

of Rupert Island, English Reach, Strait of Magellan, is an unwatched *flashing white* light every 3 seconds—thus, flash 0.3 second, eclipsed 2.7 seconds.

The light is exhibited 62 ft. above the sea from a cylindrical iron tower painted red and white in horizontal bands, and is visible 12 miles over an arc of 181° between the bearings 136° and 315°.

The height of the tower from base to focal plane is 7½ ft.
Approx. position: Lat. 53° 39' 36" S., long. 72° 12' 5" W.

WASHINGTON.

COLUMBIA RIVER ENTRANCE.—CHANGE IN RANGE-LIGHTS.—On 1st March, 1913, the entrance range-lights, Columbia River, Washington, were changed as follows:—

The front light was moved 220 yards 259°, and its characteristic changed from fixed to *flashing white* every 2 seconds—thus, flash 0.2 second, eclipsed 1.8 seconds.

The characteristic of the rear light was changed from fixed to *intermittent white* every 2 seconds—thus, light 1 second, eclipsed 1 second.

The luminous power of both lights has been increased from 170 to 3,000 candles.

Approximate position of front light: Latitude 46° 15' 37" N., longitude 123° 57' 56" W.

PUGET SOUND.—SEATTLE HARBOUR.—LIGHT ESTABLISHED.—On 15th March, 1913, an *intermittent* light every minute, showing *white* and *red* alternately—thus, *white* light 15 seconds, eclipsed 15 seconds; *red* light 15 seconds, eclipsed 15 seconds—was established 94 ft. above the sea on the cupola of the tower on Coleman Dock, Seattle Harbour, Puget Sound.

The light has a 6th-order illuminating apparatus, with an electric incandescent lamp, giving a luminous power of 1,000 candles for the *white* and 400 candles for the *red* light.

This light is maintained by the Coleman Dock Company.

CALIFORNIA.

ST. GEORGE REEF LIGHT-STATION.—FOG-SIGNAL TO BE CHANGED.—About 1st July, 1913, the steam fog-whistle at St. George Reef Light-station, California, will be replaced by a first-class siren, which will sound 1 group of 2 blasts every 30 seconds—thus, blast 2 seconds, silent 3 seconds; blast 2 seconds, silent 23 seconds.

Approx. position: Lat. 41° 50' 10" N., long. 124° 22' 29" W.

CAPE MENDOCINO.—BLUNTS REEF LIGHT-VESSEL WITHDRAWN FROM STATION.—RELIEF LIGHT-VESSEL.—On 27th March, 1913, Blunts Reef Light-vessel No. 83, moored 1½ miles 242° from Blunts Reef, sea-coast of California, and 4½ miles 265° 30' from Cape Mendocino Lighthouse, was temporarily withdrawn from her station and the station was marked by Relief Light-vessel No. 76.

Relief Light-vessel No. 76 shows lights and sounds fog-signals having the same characteristics as those of Light-vessel No. 83, except that each of the two lights is shown from three lens lanterns encircling the masthead at a height of 46 ft. above the water and visible 12 miles.

Approx. position: Lat. 40° 26' 9" N., long. 124° 30' 14" W.

BRITISH COLUMBIA.

VANCOUVER ISLAND.—BARKLEY SOUND.—EASTERN CHANNEL.—CHANNEL ROCKS.—GAS AND WHISTLE BUOY TO BE ESTABLISHED.—About 1st May, 1913, and without further notice, a gas and whistle buoy, painted black, and showing an *intermittent white* acetylene light, will be established on the eastern side of Channel Rocks, Barkley Sound, Vancouver Island, British Columbia, in (approximately) latitude 48° 49' 12" N., longitude 125° 12' 50" W.

BRAZIL.

EAST COAST.—RIO DE JANEIRO HARBOUR.—MOORING-BUOYS ESTABLISHED.—Information has been received that the following buoys have been established in Rio de Janeiro Harbour, Brazil:—

A large red mooring-buoy, 1,380 yards 76° from the centre of Rat Island.

A large red mooring-buoy, 1,320 yards 96° from the centre of Rat Island.

A mooring-buoy, 540 yards 44° from the centre of Rat Island.

The large red buoys are in the fairway and constitute a menace to vessels entering the harbour at night.

SOUTH PACIFIC OCEAN.

SOLOMON ISLANDS.—MALAITA ISLAND.—BANK REPORTED NORTHWARD OF.—Position: At a distance of about 9 miles, south-eastward from the south-west extreme of Gower Island. Lat. 8° 4' S., long. 160° 42' E. Depth: 17 fathoms was obtained, but there is probably less water. Remarks: The bank appeared to be about one mile in extent.

CHINA SEA.

SUMATRA, EAST COAST.—BERHALA STRAIT.—EXISTENCE DOUBTFUL OF SHOAL IN APPROACH.—Former Notice: No. 1664 of 1912. Position: At a distance of 19.6 miles, 119° (S. 62° E. mag.), from the centre of Berhala Island. Lat. 1° 1' 15" S., long. 104° 41' 20" E., on Chart No. 1789. Details: A search for this reported 4½-fathom shoal having failed to find it in the assigned position, the shoal has been marked "E.D." on the charts. Variation: 1° E.

ENGLAND, SOUTH COAST.

PLYMOUTH SOUND.—DREDGING IN PROGRESS.—Position: Dial on breakwater, lat. 50° 20' N., long. 4° 8½' W. Details: Dredging is in progress, and will be continued during the summer months, in the vicinity of the mooring-buoys near the breakwater. One dredger is at work at present, but an additional one will be employed in May. Both dredgers will work day and night. The dredgers will each carry a red flag by day, and exhibit a red light by night. As the mooring-chains will extend a considerable distance from the dredgers, all vessels should give them a wide berth, and should, when passing them, proceed at a slow speed.

Note.—The note on Chart No. 1967 has been amended to read "*Dredging in progress (1913).*"

UNITED STATES, PACIFIC COAST.—SAN FRANCISCO BAY ENTRANCE.

SAN FRANCISCO LIGHT-VESSEL NO. 70.—REPLACED ON STATION.—Former Notice: No. 36 of 1913. Position: Lat. 37° 45' N., long. 122° 41½' W. Remarks: The characteristics of this light-vessel are as given in the List of Lights. The relief light-vessel has been withdrawn.

WESTERN AUSTRALIA, SOUTH-WEST COAST.

CAPE LEEUWIN.—CAUTION WITH REGARD TO CURRENTS.—Position: Cape Leeuwin, lat. 34° 22' S., long. 115° 8' E. Caution: The following paragraph should be added to the cautionary note with regard to currents in the offing between Cape Leeuwin and Swan River, now given on the charts and in the Sailing Directions—"Moreover, currents of considerable velocity have been experienced at all seasons of the year setting towards the land in the vicinity of Cape Leeuwin."

NORTH ATLANTIC OCEAN.

BAY OF BISCAY.—DERELICT REPORTED.—Position: Lat. 47° 0' N., long. 6° 39' W. Date sighted: On the 5th April, 1913. Description: Derelict about 100 ft. in length. Remarks: This derelict is dangerous to navigation, as it lies in the track of shipping crossing the bay.

Merchant Ships crossing the North Atlantic.

The Board of Trade, in co-operation with the principal N. Atlantic steamship lines, are sending out the "Scotia" for the purpose of ice obser. off the E. coast of North America to the N. of the steamship routes. The "Scotia" is fitted with wireless apparatus, and will communicate the results of her obsers. to the land stations on the coast of Newfoundland and Labrador for transmission to the Meteorological Office and the steamship lines. The "Scotia" will also be prepared to transmit to any vessel within range a similar report containing particulars of the nature of the ice obser., the direction and rate of its drift, the weather conditions at the ship, &c. For the purpose of making these reports a code has been prepared and copies may be obtained by the master of any merchant vessel carrying wireless tel. engaged in the N. Atlantic trade, on application to the Assistant Secretary, Marine Department, Board of Trade, London, S.W.

TASMANIA.

The colour of the diamond-headed beacon on Fulham Point, near the entrance to Norfolk Bay, has been changed from white to red.

Chart affected: No. 809.

Marine Board Office,
Hobart, 23rd May, 1913.

J. ADAMS,
Secretary.

Notice to Mariners No. 65 of 1913.

Marine Department,
Wellington, N.Z., 10th June, 1913.

THE following Notices to Mariners, received from the Port Officer, Melbourne, Victoria, are published for general information.

GEORGE ALLPORT,
Secretary.