

S.W. by W. $\frac{1}{4}$ W., or from the northern extreme of Keppel Rocks to Cottier Bank Buoy.

Also, that on the same date, the high light at Little Sea Hill would show red when bearing northward of N.E. $\frac{3}{4}$ E.

NOTE.—Timandra Bank Buoy will be moved from its former position into a depth of 3 fathoms, off the north-west extreme of Timandra Bank.

Directions by night :—Vessels entering Keppel Bay from the eastward, with Cape Capricorn leading lights in line, when abreast Cottiers Bank Buoy (which will be indicated by opening Pilot Station light on a S.W. by W. $\frac{1}{4}$ W. bearing) should steer for the light-vessel, being careful not to bring her westward of a W. by S. bearing.

When abreast Keppel Rocks, Pilot Station Light will become obscured. Continue a westerly course for about $3\frac{1}{4}$ cables past the light-vessel, when Balaclava Island Lights will be brought in line, and the usual directions may then be followed.

Approaching vessels requiring pilots—whether or not they have made the usual signal (by day, Union Jack at the fore; at night, blue light, gun, or rocket), when off Cape Capricorn—should, if not already boarded by a pilot, make the signal for one on nearing the light-vessel, which will be answered as follows :—

By a white flare up, when the pilot will put on board from the light-vessel.

By two white lights placed vertically, when the pilot is coming off from the Pilot station, and the boat is to be looked out for.

By a white light over a red light, when vessels are to proceed, keeping Balaclava Island lights in line, and to look out for the pilot on the line of lights.

By a red light over a white light, when a pilot will be obtained at Little Sea Hill.

By two red lights placed vertically, when there is no pilot available, and the vessel is to anchor, or to proceed with Balaclava Island lights in line, for better shelter.

By day—The foregoing signals will be made by flags of similar colours.

Pilots may be put on board the light-vessel, by outward-bound vessels not further requiring their services.

[The bearings are magnetic, and those concerning the arcs of visibility of lights are given from seaward. Variation $8\frac{3}{4}^{\circ}$ Easterly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
25th May, 1886.

This Notice affects the following Admiralty Charts :—Sandy Cape to Keppel Islands, No. 345; Keppel Bay and Islands, No. 363. Also, Admiralty List of Lights in South Africa, &c., 1886, page 84; Australia Directory, Vol. II, 1879, pages 133–135, and Supplement, 1884, to Australia Directory, Vol. II, page 13.

NOTICE TO MARINERS.

(No. 128.)—SOUTH AMERICA.—MAGELLAN STRAIT—BROAD REACH.

(1.) *Sandy Point—Discontinuance of Leading Lights.*

INFORMATION has been received from Captain W. McC. Castle, H.M.S. "Sappho" that the fixed light formerly shown from the block-house at Sandy Point, and the red light seaward of it, are discontinued.

NOTE.—The fixed light, shown from a framework tower on the new pier, is in line with the buoy marking the wreck of H.M.S. "Doterel," on a N.W. $\frac{1}{4}$ W. bearing.

NORTH AMERICA—WEST COAST.—HARO STRAIT.

(2.) *Discovery Island—Fixed Light on East Extreme.*

The Government of the Dominion of Canada has given notice, that on 10th April, 1886, a light would be exhibited from a light-house erected on the east extreme of Discovery Island, near Sea Bird Point, western side of Haro Strait :—

The light is a fixed white light, visible between the bearings of N.N.E. $\frac{3}{4}$ E., through west, and S.E. $\frac{1}{4}$ S. (thus showing over an arc embracing Haro Strait and Sidney Channel, and the direction of Race Islands). It is elevated 91 feet above high water, and should be visible in clear weather from a distance of fifteen miles.

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

The lighthouse, 47 feet high, consists of a square wooden tower, painted white, with keeper's dwelling attached.

Position, lat. $48^{\circ} 25' 20''$ N., long. $123^{\circ} 13' 50''$ W. [The bearings are magnetic, and are given from seaward. Variation (1) $20\frac{1}{2}^{\circ}$; (2) $22\frac{3}{4}^{\circ}$ Easterly in 1886.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
25th May, 1886.

This Notice affects the following Admiralty Charts :—First Narrows to Sandy Point, No. 1337 (1); Second Narrows to Cape Pillar, No. 21 (1); Sandy Point Road, on sheet of plans, No. 545 (1); Cape Mendocino to Vancouver Island, No. 2531 (2); Vancouver Island, No. 1917 (2); Haro and Rosario Straits, No. 2689 (2); Haro Strait and Middle Channel, No. 2840 (2); Juan de Fuca Strait, No. 1911 (2); Inner Channels leading from Fuca Strait, No. 577 (2). Also, Admiralty List of Lights in South America, Western Coast of North America, &c., 1886, No. 63, page 26; South America Pilot, Part II, 1886, page 71; and Vancouver Island Pilot, 1864, pages 17, 27, 44.

NOTICE TO MARINERS.

(No. 129.)—NORWAY—SOUTH COAST.

LANGESUND ENTRANCE.

(1.) *Fog Signal near Langötangen Lighthouse.*

THE Norwegian Government has given notice, dated 12th May, 1886, that a fog signal has been established near Langötangen Lighthouse, south point of Langö Island, Langesund Entrance :—

The signal is a bell, which during thick or foggy weather, will be sounded once every forty-five seconds.

GULF OF BOTHNIA—RUSSIAN COAST.

(2.) *North Quarken Light-Vessel—Colour of Light.*

With reference to Notice to Mariners, No. 105 (2), of 12th May, 1886, on a new light-vessel having been placed to mark Snipan Shoal, in place of the former North Quarken Light-vessel; and that the light, shown from the foremast, would be a fixed white light :—

The Russian Government has given further notice, dated 29th April, 1886, that the light is a fixed red light as formerly, and not white as stated in the above notice.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
26th May, 1886.

This Notice affects the following Admiralty Charts :—Skagerrak or Sleeve, No. 2289 (1);