

Holloway, George Thomas
 Huntington, Alfred Richard
 Jenkins, David Morgan
 Lomas, Joseph
 Muras, Thomas Hatton
 North, Richard
 Page, Alfred Gamby
 Price, Edward
 Russell, Western Francis
 Sainty, Frederick Barron
 Sime, John
 Starling, Colman Charles
 Stewart, John Joseph
 Walls, Isaac Turner
 Watson, John
 Willis, Frederick James
 Wilson, Albert Edward
 Wolstencroft, Albert Edward

NOTICE TO MARINERS.

(No. 230.)—NEW ZEALAND—MIDDLE ISLAND.—
 WEST COAST.

(1.) *Buller River—Alterations in Bar Signals.*

THE Government of New Zealand has given notice, that on 1st January, 1885, the following alterations will be made in the bar signals shown at Westport, Buller River Entrance:—

Harbour Light.—The present white light at the south-west side of the river entrance will be continued.

Bar unsafe.—A red light will be shown seaward of the harbour light.

Bar safe, with 7 feet water on it.—A white light seaward of the harbour light.

Bar safe, with 9 feet water on it.—A green light seaward of the harbour light.

To cross the bar.—The white or the green light, as the case may be, and the harbour light should be kept in line.

During the day the New Zealand bar and danger signals will be used, also the International Code when necessary; the red flag hitherto shown from the flagstaff at tide-time will be discontinued.

SOUTH PACIFIC OCEAN—FIJI ISLANDS—OVALAU

ISLAND.

(2.) *Harbour Light at Levuka.*

The Government of Fiji has given notice, that on 15th August, 1884, a light was exhibited on the headland southward of Nasova, Levuka Harbour, Ovalau Island:—

The light is a fixed green light, visible between the bearings of S. $\frac{1}{4}$ E, through South, and S. by W. $\frac{3}{4}$ W.; it is elevated 24 feet above high water.

NOTE.—Vessels entering Levuka Harbour with the leading lights in line will be clear of the reefs on either side of the entrance, when this green light comes in sight. If intending to anchor southward of the line of the leading lights, vessels should keep within the limits of the green light; those anchoring northward of that line should alter course to the northward when the green light comes in sight.

[The bearings are magnetic. Variation $9\frac{1}{2}^{\circ}$ Easterly in 1884.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
 22nd November, 1884.

This Notice affects the following Admiralty Charts:—Waiau River to Cape Foulwind, No. 2591 (1); Cape Foulwind to D'Urville Island, No. 2616 (1); Ovalau Island, No. 1249 (2); Levuka Harbour, No. 1244 (2). Also, Admiralty

No. 25420.

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List of Lights in South Africa, &c., 1884, page 50; New Zealand Pilot, 1883, page 342; and Sailing Directions for the Fiji Islands and adjacent waters, 1882, page 32.

NOTICE TO MARINERS.

(No. 231.)—INDIA—BAY OF BENGAL.
 HOOGHLY RIVER APPROACHES.

THE Port Commissioners of Calcutta have given notice, that on 15th April, 1885, the following alterations will be made in the character of the lights, and discontinuance of blue lights and rockets, shown from the undermentioned light-vessels marking the approaches to Hooghly River:—

(1.) *Pilots Ridge Light-Vessel—Intended Alteration in Character of Light.*

The light of Pilots Ridge Light-Vessel will be a single flashing white light in periods of thirty seconds, the duration of each flash being about five seconds, and the eclipse about twenty-five seconds.

This light will be shown from 15th March to 15th September inclusive.

The blue light will be discontinued.

(2.) *Eastern Channel Light-Vessel—Intended Alteration in Character of Light.*

The light of Eastern Channel Light-Vessel will be a triple flashing white light in periods of thirty seconds, the duration of each of the three flashes being about two seconds, of the two intermediate eclipses about two seconds, and of the long eclipse twenty seconds.

During the south-west monsoon (15th March to 30th October), a blue light will be burnt every hour, commencing at 7 P.M.; but during the remainder of the year the blue light will be discontinued.

(3.) *Mutlah Light-Vessel—Intended Alteration in Character of Light.*

The light of Mutlah Light-Vessel will be a double flashing white light in periods of thirty seconds, the duration of each of the two flashes being about two and a half seconds, of the intermediate eclipse about two and a half seconds, and of the long eclipse about twenty-two and a half seconds.

The firing rockets will be discontinued.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
 22nd November, 1884.

This Notice affects the following Admiralty Charts:—Cocanada to Bassein River, No. 829; the Sandheads, No. 814; Mutlah River to Elephant Point, No. 859 (3); Mutlah River, No. 82 (3). Also, Admiralty List of Lights in South Africa, &c., 1884, Nos. 132, 133, 139.

NOTICE TO MARINERS.

(No. 232.)—ENGLAND—EAST COAST.
 HARWICH APPROACH.

(1.) *Additional Buoy on Shipwash Sand.*

THE Trinity House, London, has given notice, dated 7th November, 1884, that a buoy, named North-west Shipwash, has been placed nearly midway between Shipwash Light-vessel and Middle Shipwash Buoy, approach to Harwich.

The buoy, cylindrical in shape, and painted black and white in vertical stripes, lies in 8 fathoms, with—

Shipwash Light-vessel, N.N.E. $\frac{1}{4}$ E., distant 2 miles,