

From off extreme end of the Sand Spit off Cape Farewell—S. $26\frac{1}{2}^{\circ}$ E., or S.S.E. $\frac{1}{4}$ E. easterly.

From Waimea West—N. 80° E., or E. and by N. easterly.

The outer anchorage—The light bearing E.S.E. Six fathoms low water.
CAUTION.—Masters of vessels are cautioned not to shut the light in, nor to approach within one (1) mile of the point upon which the lighthouse is erected. The bearings are magnetic. Variation 15° E. in 1856.

HENRY ADAMS,
For ALFRED DOMETT, Provincial Secretary.

PORT OF WELLINGTON.

SIGNAL STATION, MOUNT ALBERT.

The following are the signals used at the flag staff upon a vessel being seen approaching the heads:—

A PARALLELOGRAM	denotes a	Steamer
SQUARE	"	Ship
CROSS	"	Barque
HOLLOW CIRCLE	"	Brig
TRIANGLE with Hollow Circle under	"	Brigantine
TRIANGLE with Cross under	"	Three Masted Schooner
TRIANGLE	"	Topsail Schooner
HOLLOW TRIANGLE	"	Fore-and-aft-Schooner
DIAMOND	"	Cutter

REMARKS.—A WHITE FLAG AT MAST-HEAD denotes a sail in sight; when the class is ascertained the flag is hauled down, and the DESCRIPTIVE SIGNAL HOISTED AT THE YARD-ARM.

English Vessel of War, UNION JACK AT MAST-HEAD.

Foreign Vessels of War, UNION JACK AT MAST-HEAD WITH WHITE PENNANT
Provincial Mail Packet, RED FLAG AT MAST-HEAD.

When the Vessel is inside the Heads, the FLAG IS HOISTED BELOW DESCRIPTIVE SIGNAL. Vessels anchored outside, DESCRIPTIVE SIGNAL HALF-MAST.

A Vessel in distress or on shore, DESCRIPTIVE SIGNAL AND WHITE FLAG HOISTED AT MAST-HEAD.

When a signal is hoisted on the eastern yard-arm the vessel is approaching the harbour from the south; when on the western from the north.

HARBOUR SIGNALS.

The rendezvous flag hoisted at the peak end, is a signal for the Harbour-master.

The signals at the Signal Station, Mount Albert, are repeated from the Government House flag staff.

The ensign at the mainmast head during the day, and two lanterns, one immediately under the other at night, is the signal for the Police.

PORT OF WANGANUI.

SIGNAL STATION AT THE HEADS, NORTH BANK.

WHEN a vessel is sighted, and there is not sufficient water on the bar, a WHITE FLAG WILL BE HOISTED AT THE MAST-HEAD; when the Pilot considers it safe to cross the bar a RED FLAG will be substituted; at half flood a BLACK BALL HALF-MAST HIGH, one hour before high water—same at mast-head, hauled down half-an-hour before the ebb has made.

When a vessel is about to cross the bar, a BLACK BALL WILL BE HOISTED

UNDER THE YARD and will traverse from yard-arm to yard-arm to denote the channel.

A CODE OF MARYATT'S SIGNALS is kept for communication.
In moderate weather vessels can approach within signalling distance.
In fine weather the Pilot will board inward bound vessels.

SIGNAL STATION, YORK HILL.

A CROSS	denotes a	Barque
CIRCLE	"	Brig
TRIANGLE	"	Topsail Schooner
HOLLOW TRIANGLE	"	Fore-and-aft Schooner
DIAMOND	"	Cutter
WHITE FLAG WITH BLACK BALL BELOW IT	"	Steamer

NOTICE.—A WHITE FLAG AT MAST-HEAD denotes a vessel in sight; when the vessel is inside the bar the flag is hauled down, and a PENNANT is hoisted to the yard-arm under descriptive signal.

When outward bound vessels have crossed the bar, a BLUE PETER AT THE YARD-ARM for an hour.

For a vessel on the bar a WHITE FLAG WITH BLUE SQUARE IN THE CENTRE, at the yard-arm.

TARANAKI.

MARYATT'S CODE is used for communication between vessels and the shore.

PORT PHILLIP HEADS LIGHTHOUSES.

Navigators are hereby informed that in accordance with a notice to Mariners dated the 27th of December, 1862, the alterations in Shortland's Bluff and Swan Spit lights, and the exhibition for the first time of a light on Point Lonsdale, as notified on the 3rd of February, 1863, were carried into effect on the respective dates mentioned in such notices.

Consequent upon these changes, the following sailing directions are published for the guidance of vessels navigating the entrance to Port Phillip at night:—

Vessels from the southward and eastward will see the high light (fixed white) on a N. $\frac{1}{2}$ W. bearing, and the white low light (fixed white and red) on a N. $\frac{1}{2}$ E. bearing; as they proceed to bring the two lights in one, the low light will change its color from white to red on a N.N.E. $\frac{1}{4}$ E. bearing.

Vessels from the southward and westward sighting the high light to the eastward of N. E. by E. should, to avoid the Barwon bight, haul out to the eastward to open the low light, which will be first seen white on a N. E. by E. bearing, and as they proceed to bring the two lights in one, the low light will change its color from white to red on a N. E. $\frac{1}{4}$ E. bearing.

A reference to the chart will show that, as hitherto, the best and safest course between the heads is to keep the two Shortland's Bluff lights in one line on a N. E. by N. and S. W. by S. bearing; but should the wind become scant and the vessel compelled to make a tack when in the vicinity of the Corsair Rock or the Point Lonsdale reef, these dangers will be avoided by vessels of light draught so long as the Shortland's Bluff low red light is kept in sight. Vessels so circumstanced must be careful to go about or haul towards mid-channel before the low light changes from red to white.

The light (fixed red and green) on Point Lonsdale has been established to warn vessels entering or departing at night of their vicinity to, and when they are clear of the Lonsdale and Ferguson rocks.

Vessels steering from sea for Port Phillip, and near the entrance will first see the Point Lonsdale green light on a N. W. by N. $\frac{1}{4}$ N. bearing, and so long as