

Kyau-chau Bay.—Alteration in Colour of Lights.

(1.) Commercial Harbour.—(a.) *Position*: On the outer end of No. 1 Mole. Lat. $36^{\circ} 51' N.$, long. $120^{\circ} 18\frac{1}{2}' E.$ *Alteration*: The colour of the *fixed* light has been altered from green to red. (b.) *Position*: On the end of the breakwater on the northern side of the entrance. *Alteration*: The colour of the *fixed* light has been altered from red to green.

(2.) Boat Harbour.—(a.) *Position*: On the outer end of the northern breakwater. *Alteration*: The colour of the *fixed* light has been altered from red to green. (b.) *Position*: On the outer end of the southern breakwater. *Alteration*: The colour of the *fixed* light has been altered from green to red.

NOTE.—The abridged descriptions of the above lights on the chart are to be amended accordingly.

Chart affected.—No. 857, Kyau-chau Bay.

Publications.—List of Lights, Part VI, 1915, Nos. 1618, 1620, 1626, 1627; China Sea Pilot, Vol. V, 1912, pages 417, 418.

ARGENTINA.

PLATA RIVER.—PILOT-VESSEL.—DESCRIPTION.—A three-masted pilot-vessel, painted gray with black band, and marked "Estacionario de Practicos" in white letters on both sides, is moored in (approximately) latitude $35^{\circ} 10' 30'' S.$, longitude $56^{\circ} 19' 30'' W.$

NOTE.—It is presumed that this vessel has replaced the pilot-vessel heretofore anchored westward of the Recalada Light-vessel.

H.O. Charts Nos. 1130, 1132, 616, and 930.

H.O. Publication No. 88, East Coast of South America, 1904, page 573.

URUGUAY.

PLATA RIVER.—MALDONADO BAY.—MONARCH ROCK.—LIGHT-BUOY CHANGED.—The black conical light-buoy on Monarch Rock has been replaced by a black light-buoy showing a *flashing white* light, visible 9 miles, moored in $7\frac{1}{2}$ fathoms of water, on the bearings—

Maldonado Tower	38°
East Point Lighthouse	130°

Approximate position of East Point Lighthouse: Latitude $34^{\circ} 58' 15'' S.$, longitude $54^{\circ} 57' 10'' W.$

ENGLISH BANK.—POSITION OF LIGHT, WHISTLE, AND SUBMARINE BELL-BUOY.—The light, whistle, and submarine bell-buoy on the eastern side of English Bank is moored in $6\frac{3}{4}$ fathoms of water, in (approximately) latitude $35^{\circ} 11' 37'' S.$, longitude $55^{\circ} 40' W.$

PANELA ROCK LIGHT-STATION.—FOG-SIGNAL ESTABLISHED.—A fog-signal, sounding 1 group of 4 blasts every 60 seconds—thus, blast 3 seconds, silent 4 seconds; blast 3 seconds, silent 4 seconds; blast 3 seconds, silent 4 seconds; blast 3 seconds, silent 36 seconds—has been established at Panela Rock Light-station.

Approx. position: Lat. $34^{\circ} 54' 30'' S.$, long. $56^{\circ} 26' 45'' W.$

MONTEVIDEO APPROACH.—CHANGE IN CHARACTERISTIC OF LIGHTS ON LIGHT-BUOYS.—LIGHT-BUOYS ESTABLISHED.—The following changes have been made in the lights on the light-buoys moored in the channel leading to the harbour:—

The lights on the port-hand buoys have been changed to show *flashing white* every 6 seconds—thus, flash 2 seconds, eclipsed 4 seconds.

The lights on the starboard-hand buoys have been changed to show *flashing red* every 6 seconds—thus, flash 2 seconds, eclipsed 4 seconds.

An additional pair of light-buoys, having the same characteristics as the above, have been moored 1,093 yards 180° from the outer pair of light-buoys.

H.O. Charts Nos. 1130, 1132, 616, 930, and 672.

Bureau List of Lights, Vol. I, 1915, No. 1595 (remarks).
H.O. Publication No. 88, East Coast of South America, 1904, page 558.

MONTEVIDEO.—TAGUS ROCK.—LIGHT AND BELL BUOY CHANGED.—Tagus Rock light and bell buoy, showing an occulting red light, has been replaced by a new light and bell buoy showing a *flashing red* light every 6 seconds—thus, flash 2 seconds, eclipsed 4 seconds—visible 5 miles. The buoy has an automatic bell sounding 2 strokes every 10 seconds, and is moored in 3 fathoms of water, on the bearings—

West breakwater, northern end	38° 00'
West Breakwater, southern end	68° 30'
El Cerro Lighthouse	341° 00'

H.O. Charts Nos. 1130, 1132, 616, 930, and 672.

Bureau List of Lights, Vol. I, 1915, No. 1611.
H.O. Publication No. 88, East Coast of South America, 1904, page 559.

LIGHT TO BE ESTABLISHED.—A *fixed green* light, visible 4 miles, will be established on the head of Mole B in Montevideo Harbour.

The light will be exhibited, 30 ft. above the water, from a skeleton iron tower painted grey.

H.O. Charts Nos. 1130, 1132, 616, 930, and 672.

Bureau List of Lights, Vol. I, 1915, No. 1603A.

H.O. Publication No. 88, East Coast of South America, 1904, page 558.

Notice to Mariners No. 93 of 1915.

WAIHEKE ISLAND, AUCKLAND HARBOUR.—WHARF AND BEACON IN PUTIKI BAY.

Marine Department,

Wellington, N.Z., 13th November, 1915.

NOTICE is hereby given that a wharf is now being constructed by Messrs. Lichtenstein and Arnoldson from the Eastern Point at head of Putiki Bay. The wharf runs out from the point $236^{\circ} 25' (S. 41^{\circ} W. magnetic)$ about 540 ft.

A beacon 15 ft. high, with a triangle surmount, is being erected on the end of the reef, $1,365 ft. 250^{\circ} 22' (S. 55^{\circ} W. magnetic)$ from the above-mentioned point, as a guide for vessels to clear the extreme point of the reef (which is uncovered for about one hour at low-water ordinary spring tides) when approaching or leaving the wharf.

Charts, &c., affected: Admiralty Chart No. 1896; "New Zealand Pilot," eighth edition, 1908, Chapter ii, page 45.

GEORGE ALLPORT,

Secretary.

Notice to Mariners No. 94 of 1915.

KAIPARA HARBOUR.—CAUTION ABOUT ENTERING HARBOUR.

Marine Department,

Wellington, N.Z., 15th November, 1915.

MASTERS of vessels visiting Kaipara Harbour are advised to make themselves well acquainted with the directions given in the New Zealand Nautical Almanac for entering the port, so as to avoid touching on the Spit, or on Midge Rocks which lie southward of Pouto Point.

The black buoy which at one time marked the end of Spit has been dispensed with, as it proved useless on account of the great strength of the tide in that locality. When abreast of the lighthouse entering in, vessels should steer on an E.N.E. course for about $2\frac{1}{2}$ miles; this would take a vessel well clear of the shore, and near the first red buoy on S.W. end of Mary Catherine Bank. This red buoy should be left on starboard hand from one to two cables distant, and when abreast of it a vessel should steer to pass midway between the other red buoys and the shore, passing one to two cables off Pouto Point.

Charts, &c., affected: Admiralty Chart No. 2614; "New Zealand Pilot," eighth edition, 1908, Chapter vii, page 208; "New Zealand Nautical Almanac," 1915, page 317.

GEORGE ALLPORT,

Secretary.

Notice to Mariners No. 96 of 1915.

NELSON HARBOUR.—ALTERATION IN CHARACTERISTIC OF LIGHT.

Marine Department,

Wellington, N.Z., 16th November, 1915.

NOTICE is hereby given that on and after Wednesday, 1st December, 1915, the *fixed white* light with red arc now shown from the Nelson Lighthouse will be changed to an unwatched Aga acetone acetylene *flashing* light showing a flash every 2 seconds as follows— $\frac{1}{2}$ second flash, and $1\frac{1}{2}$ seconds eclipse. There will be no change in the colour of the light. The light should be seen at a distance of thirteen miles.

Charts, &c., affected: Admiralty Charts 2185, 2616, 3629, and 1212; "New Zealand Pilot," eighth edition, 1908, Chapter vi, page 188; "New Zealand Nautical Almanac," 1915, pages 250 and 322; "New Zealand Nautical Almanac," 1916, pages 250 and 325.

GEORGE ALLPORT,

Secretary.