

white basement) recently erected thereon, with a powerful steady light, of the natural colour, produced by 13 argand lamps and reflectors, ranging over 211 degrees of the northern and south eastern horizon, at an elevation of 128 feet above half-tide level, rendering it visible in clear weather six to seven leagues from a ship's deck, or within one league of taking up the N. W. Light-ship off Liverpool. This light is so masked for local inshore effect, as to obscure itself when brought eastward of S. E.  $\frac{1}{4}$  E. which clears the Middle-house  $\frac{1}{4}$  of a mile, or northward of N. by W.  $\frac{1}{2}$  W. which clears the Dallas Rocks  $\frac{1}{4}$  of a mile, and indicating when you ought to tack out of Red Wharf-bay.

The Formby Floating Light will, on and after the same night, show its natural colour with increased power, in lieu of the red light hitherto exhibited.

The Rock Light-house will exhibit a black ball above its balcony, whilst 12 feet water remains in the Rock Gut by day; and a steady light (from a lower chamber in the western aspect) will indicate the same by night.

A Floating Beacon will be moored in the place of the present Fairway Buoy, at the New Channel entrance, presenting a black conical figure, bearing this inscription—"To New Channell, E.  $\frac{3}{4}$  S." and surmounted by a large black ball, elevated 23 feet, with a self-acting bell.

**NEW CHANNEL LAND MARK.**—In order to render the line of leading objects into the New Channel more available in hazy weather or accidental absence of the light-vessel, a dark bulky frame work has been erected on the high-water shore of Formby, in line of light-vessel and light-house.

**HOYLAK LIGHT-HOUSES.**—These buildings, in order to distinguish them more effectually from the neighbouring houses, will henceforth be painted white.

**DOVE BEACONS.**—Two beacons will appear on Dove-point, instead of one, affording a leading mark when brought in line upon the bearing of south by east for passing between the Dove Spit and East Hoyle, in reference to the eastern entrance of Hoylake.

The buoys will henceforth be distinguished by the initial of the channel or bank they respectively occupy, i. e. F. Formby; C. Crosby; N. New Channel; HF. Half-tide Swatchway; H. Horse Channel; HE. Helbre Swatch; R. Rock Channel; L. Lake (Hoyle); B. Beggar's Patch; K. Knowl (Newcome). They will likewise be numbered in rotation, No. 1 always denoting the outer or seaward buoy of the channel its letter indicates, and the turning point or elbow of each channel will be distinguished by a perch buoy, bearing in mind that red buoys lie on the starboard hand, and black upon the larboard, when running in.

**ADDITIONAL BUOYS.**—Eighteen additional buoys will be laid down by the above date (making 56 in all), and thus disposed: one (red) and one (black) on each side of the New Channel, between the present buoys; one (red) on the eastern edge of the Jordan Bank, between the present buoys; one (black) on edge of Formby Bank, next northward of

Crosby Buoy; two (black) on the low-water edge of Bootle Sands; one (red) on edge of "Rip-raps;" one (red) on edge of Mockbeggar Wharf, between the Dove Spit and West Wharf Buoys; one (black and white) on west end of Beggar's Patch; two (red) on east edge of East Hoyle Bank, within the present buoys; two (red and white) on the west side of Helbre Swatch; two (black) on east side of ditto; one (white with black stripe) showing the fairway of Half-tide Swatchway, one mile westward of Formby Fairway Buoy; one (red) on the edge of Hoyle, in Hoylake, abreast of the church; and a black (nun) buoy, marked K. 1, upon that part of a shoal now called Newcome Knowl, which has lately grown up so as to have but 14 feet water upon it at low-water springs; this buoy bears from the N. W. Light ship, E.  $\frac{1}{2}$  S.  $2\frac{1}{2}$  miles, and from the New Channel Floating Beacon, S. S. W.  $\frac{1}{2}$  W. 2 miles.

The whole of the foregoing will be clearly shown and explained in the forthcoming completed edition of Captain Denham's Survey, of which the Dock Trustees published an extract chart last year, under sanction of the Right Honourable the Lords Commissioners of the Admiralty.

By order of the Liverpool Dock Committee,  
H. M. Denham, Marine Surveyor to the  
Dock Trustees.

N. B. The navigation of the port will be further assisted by an arrangement which will enable the light-vessels to act as telegraphs, whereby ships' numbers or casualties will be more readily transferred to the town.

#### CONTRACT FOR LARCH TIMBER.

Department of the Storekeeper-  
General of the Navy, Somerset-  
Place, July 18, 1835.

**T**HE Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, do hereby give notice, that on Thursday the 20th of August next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering, into His Majesty's Dock-yard at Portsmouth,

100 Loads of Larch Timber,  
of the growth of the United Kingdom, and grown on high situations.

The earliest time in which the person tendering will undertake to deliver the timber must be stated in the tender; and no tender will be received for a less quantity than 50 loads, nor for any grown in low situations.

A form of the tender may be seen at the said Office.

No tender will be received after one o'clock on the day of treaty; nor any noticed unless the party attends, or an agent for him duly authorised in writing.

Every tender must be delivered at the above Office, and be accompanied by a letter addressed to the Secretary of the Admiralty, at Somerset-place, and signed by a responsible person, en-