

NOTE.—In order to carry out the above-mentioned alteration, the existing light is being exhibited from a temporary wooden structure erected about 20 feet southward of the lighthouse. The red danger light will remain unaltered.

(2.) *Eagle Nest Point—Intended Red Light, and Auxiliary Light.*

Also, that a lighthouse, now in course of construction on the southern extreme of Eagle Nest Point, will be completed about the month of September, 1891:—

Eagle Nest Point Light will be a fixed red light, visible seaward through an arc of about 153° , with sectors of white light illuminating about one mile off Addis Point to the eastward, and Cape Paton to the westward. It will be elevated 220' above the sea, and should be seen in clear weather from a distance of 18 miles.

The illuminating apparatus will be dioptric, or by lenses, of the first order.

An auxiliary white light, visible three miles, and illuminating an arc of 180° seaward, will also be shown from the lighthouse. It will be invisible until within the distance of about 3 miles from lighthouse.

The white lights are to warn Mariners of too close proximity to the shore.

The lighthouse, constructing of stone, will be 83 feet high.

Approximate position, latitude $38^{\circ} 28\frac{1}{2}'$ S., longitude $144^{\circ} 5\frac{3}{4}'$ E.

Further notice, giving particulars and the dates of exhibition of the above-mentioned lights will be published in due course.

This Notice affects the following Admiralty Charts:—Western Approach to Bass Strait, No. 1063; Bass Strait, No. 1695b. Also Admiralty List of Lights in South Africa, &c., 1890, No. 652, page 130; and Australia Directory, Vol. I, 1884, pages 291, 306.

No. 523.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.—CALIFORNIA.
Point Reyes Lighthouse—Alteration in Fog Signal.

THE United States Government has given notice, that on 30th September, 1890, the steam siren at Point Reyes Lighthouse will be discontinued, and a 12-inch steam whistle established, which, during thick or foggy weather, will give blasts of five seconds duration, at intervals of seventy seconds.

Approximate position, lat. $37^{\circ} 59\frac{1}{2}'$ N., long. $123^{\circ} 1'$ W.

This Notice affects the following Admiralty Charts:—San Diego Bay to Cape Mendocino, No. 2530; Point Pinos to Bodega Head, No. 229. Also, Admiralty List of Lights in South America, &c., 1890, No. 190.

No. 524.—CHANNEL AND WESTERN NORTH SEA, AND BALTIC STATIONS
ENGLAND—EAST COAST.—RIVER THAMES
ENTRANCE.

Course through the Waiet incorrectly given on certain Admiralty Charts.

NOTICE is given, that on certain copies of Admiralty Chart, Kentish Knock and the Naze to West Swin, No. 1975, the course through the Waiet is incorrectly given as N.E. by E. $\frac{3}{4}$ E. and S.W. by W. $\frac{3}{4}$ W., instead of N.E. by E. $\frac{1}{4}$ E. and S.W. by W. $\frac{1}{4}$ W.

[Variation 16° Westerly in 1890.]

No. 525.—MEDITERRANEAN STATION.
THE BOSPORUS.

Buyukderé Bay—Buoy Marking Wreck in Fairway.

INFORMATION has been received, that a buoy has been placed to mark a vessel sunk in the Fairway of Buyukderé Bay:—

The buoy, in the shape of a four-sided pyramid, with staff, is painted red, and lies with Yusha Dagh Minaret bearing E. $\frac{7}{8}$ N., and Kiritch Burnu Lighthouse S.S.E. $\frac{1}{4}$ E., distant 6 cables.

NOTE.—The mainmast head of the wreck is about 3 feet under water.

[Variation 4° Westerly in 1890.]

This Notice temporarily affects the following Admiralty Plan:—The Bosphorus, with plan of Buyukderé Bay, No. 1198. Also, Sailing Directions for the Dardanelles, &c., 1882, page 110.

No. 526.—AUSTRALIA STATION,
NEW ZEALAND.—NORTH ISLAND—WEST COAST.
Manukau Harbour—Alterations in South Channel Entrance.

THE Government of New Zealand has given notice, dated 23rd July, 1890, that owing to extensive alterations in the South Channel Entrance of Manukau Harbour, where Tranmere and Treachery Shoals overlap, the beacons on South Head, when in line, lead over the northern end of Treachery Shoal, on which there is only 9 feet at low water spring tides.

NOTE.—Vessels entering the harbour therefore will now be directed, by means of the semaphore arm, to proceed between the inner shoals, where there is a depth of $2\frac{1}{2}$ fathoms.

CAUTION.—The approaches to the Manukau are constantly changing, and no one unless thoroughly acquainted with the local signals should attempt to enter Manukau Harbour with out a pilot.

This Notice affects the following Admiralty Plan:—Manukau Harbour, No. 2726. Also, New Zealand Pilot, 1883, page 221; and Revised Supplement, 1887, relating to New Zealand Pilot, pages 7, 8.

No 527.—BALTIC STATION
BALTIC ENTRANCE.—THE SOUND—DANISH
COAST.

Lappegrund—Buoyage of Eastern Side.

THE Danish Government has given notice, dated 3rd September, 1890, that the eastern side of Lappegrund is now marked, as follows:—

1. North Lappegrund Buoy (red nun, with staff and ball) is moored in approximately lat. $56^{\circ} 3' 50''$ N., long. $12^{\circ} 36' 40''$ E.

2. N.E. Lappegrund Buoy (red beacon, with framework, staff and three brooms turned upwards) is moored in 25 feet water, with North Lappegrund Buoy bearing N. 45° W., distant $3\frac{1}{2}$ cables.

3. East Lappegrund Buoy (red nun) is moored in 27 feet water, with N.E. Lappegrund Buoy bearing N. 40° W., distant $2\frac{1}{2}$ cables.

4. South Lappegrund Buoy (red beacon, with staff and two brooms turned upwards) is moored in 28 feet water, with East Lappegrund Buoy bearing north, distant 3 cables.

NOTE.—Close eastward of the above-mentioned buoys there is usually a depth of not less than 20 feet; one cable eastward of them, not less than 5 fathoms.

[Variation 11° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—The Kattegat, No. 2114; the Sound, No. 2115. Also, Danish Pilot, 1885, page 130.