

vessel "Stella" struck on 15th April, 1880, is nearly a cable in extent north and south, with a least depth of one fathom at low water spring tides, and from 10 to 13 fathoms around. It lies with the following bearings, viz. :—

White Rocks N.W. $\frac{1}{2}$ W.
Cape Kaomoroo E. by N. $\frac{1}{4}$ N.

NOTE.—The south extreme of Long Island just open of the Westernmost Twin leads $1\frac{1}{2}$ cables north-westward of Stella Rock.

WEST COAST.

(2.) Okarito Lagoon—Discontinuance of Harbour Light.

Also, that on 1st January, 1880, the harbour light previously shown from the flagstaff at Okarito, west coast of Middle Island, was discontinued.

[The bearing are magnetic. Variation $15\frac{1}{4}^{\circ}$ Easterly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
18th June, 1880.

This Notice affects the following Admiralty Charts :—

(1.) New Zealand Islands, No. 1212; Cook Strait to Cape Egmont, No. 2054; Cook Strait Anchorages, No. 2685. Also, New Zealand Pilot, 1875, page 145.

(2.) New Zealand Islands, No. 1212; Awarua River to Waiau River, No. 2590; Waiau River to Cape Foulwind, No. 2591. Also, Admiralty List of Lights in South Africa, New Zealand, &c., 1880, No. 326; and New Zealand Pilot, 1875, page 290.

NOTICE TO MARINERS.

(No. 103.)—AUSTRALIA—SOUTH COAST.

(1.) Shoals in Spencer Gulf.

THE following information has been received relative to shoals in the upper part of Spencer Gulf, in the fairway of approach to Ports Pirie and Augusta :—

1. A shoal, reported by the master of the ship "Blengfell," is stated to have 5 fathoms over it, and to be situated by good observations in lat. $33^{\circ} 26' S.$, with Mount Young bearing N. by W. $\frac{3}{4}$ W. (distant $20\frac{1}{2}$ miles), or in longitude $137^{\circ} 36' 10'' E.$

2. The Government of South Australia has given notice, that a large cheese-shaped buoy, surmounted by pyramidal frame and lattice work, with globe on top has been placed on a shoal (reported 1879), 10 miles northward of the above shoal.

The buoy, painted red and black in stripes, is moored in 4 fathoms in low water spring tides, and as reported is approximately in lat. $33^{\circ} 16' S.$, long. $137^{\circ} 36' 30'' E.$

[The bearing is magnetic. Variation $4\frac{1}{4}^{\circ}$ Easterly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
22nd June, 1880.

This Notice affects the following Admiralty Charts :—(1.) Australia, general, 2759*b*; St. Vincent and Spencer Gulfs, No. 2389*b*; Woods Point to Lowly Point, No. 403 (2 only). Also, Australia Directory, Vol. I, 1876, page 135.

NOTICE TO MARINERS.

(No. 104.)—ENGLAND—EAST COAST.

THAMES RIVER ENTRANCE.

Light-Vessel marking Wreck in Princess Channel.

WITH reference to Notice to Mariners, No. 74, of 3rd May, 1880, on placing a vessel exhibiting

two lights, one on each end of a yard eastward of the ship "Calypso," sunk in Princess Channel :—

The Trinity House, London, has given further notice, that the smack placed to mark the position of the wreck has been withdrawn, and a wreck-marking vessel placed in lieu thereof.

The vessel has her top sides painted green, with the word Wreck in white letters on each side, and exhibits :—

BY DAY.—Three balls from a yard, 20 feet above the sea; two placed vertically on the side that shipping may safely pass, and one on the other side.

BY NIGHT.—Three fixed white lights, similarly arranged, but the ordinary riding light will not be shown.

Mariners will thus know on sighting a wreck-marking vessel, that she is so employed; and that they should pass on that side of her on which the two balls or two lights are shown.

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
24th June, 1880.

This Notice temporarily affects the following Admiralty Charts :—North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607. Also, Admiralty List of Lights in the British Islands, 1880, page 16; and North Sea Pilot, Part III, 1874, page 241.

NOTICE TO MARINERS.

(No. 105.)—SOUTH AMERICA—WEST COAST—COAST OF CHILE.

(1.) Harbour Light at Antofagasta.

THE Chilian Government has given notice, that on 24th December, 1879, a harbour light was exhibited from the small tower of the harbour buildings at Antofagasta :—

The light is a fixed red light, visible through an arc of 90° or between the bearings of E.N.E. and S.S.E.; it is elevated 22 feet above the ground and 30 feet above high water, and should be seen in clear weather from a distance of 3 miles.

Position approximate, lat. $23^{\circ} 39' S.$, long. $70^{\circ} 25' W.$

NOTE.—This light marks the fairway of the roadstead, and the landing place for boats—it is usually shown from sunset to midnight, but when steam-vessels are expected, until sunrise.

It is intended to improve or change this light.

COAST OF PERU—IQUIQUE ROAD.

(2.) Fixed and Flashing Light on Iquique Island.

Also, with reference to Notice to Mariners, No. 114, of 16th August, 1878, on the intended exhibition of a light from a lighthouse then in course of construction on Iquique Island, Iquique Road :—

Further notice is given, that on 3rd April, 1880, the light was exhibited :—

The light is a fixed and flashing white light, showing flashes every thirty seconds, visible through an arc of 180° ; it is elevated 96 feet above high water, and should be seen in clear weather from a distance of 20 miles.

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

The lighthouse, 72 feet high, is constructed of iron, and consists of a cylindrical column (upper portion the widest) secured by four iron stays—the structure is painted white and situated near the centre of Iquique Island. The keeper's dwelling, constructed of wood, and one-storeyed, stands 27 yards north-west of the lighthouse.