The light is a *flashing* white light, showing a bright flash every *ten seconds*, placed at an elevation of 118 feet above the level of the sea at high water, and should be seen in clear weather from the deck of a ship at a distance of 18 miles.

The illuminating apparatus is dioptric, or by lenses of the second order. The tower stands in lat. 48° 17′ 30″ N., long. 123° 32′ 15″ West of Greenwich.

Directions for Esquimalt and Victoria Harbours, by Captain Richards, R.N.

The Race Rocks Tower can be distinctly seen at the distance of 12 miles. On nearing it vessels should round it at a distance of from half a mile to a mile; the outermost danger is a rocky patch of 5 feet, lying S.E. by E., between 3 and 4 cables from the Great Race.

On rounding the Race Islands, Fisgard Island fixed light will be seen, and should be steered for, on a bearing N. ½ W., which will lead clear of the reef extending a short distance off Albert Head. Keep the bright light in full view; if a vessel gets too far to the westward it will appear dim, and shortly become shaded or green, when she should immediately steer out to the eastward, until it again shows bright.

This precaution is especially necessary on account of the tides, which, during springs, run as much as 6 knots in the neighbourhood of the Race Rocks; the ebb runs almost in a direct line from Haro Strait to the Rocks, and sets between them and the shore; there are also tide races in the vicinity, dangerous for boats or small craft.

When to the northward of Albert Head, and desiring to anchor in Royal roadstead, a vessel should bring Fisgard Island light to bear N. by W., when she will have 10 fathoms good holding ground; or, if desired, she may stand to the westward until the light becomes shaded green, when she should *immediately* anchor.

Entering Esquimalt Harbour the light should be left from one to two cables' lengths on the port hand, and when it bears S. by W. at a convenient distance, a ship may anchor in 7 fathoms, or stand into Constance Cove if preferred. When the light bears N.W. by W. it changes from bright to red, and shows the latter colour within the harbour.

Entering Esquimalt from the eastward, the light should not be steered for until it shows bright, which is the mark for clearing Brotchy Ledge and the Scrogg Rocks; when the light changes from red to bright, it leads about half a cable clear of the Scrogg Rocks.

The course for the entrance of Victoria Harbour, after rounding the Race Lighthouse, is N. ½ E. (allowing for tides), and when Fisgard Island light changes from bright to red a vessel will be scarcely a mile from the shore.

Ships, however, above the size of coasters, unless acquainted with the neighbourhood, are recommended not to run for Victoria Harbour at night, when they would not be able to enter; but rather to anchor in Royal roadstead for daylight. With S.E. winds and stormy weather a ship should invariably run into Esquimalt Harbour, which she can do with great facility by the assistance of the light on Fisgard Island.

[The bearings are magnetic. Variation 22° 4′ in 1861.]

By Command of their Lordships,
JOHN WASHINGTON, Hydrographer.

Hydrographic Office, Admiralty, London,
19th February 1861.

This Notice affects the same Admiralty Charts as named in the Fisgard Island Notice, No. 6.

NOTICE TO MARINERS.

(No. 8.)—GULF OF ST VINCENT.—SOUTH AUSTRALIA.

Change of Light on Glenelg Jetty.

THE Marine Board at Port-Adelaide, South Australia, has given notice, that on and after the 1st day of December 1860, a permanent *green* light would be exhibited at the outer end of Glenelg Jetty, Gulf of St Vincent, instead of the red and white occasional light hitherto shewn.

The light is a *fixed green* light, elevated 29 feet above the level of the sea at high water, visible in all directions seaward, and should be seen from a distance of 6 miles.

The position of the light is in lat. 34° 59′ 30″ S., long. 138° 33′ E. of Greenwich.

Vessels anchoring off Glenelg Jetty should bring the light to bear E. by N., and anchor in not less than 5 fathoms. Coasters may approach the end of the jetty very closely; but care should be taken to avoid a shoal patch on an oyster bank lying about a mile to the southward of the Township. There is a depth of 10½ feet at the end of the jetty at low water of spring tides.

[The bearings are magnetic. Variation 5° 20′ East, in 1861.]

By Command of their Lordships,
JOHN WASHINGTON, Hydrographer.

Hydrographic Office, Admiralty, London,
20th February 1861.

This Notice affects the following Admiralty Charts:—Australia General, No. 1042; Australia General, Southern Portion, No. 2759; Indian Ocean, No. 748c; Pacific Ocean, Sheet 9, No. 2467; Plan of Port-Adelaide and Holdfast Bay, No. 1752; Gulfs of St Vincent and Spencer, No. 2389; and South Coast, Sheet 3, No. 1061. Also Australia Lights List, No. 105.

NOTICE TO MARINERS.

(No. 9.)—NORTH PACIFIC OCEAN—NEAR JUAN DE FUCA STRAIT.

Fixed White Light on Whidbey Island.

THE United States' Lighthouse Board has given notice, that on and after the 25th day of January 1861, a light would be exhibited from a lighthouse recently erected at Admiralty Head, Whidbey Island, Washington territory, on the north-west coast of America, on the Pacific.

The light is a *fixed* white light. It is placed at an elevation of 119 feet above the mean level of the sea, and should be seen in clear weather from the deck of a ship at a distance of 17 miles.

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

The building, the base of which is 78 feet above the level of the sea, consists of a dwelling, with a tower rising through the roof at one end, both painted white; the tower is surmounted by a lantern painted red, the whole height being 50 feet, and its position is in lat. 48° 9′ 22″ N., long. 122° 40′ 8″ West of Greenwich.

By Command of their Lordships,
JOHN WASHINGTON, Hydrographer.

Hydrographic Office, Admiralty, London,
20th February 1861.

This Notice affects the following Admiralty Charts:—Haro and Rosario Straits, No. 2689; Strait of Juan de Fuca, No. 1911; Cape Mendocino to Vancouver Island, No. 2531; Pacific Ocean, Sheet 3, No. 2461; Pacific Ocean,