

**(2.) Otago Harbour—Mooring Buoys in Entrance.**

Also, has given notice, dated 12th April, 1887, that the dredger's mooring buoys in Otago Harbour Entrance, having been shifted  $2\frac{1}{2}$  cables further seaward, are now situated outside Tairoa Head and nearly in line with the leading beacons:—

Vessels entering the harbour at night, should keep the outer (white) leading light open eastward of the green or inner leading light.

**(3.) Bluff Harbour—Discontinuance of Leading Lights on Middle Bank.**

Also, has given notice, that on 1st June, 1887, the two leading lights exhibited on dolphins erected as leading marks on Middle Bank, Bluff Harbour, south coast of Middle Island, would be discontinued.

[The bearing is magnetic, and is given from seaward. Variation  $15^{\circ}$  Easterly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
13th June, 1887.

This Notice affects the following Admiralty Charts:—Cape Foulwind to D'Urville Island, No. 2616 (1); Cook Strait to Cape Egmont, No. 2054 (1); Cook Strait Anchorages, Nos. 2684, 2685 (1); Current Basin and French Pass, No. 1096 (1); Otago Harbour, with plan of Otago, No. 2411 (2); Awarua or Bluff Harbour, No. 2540 (3). Also, Admiralty List of Lights in South Africa, &c., 1887, Nos. 535a, 553; New Zealand Pilot, 1883, pages 187, 260, 281; and Supplement, 1885, to New Zealand Pilot, pages 3, 12, 7.

**NOTICE TO MARINERS.**

(No. 164 of the year 1887.)

WEST INDIES.—CUBA—NORTH-EAST COAST.

**(1.) Character and Visibility of Maternillos Point Light.**

INFORMATION has been received, that the interval between the flashes of Maternillos Point Light (fixed and flashing white) is forty-eight seconds, the duration of the flash being five seconds. The light should be visible in clear weather from a distance of about 17 miles.

**(2.) Character of Lucretia Point Light.**

Also, that the light exhibited on Lucretia Point, instead of being a red light revolving every minute, is a flashing red light, showing flashes every thirty seconds, the duration of each flash being two seconds.

**(3.) Visibility of Baracoa Light.**

Also, that the light at Port Baracoa should be visible in clear weather from a distance of about 9 to 10 miles.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
14th June, 1887.

This Notice affects the following Admiralty Charts:—West India Islands and Caribbean Sea, Nos. 761, 762; Providence Channels to Windward and Mona Passages, No. 393; Cuba, eastern portion, No. 2580; Florida Strait, No. 1217 (1); Port Baracoa, on sheet of plans, No. 433 (3). Also, Admiralty List of Lights on the eastern shores of North America, &c., 1887, Nos. 1039, 1041, 1042; and West India Pilot, Vol. II, 1876, pages 387, 390, 397.

**NOTICE TO MARINERS.**

(No. 165 of the year 1887.)

MEDITERRANEAN.—ADRIATIC—WEST SHORE.  
*Ancona—Intend d Alterations in Character and Colour of Light on North Mole.*

INFORMATION has been received from H.B.M. Vice-Consul at Ancona, that early in the month of July, 1887, the following alterations will be made in the character and colour of the light on the North Mole at that place:—

The light will be an occulting white light showing flashes of ten seconds' duration, separated by eclipses of five seconds. It will be elevated 34 feet above the sea, and should be visible in clear weather from a distance of 9 miles.

The illuminating apparatus will be of the fifth order.

The lighthouse is constructed of masonry.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
14th June, 1887.

This Notice affects the following Admiralty Charts:—Adriatic Sea, No. 1440; Ortona to the River Po, with plan of Ancona, No. 200; Also, Admiralty List of Lights in the Mediterranean, 1887, No. 389; and Mediterranean Pilot, Vol. III, 1880, page 70.

**NOTICE TO MARINERS.**

(No. 167 of the year 1887.)

RED SEA—EAST SHORE.

*Reported Sunken Rock Northward of Jebel Zukur Island.*

TELEGRAPHIC information has been received from the Resident at Aden, that the steam-vessel "Teddington" has sunk on a hidden danger, 5 miles E. by N.  $\frac{1}{2}$  N. from the reported position of the Avocet Rock:—

This places the danger in lat.  $14^{\circ} 23' N.$ , long.  $42^{\circ} 42' 30'' E.$

Pending further information, Mariners are warned to pass to the westward of a line joining Centre Peak Island, Zubayir Islands, and High Island, Jebel Zukur.

NOTE.—An examination, made in April last, by Her Majesty's surveying-vessel "Flying Fish," of the vicinity of the rock reported by the "Avocet," failed to show any sign of shoal water. The position of the danger now reported, falls at the outer limit of the area of this examination.

[The bearing is magnetic. Variation  $4^{\circ}$  Westerly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
16th June, 1887.

This Notice affects the following Admiralty Charts:—Red Sea, No. 2523; Red Sea, sheet V, No. 8e; Jebel Teir to Perim Island, No. 143. Also, Red Sea Pilot, 1883, page 16.

Staines Union.—Parish of Sunbury.

To the Guardians of the Poor of the Staines Union, in the County of Middlesex;—

To the Churchwardens and Overseers of the Poor of the Parish of Sunbury, in the County of Middlesex;—

And to all others whom it may concern.

WHEREAS the population of the said parish of Sunbury, according to the last Census, exceeds two thousand persons;

And whereas at a Meeting of the Vestry of the said parish, held, pursuant to public notice in that