

3. Two white balls indicate a depth of $9\frac{1}{2}$ feet water on bar.

4. One white ball indicates a depth of 10 feet water or more on bar.

5. Red ball at topmast head indicates bar dangerous.

By night:—

1. Two red lights indicate a depth of $8\frac{1}{2}$ feet water on bar.

2. One red light indicates a depth of 9 feet water on bar.

3. Two white lights indicate a depth of $9\frac{1}{2}$ feet water on bar.

4. One white light indicates a depth of 10 feet water or more on bar.

5. Red light at topmast head indicates bar dangerous.

CAUTION.—It appears advisable to call attention to the fact that at night the same signal indicates bar dangerous and a depth of 9 feet on bar; the only difference being the elevation of the lights which it is impossible to distinguish certainly in the dark.

This Notice affects the following Admiralty Plan:—Macquarie Harbour, No. 1629. Also, Australia Directory, Vol. I, 1897, page 645.

No. 350.—NEW ZEALAND—SOUTH ISLAND.

(1) *Akaroa Harbour—Light in Pakaeriki Bay.*

INFORMATION has been received that the light shown from the extremity of the jetty (wharf) in Pakaeriki Bay, is a fixed green light visible about 3 miles with a red sector which is visible from about N.E. $\frac{3}{4}$ N. to about N.E. $\frac{1}{4}$ E. (from Green's Point to just northward of the red buoy off that point).

Approximate position, lat. $43^{\circ} 49' 10''$ S., long. $172^{\circ} 58' 55''$ E.

(2) *Oamaru Harbour—Alterations in Positions of Leading Light Beacons.*

Also that the leading light beacons (fixed green and fixed white lights) at Oamaru have been moved to the eastward (but their exact positions are not known) and now bear when in line S. $\frac{1}{2}$ W., leading about 100 feet eastward of the mole in depths of 15 feet abreast of the spit and 16 feet off the mole end.

These beacons are 180 feet apart.

Approximate position, lat. $45^{\circ} 6\frac{1}{2}'$ S., long. $171^{\circ} 1\frac{1}{4}'$ E.

[Variation 16° Easterly in 1898.]

This Notice affects the following Admiralty Charts:—Akaroa Harbour, No. 1575 (1); Ninety Miles Beach to Otago, with Plan of Oamaru Harbour, No. 2532 (2). Also, List of Lights, Part VI, 1898, page 236, No. 1475; and New Zealand Pilot, 1891, pages 294, 300, 302.

No. 351.—BAY OF BENGAL AND ARABIAN SEA.

Alterations in Storm Signals at Ports of India.

WITH reference to Notice to Mariners No. 182 of 1898:—

Information has been received from the Government of India that, on 1st April, 1898, the under-mentioned system of storm signals was adopted at all the ports of India, with the exception of those in the River Hugli, and with that exception the previous systems have been discontinued:—

Day Signals.

1. Cautionary.—Bay of Bengal.—The square flag W of the International Code, hoisted at the storm signal staff, indicates the existence of

disturbed squally weather in the Bay of Bengal, which may be the first stage in the formation of a cyclonic storm, and which, if it develops, is likely to affect that part of the coast on which the port, where the signal is shown, is situated.

Arabian Sea.—The square flag W of the International Code, hoisted at the storm signal staff, indicates the existence of disturbed weather off the west coast of India near the port or ports where the signal is shown; or the advance of a cyclonic storm across Hindustan from the Bay of Bengal, which may shortly give squally or stormy weather in the Arabian Sea.

In either of the above cases if the disturbed conditions pass away without producing stormy weather, the cautionary signal is hauled down; but if the disturbed weather will probably develop into a cyclone, signals indicating the probable position, character, and track of the approaching storm, are shown as follows.

2. Warning Signal.—A ball indicates that a cyclonic storm has formed, which will probably reach the port where the signal is shown, but is still at a considerable distance from it.

The same signal will also be shown at more important ports on the west coast of India to indicate that a storm has formed in the Arabian Sea at some distance from the coast and will shortly cross one or other of the tracks of vessels leaving those ports, but will not reach such ports. The Port Officer will receive details to communicate to vessels leaving the port.

3. Danger Signals.—(a.) A cone, apex downwards, indicates that a cyclonic storm, probably slight to moderate, is affecting the port, and that its centre will probably cross the coast considerably to the southward.

(b.) A cone, apex upwards, indicates that the centre of such a storm as above (3 a) will probably cross the coast considerably to the northward.

(c.) A drum indicates that the centre of such a storm as above (3 a) will probably cross the coast over or near the port.

4. Great Danger Signals.—(a.) A cone, apex downwards, over a ball, indicates that a cyclonic storm of great intensity is affecting the port and that its centre will probably cross the coast considerably to the southward.

(b.) A cone, apex upwards, over a ball, indicates that the centre of such a storm as above (4 a) will probably cross the coast considerably to the northward.

(c.) A drum, over a ball, indicates that the centre of such a storm as above (4 a) will probably cross the coast over or near the port.

Night Signals.

1. No cautionary signals are shown at night.

2. A red light indicates similarly to warning signal (2) above.

3. (a.) A red light placed vertically over a white light, indicates similarly to danger signal 3 a, above.

(b.) A white light placed vertically over a red light, indicates similarly to danger signal 3 b, above.

(c.) Two red lights, placed vertically, indicate similarly to danger signal 3 c, above.

4. (a.) Two red lights placed vertically over a white light, indicate similarly to great danger signal 4 a, above.

(b.) A white light over two red lights, placed vertically, indicates similarly to great danger signal 4 b, above.

(c.) Three red lights, placed vertically, indicate similarly to great danger signal 4 c, above.

This Notice affects the Bay of Bengal Pilot,