light, exhibited from the round tower of the block-house, and 36 feet above the ground, is a fixed white light of the sixth order. The light is elevated 74 feet above the sea, and should be visible in clear weather, between the bearings of  $N. 19^{\circ} W.$  (through west) and  $S. 2^{\circ} W.$ , from a distance of 10 miles.

The red light, exhibited since 1st July, 1877, indicates the anchorage-ground in Sandy Point Road. It is a fixed red light, elevated 69 feet above the sea, and should be visible in clear weather from a distance of 3 miles. This light, exhibited from a wooden cupola, 29 feet high, painted white, and supported on two uprights, is situated about 20 feet westward of the battery flagstaff.

The white cupola serves as a day-mark instead of the battery flagstaff.

NOTE.—Vessels approaching Sandy Point from the northward should not steer for the anchorage until the white light bears northward of  $W. \frac{1}{4} N.$ , when a  $W.S.W.$  course may be steered till the red light is seen, then bring the two lights in line and anchor as convenient in from 10 to 5 fathoms. Approaching the anchorage from the southward, the white light should be kept well on the port bow until the red light becomes visible, when the two lights should be brought in line and anchorage taken up as above directed.