

Vessels must pass the dredger at a slow rate of speed, and steam vessels must stop their engines while passing over the dredger's cables.

Approximate position, east end of channel, lat. $38^{\circ} 7\frac{1}{2}'$ S., long. $144^{\circ} 26\frac{1}{2}'$ E.

This Notice affects the following Admiralty Plan:—Geelong Harbour, No. 2731. Also, Australia Directory, Vol. I, 1884, pages 337, 355.

No. 667.—CAPE, AND EAST INDIES STATIONS.

AFRICA—EAST COAST.

Zambesi River.—River Chinde—New Channel at Entrance.

INFORMATION has been received from the Commander-in-Chief on the Cape of Good Hope Station, dated 4th September, 1894, that a new channel has opened up over the bar at the entrance of River Chinde, northward of the old channel, as previously reported; but the depth in the new channel is not known.

Mariners are warned that it is imperatively necessary to lower a boat and ascertain the depth of water in the channel over the bar, before attempting to enter the Chinde.

This Notice affects the following Admiralty Plan:—River Chinde, with plan of entrance, No. 1421. Also, Africa Pilot, Part III, 1889, page 222; and Revised Supplement, 1892, relating to Africa Pilot, Part III, page 22.

No. 668.—AUSTRALIAN STATION.

NEW ZEALAND.

(1.) *South Island—Westport—Alteration in Colour of Leading Lights.*

WITH reference to Notice to Mariners No. 456 of 1894:—

The New Zealand Government has given notice that, on 1st November, 1894, the under-mentioned alterations would be made in the colour of the leading lights for entering Westport Harbour:—

The front light is altered from a green to a red light.

The rear light is altered from a white to a red light.

Approximate position, lat. $41^{\circ} 44' 50''$ S., long. $171^{\circ} 36' 10''$ E.

(2.) *North Island—Whaingaroa—Alteration in Positions of Beacons.*

Also, dated 2nd October, 1894, that the beacons at the entrance to Whaingaroa (Raglan harbour) have been moved from the North to the South head, and now lead over the bar when bearing E. by S. $\frac{1}{2}$ S. (S. 76° E.).

Approximate position, South Head, latitude $37^{\circ} 46' 30''$ S., longitude $174^{\circ} 53' 45''$ E.

[Variation 14° Easterly in 1894.]

This Notice affects the following Admiralty Charts:—River Waiau to Cape Foulwind, with Plan of Westport Harbour, No. 2591 (1); Whaingaroa Harbour, No. 2534 (2). Also, List of Lights, Part V, 1894, Nos. 886, 887; and New Zealand Pilot, 1891, pages 398–400, 266, 267.

No. 669.—CHANNEL AND WESTERN AND ALL FOREIGN STATIONS.

NORTH ATLANTIC OCEAN.

Floating Wreck Westward of Cupe Finisterre.

INFORMATION has been published in the Shipping Gazette that the steam-vessel "Livornese" reports having passed, on 14th November, 1894, in lat. $42^{\circ} 50'$ N., long. $10^{\circ} 12'$ W., a wreck, with stern and rudder floating about 6 feet above water, and presenting a danger to navigation.

This Notice temporarily affects the following

Admiralty Charts:—North Atlantic Ocean, No. 2060a; British Islands to Mediterranean Sea, No. 1. Also, Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, pages 15–18.

No. 670.—EAST INDIES STATION.

GULF OF MARTABAN.

Rangoon River—Spit Light-vessel Withdrawn.

WITH reference to Notice to Mariners No. 549 of 1894:—

The Government of India has given notice, dated 6th November, 1894, that Spit Light-vessel (fixed white light), entrance of Rangoon River, has been withdrawn, and will not be replaced until further notice.

Approximate position, lat. $16^{\circ} 26' 15''$ N., long. $96^{\circ} 21' 55''$ E.

This Notice affects the following Admiralty Charts:—Irrawaddy River, Sheet I, No. 2135; Koronge Island to White Point, No. 823; Rangoon River and Approaches, No. 833. Also, List of Lights, Part V, 1894, No. 212a; and Bay of Bengal Pilot, 1892, page 325.

No. 671.—CHINA STATION.

KOREA—EAST COAST.

Fusan Harbour—Decreased Depth in Entrance.

INFORMATION has been received from the Commander-in-Chief on the China Station, dated 25th September, 1894, that the depths southward of Channel Rock, with the leading lights or beacons at Sinsorio in line, are only 4 fathoms or less, at low water; and the bottom is foul.

Also that there are depths of 26 to 30 feet at low water about three-quarters of a cable north-eastward of Channel Rock, and about one foot more water at a cable south-westward of that rock.

Approximate position, Channel Rock, latitude $35^{\circ} 6' 40''$ N., longitude $129^{\circ} 3' 55''$ E.

This Notice affects the following Admiralty Plan:—Fusan Harbour, No. 1259. Also, China Sea Directory, Vol. IV, 1894, page 130.

No. 672.—MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN.—SPAIN—SOUTH COAST.

Almeria—Buoys Marking Extension of East Breakwater.

THE Spanish Government has given notice, dated 27th November, 1894, that buoys have been placed to mark the limits of the works for the extension of the eastern breakwater at Almeria.

The south-western buoy lies half a cable from the green light on the eastern breakwater, thus reducing the width of the channel between the two breakwaters to $1\frac{3}{10}$ cables.

The red light on the western breakwater is moved forward as the works there progress, and is never more than 22 yards from the extremity of that breakwater, to which vessels should give a berth of about 50 yards.

Approximate position, eastern breakwater light-house, lat. $36^{\circ} 49' 40''$ N., $2^{\circ} 28' 35''$ E.

This Notice affects the following Admiralty Charts:—Gibraltar to Alicante, &c., No. 2717; Almeria Road, on Sheet No. 1588. Also, Mediterranean Pilot, Vol. I, 1894, pages 93, 94.

No. 673.—NORTH AMERICA AND WEST INDIES STATION.

JAMAICA—SOUTH COAST.

Milk River—Ballast Buoy withdrawn.

INFORMATION has been received from the Commodore, Jamaica, dated 7th November,