

rock, with a depth of 3 fathoms over it, to the south-westward of Cape Patience (Kataoka), in a position situated at a distance of $2\frac{2}{5}$ miles N. 37° E. from Sivuchi Rock.

Approximate position, lat. $48^{\circ} 34' 55''$ N., long. $144^{\circ} 46' 25''$ E.

The position of this rock with respect to the coast cannot be depended upon, as the coast line is only approximate.

[Variation 6° Westerly in 1907.]

This Notice affects the following Admiralty Charts:—Cape Patience and Robben Island, No. 3095; the Kuril Islands, No. 2405. Also, Sailing Directions for Japan, Korea, &c., 1904, page 241.

No. 1839.—NEW ZEALAND—NORTH ISLAND.

Port Nicholson—Directions for Passing Falcon Shoals.

The Government of the Dominion of New Zealand has given notice, dated 14th October, 1907, that the following regulations are to be observed by all vessels passing through the channels on either side of Falcon Shoals, in the entrance to Port Nicholson:—

a. Vessels drawing under 23 feet must pass to the eastward of Falcon Shoals Light-buoy, as defined by the sector of white light shown from Somes Island Lighthouse.

b. Vessels drawing over 23 feet must pass to the westward of Falcon Shoals Light-buoy.

All vessels signalling by whistle their course, should be answered by vessels approaching from the opposite direction.

Approximate position, Falcon Shoals Light-buoy, lat. $41^{\circ} 18\frac{1}{2}'$ S., long. $174^{\circ} 50\frac{1}{2}'$ E.

This Notice affects the following Admiralty Chart:—Port Nicholson, No. 1423. Also, New Zealand Pilot, 1901, page 170; and Supplement, 1906.

No. 1840.—NEW ZEALAND—NORTH ISLAND.

Wellington—Time Signal Re-established.

With reference to Notice to Mariners No. 987 of 1906:—

The Government of the Dominion of New Zealand has given notice, dated 8th October, 1907, that a new Observatory has been constructed on Green or Battery Hill, at Wellington.

Position of new Observatory, lat. $41^{\circ} 17' 4''$ S., long. $174^{\circ} 46' 7''$ E.

This position shows the new Observatory is situated at a distance of $3\frac{2}{5}$ cables S. 13° W. from the old one.

The time ball is now dropped as described in the Admiralty List of Time Signals, 1904, No. 60.

[Variation 16° Easterly in 1907.]

This Notice affects the following Admiralty Charts:—Port Nicholson, No. 1423. Also, New Zealand Pilot, 1901, page 172; and List of Time Signals, 1904, page 32.

No. 1841.—ENGLAND—WEST COAST, RIVER MERSEY.

Birkenhead—Wreck off.

The Mersey Docks and Harbour Board has given notice, dated 6th December, 1907, that the wreck of the steamship Seaforth lies sunk at a distance of about $1\frac{1}{2}$ cables N. 60° E. from the northern head of Woodside Landing Stage, River Mersey.

A watch vessel, to which vessels should give a wide berth, has been placed to the northward of the wreck.

Approximate position, lat. $53^{\circ} 24'$ N. long. $3^{\circ} 0'$ W.

[Variation 18° Westerly in 1907.]

This Notice temporarily affects the following Admiralty Chart:—Liverpool Bay, No. 1951. Also, Sailing Directions for the West Coast of England, 1902, page 373.

No. 1842.—ENGLAND—WEST COAST.

Liverpool Bay and River Mersey Entrance—Alteration in Buoyage.

The Mersey Docks and Harbour Board has given notice, dated 5th November, 1907, that on or about 30th December, or as soon after as practicable, the undermentioned buoys in the Queen's and Crosby and Eastham Channels will be altered as follows:—

The fixed white lights now exhibited from the following buoys will be altered to red flashing lights, viz.:—

Queen's Channel.—Black can buoys Nos. Q. 1, Q. 2, Q. 4, and Q. 5.

Crosby Channel.—Black can buoys Nos. C. 2, C. 4, C. 5, C. 6, and C. XI.

Eastham Channel.—Black can buoy No. E. 1.

The following buoys will be replaced by light-buoys exhibiting red flashing lights, viz.:—

Queen's Channel.—Black can buoy No. Q. 6.

Crosby Channel.—Black can buoys Nos. C. 1, C. 7, C. 9, and C. X.

Also, on the 13th and 14th of January, 1908, the following alterations will be made in the buoyage of the Rock and Horse Channels and Hilbre Swash, viz.:—

Rock Channel.

The black can buoys Nos. R. 5 and R. 8 will be replaced by light-buoys each exhibiting a red flashing light.

The red conical buoy No. R. 1 will be replaced by a light-buoy showing a white flashing light.

Horse Channel.

The red conical buoy No. H. 4 will be replaced by a light-buoy exhibiting a white flashing light.

The Horse Channel fairway bell beacon buoy will be withdrawn.

Hilbre Swash.

The Fairway pillar buoy H.E. will be replaced by light and bell buoy exhibiting a red flashing light, which will be moored at a distance of about 1,200 yards N. 6° W. from the present position.

The black can buoy No. H.E. 5 will be replaced by a light-buoy exhibiting a red flashing