

Akaroa Harbour; and that it is anticipated the light will be ready for exhibition early in the year 1880:—

The light will be a flashing white light of the second order, showing a flash every ten seconds.

Position approximate, lat. $43^{\circ} 54' 0''$ S., long. $173^{\circ} 0' 20''$ E.

SOUTH-EAST COAST.

(2.) *Intended Revolving Light on Cape Saunders.*

Also, that a lighthouse is in course of erection on Cape Saunders: and that it is anticipated the light will be ready for exhibition early in 1880:—

The light will be a revolving white light of the second order, obtaining its greatest brilliancy every minute.

Position approximate, lat. $45^{\circ} 53' 15''$ S., long. $170^{\circ} 45' 40''$ E.

Further notice will be given of the exact date on which the above-mentioned lights will be exhibited.

WEST COAST.

(3.) *Fixed Light at Hokitika.*

Also, that on 22nd September, 1879, a harbour light would be exhibited from a lighthouse recently erected at Hokitika:—

The light is a fixed white light of the fifth order, elevated 122 feet above the sea, and should be visible in clear weather from a distance of 16 miles.

The lighthouse, 18 feet high, constructed of wood and painted white, is situated on Gaol Hill, $\frac{1}{4}$ th miles northward of the flagstaff at Hokitika River Entrance.

Position approximate, lat. $42^{\circ} 42' 20''$ S., long. $170^{\circ} 59' 30''$ E.

Also, that on the exhibition of this light, the light (fixed white) previously shown from the flagstaff would be discontinued.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1879.

This Notice affects the following Admiralty Charts:—

(1.) New Zealand Islands, No. 1212; Cape Campbell to Banks Peninsula, No. 2529; Akaroa Harbour, No. 1575. Also, Admiralty List of Lights in South Africa, New Zealand, &c., 1879, No. 320*; and New Zealand Pilot, 1875, page 217.

(2.) New Zealand Islands, No. 1212; Ninety Miles Beach to Otago, No. 2532; Otago to Mātaura River, No. 2533. Also, Admiralty List of Lights in South Africa, &c., 1879, No. 322; and New Zealand Pilot, 1875, page 227.

(3.) South Pacific Ocean, western sheet, No. 788; New Zealand Islands, No. 1212; Waiau River to Cape Foulwind, No. 2591. Also, Admiralty List of Lights in South Africa, &c., 1879, No. 327; and New Zealand Pilot, 1875, page 292.

NOTICE TO MARINERS.

(No. 175).—AUSTRALIA—EAST COAST.

(1.) *Reported Reef in Trinity Bay.*

THE Queensland Government has published the following information relative to a reef in Trinity Bay:—

This reef is reported by the master of the steam-vessel "Wentworth," to consist of coral, to be of small extent just awash at very low spring tides, with a depth of 8 fathoms close to; and to lie with the following bearings, viz:—

Low Island Lighthouse, North, Easterly.

Island Point, W. by N. $\frac{1}{4}$ N.

NEW ZEALAND.—NORTH ISLAND.—SOUTH-WEST COAST.

(2.) *Wanganui River, Alterations in Local Signals.*

The Government of New Zealand has given notice, that on 1st October, 1879, the following alterations will be made in the local signals authorized to be used at Wanganui River Entrance:—

Two moveable beacons (inner the higher) have been erected on North Head, from which are shown, when the tide serves and the bar is safe, red flags by day and red lights at night—these now serve for crossing the bar, instead of the beacon and signal mast as heretofore.

Crossing the bar during the day, these two beacons should be kept in line; particular attention also being paid to the semaphore arm, on account of the curves in the channel within the bar.

Crossing the bar at night, the two red lights of the beacons should be kept in line; particular attention being paid to the green light, which will be used like the semaphore arm, for guiding vessels inside the bar. This green light travels on a yard on the outer beacon, and vessels must be steered in the direction in which the light is moved.

NOTE.—Vessels arriving off Wanganui Bar at night, should burn flash or blue lights to make their positions known to the look-out at the pilot station, who will answer the signal with a torch or flare light.

Sailing vessels should not attempt to cross the bar at night, as then the wind generally dies away or draws off the land.

[The bearings are magnetic. Variation $6\frac{1}{2}^{\circ}$ Easterly in 1879.

By command of their Lordships,

Fredk. J. Evans, Hydrographer.

Hydrographic Office, Admiralty, London,

11th November, 1879.

This Notice affects the following Admiralty Charts:—

(1.) Australia, general, No. 2759a; Coral Sea, Great Barrier Reef, 2764; Double Point to Cape Tribulation, No. 2350. Also, Australia Directory, Vol. II, 1864, page 160.

(2.) New Zealand Islands, No. 1212; Cook Strait to Cape Egmont, No. 2054. Also, Admiralty List of Lights in South Africa, New Zealand, &c., 1879, No. 315a; and New Zealand Pilot, 1875, pages 13, 14, 132, and 133.

NOTICE TO MARINERS.

(No. 176).—SOUTH AMERICA—WEST COAST.

COAST OF CHILE.

(1.) *Reported Danger South-Eastward of Mocha Island.*

THE following information has been received through Captain Maclear, H.M. Surveying Vessel "Alert," respecting a sunken danger S.S.E. of Anegadiza Point, southern extreme of Mocha Island.

This reported danger (Illimani Reef); on which the Pacific Steam Navigation Company's vessel "Illimani" was said to have been totally wrecked (after striking at about 2h. 30m. A.M., of 18th July, 1879, on her passage from Magellan Strait to Valparaiso); has a depth of about 9 fathoms at a distance of 3 cables eastward of it, and is stated to lie with the following bearings and distances, viz:—

Anegadiza Point, N.N.W., distant $2\frac{1}{2}$ miles.

Sunken danger westward of Illimani Reef, W. by S. $\frac{1}{4}$ S. distant $1\frac{1}{2}$ miles.