

The vessel is moored in 20 fathoms at low water spring tides, with the following bearings and distances:—

Mew Island Light, N. $\frac{1}{4}$ E., distant 10 miles.

South Rock Light-vessel, S. $\frac{3}{4}$ W., distant 8 $\frac{1}{2}$ miles.

Position, lat. $54^{\circ} 32' 20''$ N., long. $5^{\circ} 25' 50''$ W.

Also, that a double explosive fog-signal is established on board the light-vessel, which, during thick or foggy weather, will be fired in quick succession every ten minutes.

The signal consists of a gun-cotton charge, exploded from a davit on the after part of the vessel.

[The bearings are magnetic. Variation $21\frac{1}{2}^{\circ}$, Westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
27th January, 1886.

This Notice affects the following Admiralty Charts:—Ireland, general, No. 1824a; Irish Channel, No. 1825a; Solway Firth to Loch Ryan, No. 1971; Lough Carlingford to Lough Larne, No. 45. Also, Admiralty List of Lights in the British Islands, 1855, No. 555a; and Sailing Directions for the Coast of Ireland, Part I, 1885, page 152.

NOTICE TO MARINERS.

(No. 20.)—SOUTH AMERICA—WEST COAST.—
CHILE.

Antofagasta—Fixed Red Light on Fawn Ledge.

INFORMATION has been received through the Board of Trade, that on 15th November, 1885, a light was exhibited from a lighthouse erected on Fawn Ledge, southern side of Port Antofagasta:—

The light is a fixed red light of the sixth order, placed upon a specially arranged elevator, which raises it, when alight, 36 feet above high water; it should be visible in clear weather from a distance of eight miles.

The small house and elevator painted white, are situated about $2\frac{1}{2}$ cables eastward of the sunken Paita Rock.

Approximate position, lat. $23^{\circ} 38\frac{1}{2}'$ S., long. $70^{\circ} 22\frac{1}{2}'$ W.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
28th January, 1886.

This Notice affects the following Admiralty Chart:—Grande Point to San Francisco Point, with plan of Antofagasta, No. 1277. Also, Admiralty List of Lights in South America, 1885, No. 70a; and South America Pilot, Part II, 1875, page 300.

NOTICE TO MARINERS.

(No. 21.)—PORTUGAL—WEST COAST.
RIVER TAGUS.

(1.) *Alterations in Belem Light.*

THE Portuguese Government has given notice, that on 15th January, 1886, the light at Belem would be exhibited from a lighthouse erected on the lower platform of the tower of the castle, north shore of River Tagus:—

The light is a fixed red light of the fifth order, elevated 44 feet above high water, and should be visible in clear weather from a distance of about 7 miles. It is obscured northward of the bearing S. 75° E.

The lighthouse, 31 feet high, is constructed of open iron work, and painted grayish white; the

lantern which surmounts it is similar in appearance to the stone sentry boxes on the same platform of the tower.

(2.) *Fixed Light on Cacilhas Point.*

Also, with reference to Notice to Mariners, No. 167 (2), of 24th September, 1885, on the exhibition of a light on Cacilhas Point, south shore of River Tagus:—

Further notice has been given, that on 15th January, 1886, the light would be exhibited from a lighthouse erected on the quay at Cacilhas Point:—

The light is a fixed white light of the fifth order, elevated 46 feet above high water, and should be visible in clear weather from a distance of about 11 miles. It is obscured southward of the bearing S. $76\frac{1}{2}^{\circ}$ E. (this line indicating the direction of Fort St. Julian Light).

The lighthouse, 50 feet high, consists of a cylindrical iron tower, painted red.

Position, lat. $38^{\circ} 41' 10''$ N., long. $9^{\circ} 8' 50''$ W.

NOTE.—Vessels entering the Tagus at night, should keep the leading lights for the North or South channels in line, until Cacilhas Point Light is seen, when the course should be altered for the fairway of the river—indicated by the above northern limit of Belem Light, and the southern limit of Cacilhas Point Light—and having passed Belem Castle, anchorage may be taken up as convenient.

[The bearings are magnetic, and are given from seaward. Variation 19° Westerly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
28th January, 1886.

This Notice affects the following Admiralty Charts:—Cape Finisterre to Cape St. Vincent, No. 87; Entrance of the River Tagus, No. 89. Also, Admiralty List of Lights on the north and west coasts of France, Spain, and Portugal, No. 330, page 34; and Sailing Directions for the west coasts of France, Spain, and Portugal, 1885, pages 278–283.

NOTICE TO MARINERS.

(No. 22.)—AUSTRALIA—EAST COAST.

Sunken Rock and Shoal Ground Northward of Eagle Islet.

INFORMATION has been received from Lieutenant and Commander Pullen, Her Majesty's Surveying-vessel "Lark," of the existence of a dangerous rock and shoal ground extending about 6 cables northward of the reef fringing Eagle Islet, western side of the Inner Route to Torres Strait.

The rock, with less than 6 feet water on it, lies with Eagle Islet bearing S. $\frac{3}{4}$ E., distant one mile; a small rock above water is situated between it and the fringing reef; and shoal patches lie about 5 cables south-eastward of the sunken rock.

Position of rock, lat. $14^{\circ} 41'$ S., long. $145^{\circ} 24\frac{1}{2}'$ E.

[The bearing is magnetic. Variation 6° Easterly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
28th January, 1886.

This Notice affects the following Admiralty Charts:—Coral Sea, Great Barrier Reef, sheet 11, No. 2764; Cape Tribulation to Cape Flattery, No. 2351; Cape Flattery to Cape Sidmouth, No. 2352. Also, Australia Directory, Vol. II, 1879, page 250.