

point Inner Tistlarne N. by W. (N. 11° W.); or approximately in lat. 57° 30' 50" N., long. 11° 46' E.

2. A shoal with a depth of 3 fathoms on it, lies with Matskarbåde Buoy bearing S.W. by W. $\frac{3}{4}$ W. (S. 63° W.), distant one mile; and north point Inner Tistlarne N.W. (N. 45° W.); or approximately in lat. 57° 31' 0" N., long. 11° 47' 15" E.

These dangers have therefore been inserted on the Admiralty Charts.

[Variation 11° Westerly in 1894.]

This Notice affects the following Admiralty Charts:—The Kattegat, No. 2114; Nidingen to Hönö, &c., No. 196. Also, Danish Pilot, 1885, page 17.

No. 456.—AUSTRALIA STATION.

NEW ZEALAND—SOUTH ISLAND.

Westport—Signal Flagstaff Moved, Beacons, and Alterations in Night Signals.

THE New Zealand Government has given notice, that on 19th June, 1894, the Signal Flagstaff at the entrance to Buller River, Westport, would be moved to a position on the Western Breakwater, 2,100 feet within the outer extremity.

Approximate position, lat. 41° 44' 20" S., long. 171° 36' 5" E.

A new beacon, 50 feet high, has been erected on the former site of the signal flagstaff.

Leading lights for entering the harbour are shown from two beacons, bearing when in line S. by E. $\frac{1}{2}$ E. (S. 17° E.), and situated on the west bank of the river within the breakwater.

The front light, shown from a white beacon, is green when the bar is safe and red when it is not safe.

The rear light, white, is shown from a white beacon with a red band; this beacon is 50 feet high, and has a semaphore attached, which will be used when required for the guidance of vessels entering or leaving the harbour.

The undermentioned night signals are shown from the signal flagstaff on the Western Breakwater, in addition to the general bar and danger signals for all New Zealand Ports:—

1. The white harbour light, only, signifies:—Wait.

2. A green light over the white light:—Bar safe for vessels of less than nine feet draught.

3. Two green lights over the white light:—Bar safe for vessels of nine feet draught.

4. A green light under the white light:—Bar safe for vessels of 11 feet 6 inches draught.

5. A green light above, and a green light below, the white light:—Bar safe for vessels of 14 feet draught.

The signals to take the bar will be shown from the signal flagstaff on the West Breakwater.

Masters of vessels of more than ten feet draught are requested to signal their draught of water, when arriving off the harbour entrance after half ebb; and of ten feet draught or less, when arriving at low water.

[Variation 15° Easterly in 1894.]

This Notice affects the following Admiralty Chart:—Plan of Westport Harbour, &c., on Chart No. 2591. Also, List of Lights, Part V, 1894, Nos. 886, 887; and New Zealand Pilot, 1891, pages 398–400.

No. 457.—CHANNEL AND WESTERN STATION.

ENGLAND—WEST COAST.

Cardigan Bay—Intended Alteration in Light-vessel Light.

THE Trinity House, London, has given notice,

that on or about 1st November, 1894, the light shown from Cardigan Bay Light-vessel will be altered from a revolving red to a group-flashing white light:—

Cardigan Bay Light-vessel Light will be a group flashing white light, with a total period of thirty seconds, and illuminating power equal to 8,000 candles; the flashes will be shown thus:—flash, one and a-half seconds; eclipse, four seconds; flash, five seconds; eclipse, four seconds; flash, one and a-half seconds; eclipse, fourteen seconds. It will be visible in clear weather from a distance of about 11 miles.

Approximate position, lat. 52° 24' 30" N., long. 5° 0' 30" W.

Further notice will be given when the alteration has been carried out.

This Notice affects the following Admiralty Charts:—Ireland, East Coast, No. 1824a; Irish Channel, Southern Sheet, No. 1825b; New Quay to Holyhead, No. 1411. Also, List of Lights, Part I, 1894, No. 634; and Sailing Directions for the West Coast of England, 1891, page 241.

No. 458.—MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN.—ALEXANDRIA APPROACH.

Straight Boghaz Pass—Night Pilotage Regulations.

WITH reference to Notice to Mariners, No. 315 of 1894:—

The undermentioned regulations relating to night Pilots for the Straight Boghaz Pass, of which notice has been given by the Egyptian Government, dated 29th June, 1894, have been received through the Foreign Office:—

1. The charge for night pilotage will be 50 per cent. in addition to the usual fee.

2. When vessels approach the Pass, the pilot boats will show a flare-up light.

3. Vessels in port, requiring a pilot by night, should make the usual signal or application before dark.

4. Masters of vessels will be considered the best judges as to the practicability of their vessels being steered through the Pass with the leading lights accurately in line.

5. From 21st April to 20th September, night pilotage will commence at 8h. p.m. and terminate at 4h. a.m.; from 21st September to 20th April from 8h. p.m. to 6h. a.m.

6. In order to avoid any risk of eclipsing the lighthouses, Masters of vessels leaving the port are required, if another outward-bound vessel is preceding them through the Pass, to allow half an hour to elapse between the times at which the two vessels pass the Pivot buoy.

This Notice affects the following Admiralty Chart:—Port of Alexandria, No. 243. Also, Mediterranean Pilot, Vol. II, 1885, pages 264–269; and Supplement, 1891, relating to Mediterranean Pilot, Vol. II, pages 19, 20.

No. 459.—CHINA AND PACIFIC STATIONS.

JAPAN. NIPON—SOUTH COAST.

Sunken Rock South-westward of Taio Saki.

A JAPANESE Chart, recently published, shows a rock with a depth of 2½ fathoms on it, in a position with O sima observation spot bearing N. by E. $\frac{1}{2}$ E. (N. 13° E.), distant 1¼ miles; and Goza saki N.W. by N. (N. 24° W.); or approximately on plan No. 994 in lat. 34° 12' 30" N., long. 136° 48' 45" E.