

they have it full in view they are to seaward of the Lonsdale and Ferguson rocks; when the two colors red and green begin to blend, it indicates vicinity to the line which passes on a N.W. by W. bearing from the light over these dangers.

When the Lonsdale red light opens out full, vessels are inside of them; and when they shut it in on a W. $\frac{1}{2}$ N. bearing, they are inside of the Corsair Rock.

Vessels steering towards the West Channel will avoid the reef off Shortland's Bluff, and the bank between it and Swan Spit, and also clear the Royal George sand, when in their vicinity, by not keeping the white light on Swan Spit, but keeping the red light in sight until within three cables' length of it, when they will be above the Royal George buoy, and should haul to the eastward, and open the white light, giving the lighthouse a berth of three-quarters of a cable's length in passing.

Vessels navigating the South Channel are reminded that the low light on Shortland's Bluff now shows white from sea up the South Channel to the east end of Cape Sound.

Vessels below Capel Sound White Perch buoy will be aided in their passage up or down the South Channel and avoid the north sand by not shutting the light in, it being masked on a west by north bearing.

With the view of keeping the fairway to the West Channel clear, vessels of light draught are recommended, when anchoring off Shortland's Bluff, to bring up as close over towards the shore as possible on the N.W. side of the fairway, indicated at night by the Swan Spit light changing from red to white on a N.E. $\frac{1}{2}$ E. bearing, and by day the Swan Spit lighthouse just open E. of No. 1 Black buoy.

Vessels of heavy draught should anchor on the S.E. side of the fairway, which is indicated at night by the Swan Spit light changing from red to white on a N. E. $\frac{3}{4}$ N. bearing, and by day the Swan Spit lighthouse just open W. of No. 2 White Perch buoy.

Masters of vessels about to anchor at night off Shortland's Bluff are requested to note that the low light shuts in on a N. by W. bearing.

All bearings are magnetic.

CHARLES FERGUSON, Chief Harbour Master.

PORT PHILLIP HEAD LIGHTS.

In accordance with a notice to Mariners, dated 17th April, 1862, Navigators are hereby informed that on and after the evening of the 19th of February next, a fixed light, upon the dioptric principle, will be exhibited from each of the two towers recently built at Shortland's Bluff, close to and on the same line of bearing from each other as the two old towers, namely, N. 33° E., and S. 33° W., and distant from each other one thousand and fifty-six feet. On the exhibition of the new lights, the present lights will be extinguished, and the old towers removed as speedily as possible.

HIGH LIGHTHOUSE.

Fixed Bright White Light.

The new high lighthouse will, like the present one, exhibit a fixed bright white light between sunset and sunrise, and be visible from seaward to vessels in the offing from about E. by N. to N.; but vessels close in with the Lonsdale land will not see the light except from N. E. by E. to N.

The light will be visible within the heads from S. W. by W. to about N.E. by E., i.e., from the Swanspit lighthouse round southerly to Lonsdale Bight.

The tower is built of bluestone, and will remain its natural color. The centre of the light will be 130 feet above high water level, and be visible at a distance of seventeen miles, allowing ten feet for the height of the eye, and at lesser distances according to the state of the atmosphere.

The attention of Navigators is called to the fact of the new light being twenty feet higher than the present one, and of greater intensity; it will therefore show further seaward, and into the Barwon Bight, than the latter did.

The alteration made in the new high lighthouse from the old high lighthouse consists in a change of color from white to grey, greater intensity of light, and range in an E. and W. direction.

LOW LIGHT.

Fixed Red and White.

The new low lighthouse tower will be painted white, like the present one.

The centre of the light will be ninety feet above high-water level.

The white light will be visible at a distance of fourteen miles, and the red light at a distance of ten miles, and at lesser distances according to the state of the atmosphere.

With the view of facilitating the navigation between the heads and through the South Channel, and guiding ships to a safe anchorage at night, the following alterations will be made in the color of the low light, which has hitherto been all red:—

On and after the evening of the 19th of February next, the low light will show white from about N.E. by E. to N.E., and from N.N.E. to W. by N.; and red from about N.E. to N.N.E.

These bearings, it will be observed, show the low light to be white from Point Lonsdale to a safe berth clear of the reef; thence red to a safe berth clear of the Corsair Rock; thence white to a line passing from the lighthouse through the South Channel to the southward of the Pope's Eye and black buoys, and to the northward of the white buoys, so that vessels caught after dark with light winds or adverse tide in the South Channel, will be aided in their passage through by a bearing of the light.

The change of color from red to white is intended to warn vessels approaching Points Lonsdale and Nepean Reefs to haul to the eastward or westward, as the case may be, to get into the stream of red light, which will lead them clear of both reefs.

The two lights in one will, as heretofore, be the safest course for vessels of heavy draught entering between the heads.

SWAN SPIT LIGHT.

Fixed Red and White.

This light, which has hitherto been colored all round, will, on and after the 10th February next, be altered so as to show white from about E.N.E. to N.E. $\frac{1}{2}$ E., and from N.E. $\frac{3}{4}$ N. to N. by W. $\frac{1}{2}$ W., and red from N.E. $\frac{1}{2}$ E. to N.E. $\frac{3}{4}$ N. and N. by W. $\frac{1}{2}$ W. to S. $\frac{1}{2}$ W.

These bearings show white from the Queenscliffe jetty round to a safe berth clear of No. 1 black buoy; thence red to a safe berth clear of the Royal George White Perch buoy; thence white to the chequered buoy, on Nicholson's Knoll; thence red across the Symonds and Lælia's Channels, and up the West and Cole's Channels.

These changes are intended to obviate the difficulties hitherto experienced in estimating a vessel's distance at night from the Shortland Bluff Reef and the two channel buoys at the entrance of the West Channel.

CORSAIR ROCK MARKS.

Alteration in the marks on Shortland's Bluff for clearing the Corsair Rock.

The present leading marks to clear the Corsair Rock are the flagstaff kept open west of the new lighthouse.

As the latter will be removed on the exhibition of the new lights, and the flagstaff being now on the spot where the lighthouse keeper's quarters are to be built, it will also be removed, on the 19th of February, to a site close to the high lighthouse, and from that date will cease to be a mark for the Corsair Rock.

Before the removal of the old low lighthouse and flagstaff, a stone obelisk forty (40) feet high, colored red, will be erected close to the site of the former.