

NOTICE TO MARINERS.

(No. 21.)—SOUTH AMERICA—WEST COAST.

CHILE.

(1.) *Lota Bay—Revolving Light on Lota Point.*

WITH reference to Notice to Mariners, No. 151 (1), of 9th June, 1883, on the intended exhibition of a light from a lighthouse, then in course of construction, on Lota (Lutrin) Point, north side of entrance to Lota Bay :—

The Chilean Government has given notice, that on 1st December, 1884, the light was exhibited :—

The light is a revolving white light, attaining its greatest brilliancy every fifteen seconds, elevated 160 feet above high water, and should be visible in clear weather from a distance of 18 miles. The light is obscured to the northward by the heights of Chambique, bearing N. by W. from the lighthouse.

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

The lighthouse, 4½ feet high, constructed of iron and cylindrical in shape, is painted white.

Position, lat. 37° 5' 20" S., long. 73° 11' 15" W.

NORTH AMERICA—WEST COAST.—CALIFORNIA.

(2.) *Montara Point Fog Signal—Alteration in Character.*

The United States Government has given notice, that on 1st March, 1885, the following alteration will be made in the character of the fog signal at Montara Point, southward of San Francisco Bay :—

During thick or foggy weather, a blast will be sounded of five seconds' duration, followed by an interval of twenty-five seconds.

[The bearing is magnetic. Variation, 17¼° Easterly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

4th February, 1885.

This Notice affects the following Admiralty Charts :—South Pacific Ocean, eastern sheet, No. 789 (1); Cape Horn to Cape Corrientes, No. 786 (1); Tucapel Point to Lora Point, No. 1286 (1); Coronel, Lota, and Colcura Bays, No. 647 (1); Point Pinos to Bodega Head, No. 229 (2). Also, Admiralty List of Lights in South America, &c., 1885, Nos. 65*b*, 87*a*; and South America Pilot, Part II, 1875, page 236.

NOTICE TO MARINERS.

(No. 22.)—AUSTRALIA—SOUTH COAST.

PORT PHILLIP—SOUTH CHANNEL.

(1.) *Eastern Lighthouse—Alterations in Upper Light, Discontinuance of Lower Light.*

WITH reference to Notices to Mariners, No. 97, of 21st July, 1874, on the establishment of Eastern light, immediately under Arthur's Seat, South Channel, Port Phillip; and No. 15, of 31st January, 1878, on the exhibition of an auxiliary white light, placed 40 feet below the above mentioned light :—

The Government of Victoria has given further notice, that on 1st January, 1885, a new and more powerful light would be exhibited in lieu of the previous upper light; and that the lower light would be discontinued :—

The new Eastern Light shows as heretofore fixed red between the bearings of S. by W. ½ W. and S. E. ¼ E., and fixed white between S. E. ¼ E. and E. by N. ½ N.; it is elevated 100 feet above high water, and should be visible in clear weather from a distance of about 13 miles.

The illuminating apparatus is dioptric, or by lenses, of the third order.

The lighthouse, constructed of iron, is painted white.

AUSTRALIA—NORTH COAST.—CLARENCE STRAIT.

(2.) *Vernon Islands—Buoy marking Shoal Ground.*

The Government of South Australia has given notice, dated 5th December, 1884, that a buoy has been placed near the western end of the shoal ground lying north-westward of S.W. Vernon Island, Clarence Strait :—

The buoy, conical, painted black and surmounted with a globe, is moored in about 7 fathoms water, with the following bearings and distance :—

Western Point, N.W. Vernon Island, N.E. by E.

Henry Ellis Reef Buoy, E. ½ N., distant about 4½ miles.

Fright Point, S.E. by E. ¾ E.

Position lat. 12° 5' 15" S., long. 130° 57' 15" E.

NOTE.—Large vessels should pass westward of this buoy, as the soundings to the south-eastward are very irregular, and at a distance of 2 or 3 cables in that direction from the buoy, the depth is about 15 feet at low water spring tides.

In ordinary weather, this conical buoy, and Henry Ellis Reef Buoy may be plainly seen from each other, thus facilitating the navigation.

The red buoy on the south-east spit of East Vernon Island, which disappeared in 1884, will not be replaced.

[The bearings are magnetic. Variation (1) 8° (2) 2½°, Easterly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

6th February, 1885.

This Notice affects the following Admiralty Charts :—Bass Strait, Sheet 2, No. 1695*b* (1); Port Philip, No. 1171*a* (1); Port Phillip Entrance, No. 2747*b* (1); Melville Island, Dundas and Clarence Straits, with plan of Vernon Islands, No. 613 (2). Also, Admiralty List of Lights in South Africa, &c., 1885, No. 408; Australian Directory, Vol. I, 1884, page 326; and Australia Directory, Vol. III, 1881, page 106.

NOTICE TO MARINERS.

(No. 23.)—ENGLAND.—WEST COAST.

(1.) *Liverpool Bay—Intended Adoption of the Uniform System of Buoyage.*

THE Mersey Docks and Harbour Board has given notice, that in the early part of the summer of 1885, it is intended that the Uniform System of Buoyage recommended by the Report of the Buoyage Conference of 1st May, 1883, under the presidency of H.R.H. the Duke of Edinburgh, shall be adopted in buoying the sea channels of the Mersey in Liverpool,

The principal arrangements of the Uniform System as applicable to Liverpool Bay are as follows :—

Channel Buoys.

The term "starboard hand" denotes that side of a channel which, when inward bound, is on the right hand of the mariner. The term "port hand" denotes the left hand of the mariner in the same circumstances.

The shape and colours of the buoys to be used are :—

Starboard hand buoys, conical, red.

Port hand buoys, can, black.

Spits of banks intervening between two channels or middle grounds will be marked by spherical buoys, painted with white rings on a dark ground.

Beacon Buoys.

When a buoy is surmounted by a beacon, a staff and globe indicates a starboard hand buoy; a staff and cage a port hand buoy; a staff and