

BRITISH COLUMBIA.

STRAIT OF GEORGIA.—BURRARD INLET.—FIRST NARROWS.—CHANGE IN LIGHT AND FOG-SIGNAL.—FURTHER INFORMATION.—The Canadian Government has given notice that the lighted beacon and fog-bell on the northern shore of the western entrance of the First Narrows, Burrard Inlet, British Columbia, have been removed and replaced by a 5th-order dioptric *intermittent white* light of 150 candle-power every 30 seconds—thus, light 18 seconds, eclipsed 3 seconds; light 6 seconds, eclipsed 3 seconds—and by a diaphone fog-alarm, which sounds 1 blast of 2 seconds duration every 15 seconds.

The light is exhibited 25 ft. above high water from a white rectangular wooden building, with a hip roof, surmounted by a square lantern, erected on a rectangular concrete foundation, and is visible 10 miles from all points of approach. The height of the building is 23 ft. from its base to the top of the ventilator on the lantern.

The horn is elevated 15 ft. above high water and projects from the western end of the building.

Approx. position: Lat. 49° 18' 53" N., long. 123° 8' W.

QUEEN CHARLOTTE ISLANDS.—HOUSTON-STEWART CHANNEL.—LIGHT MOVED.—Referring to Notices to Mariners Nos. 40 (3244) of 1912 and 6 (376) of 1913, the Canadian Government has given further notice that the *intermittent white* acetylene light formerly established on Koya Point, eastern entrance of Houston-Stewart Channel, Queen Charlotte Islands, British Columbia, has been moved and re-established on the middle rock of the Danger Group.

The light is exhibited 65 ft. above high water from a lens-lantern surmounting a black pyramidal steel frame placed on the summit of the rock, and is visible 13 miles from all points of approach. The black cylindrical steel generating-tank stands near the water's edge on land 15 ft. above high-water mark.

Approximate position on H.O. Chart No. 1584: Latitude 52° 11' 36" N., longitude 130° 57' 45" W.

ESQUIMALT HARBOUR.—WHALE ROCK.—HYDROGRAPHIC INFORMATION.—BUOY TO BE CHANGED.—The Canadian Government has given notice that Whale Rock, Esquimalt Harbour, British Columbia, extends fully 100 yards southward of the position shown on the charts, and has two heads, the one shown on the charts and another 100 yards southward of it.

The buoy marking Whale Rock will be painted black and moved without further notice about 50 yards 69° 20' to mark the eastern side of the shoal.

Approx. position: Lat. 48° 26' 38" N., long. 123° 26' 17" W.

VICTORIA HARBOUR.—BREAKWATER BUILDING.—LIGHTS EXHIBITED.—Two red lights, placed vertically 6 ft. apart, have been exhibited approximately 1,000 ft. out from Ogden Point, Victoria Harbour entrance, British Columbia, to mark the extremity of a breakwater under construction at that point.

The upper light is 20 ft. above high water. These lights are unwatched and will be moved out as the work progresses.

ARGENTINA.

SAN BLAS HARBOUR APPROACH.—SECOND BARRANCA POINT.—LIGHTHOUSE UNDER CONSTRUCTION.—PROVISIONAL LIGHT.—The Argentine Government has given notice that a lighthouse is being erected on Second Barranca Point, southern approach to San Blas Harbour, Argentina.

On 25th May, 1913, a provisional *flashing white* light every 2 seconds—thus, flash 0.2 second, eclipsed 1.8 seconds—visible 10 miles, was established 52 ft. above the sea in a small tower 10 ft. high near the site of the permanent structure.

Approx. position: Lat. 40° 45' 4" S., long. 62° 15' 30" W.

PLATA RIVER.—CHICO BANK LIGHT-VESSEL.—CHARACTERISTIC OF LIGHT.—The Argentine Government has given notice that the characteristic of the light on Chico Bank Light-vessel, Plata River, is *intermittent white* every 10 seconds—thus, light 7 seconds, eclipsed 3 seconds.

Approx. position: Lat. 34° 46' S., long. 57° 29' 30" W.

BRAZIL.

RIO DE JANEIRO BAY.—LIGHTS ON EXPERIMENTAL LIGHT-BUOYS EXTINGUISHED.—The Brazilian Government has given notice that the lights on the four light-buoys, exhibiting flashing white lights every 6 seconds, established experimentally in Rio de Janeiro Harbour, Brazil, have been extinguished.

These light-buoys are moored on a line connecting forts S. Juan and Villegagnon.

Further notice will be given when the buoys are withdrawn.

VICTORIA.

SAILING DIRECTIONS.—ENTRANCE TO PORT PHILLIP.—The following additional sailing directions regarding the navigation of the entrance to Port Phillip are published for general information:—

The fairway at the entrance to Port Phillip has been deepened to 37 ft. for a width of 2,000 ft. eastward, and 700 ft. westward of the line of leading-lights.

With the increased width of channel, mariners may now navigate the fairway with greater safety than heretofore by keeping eastward or westward of the mid-channel course according as they are entering or clearing the Heads, while still conforming to the rule of the road.

On occasions when two or more vessels are being navigated through the fairway in opposite directions, the present practice of keeping near the line of leading-lights, whether entering or clearing, is attended with considerable risks in a place where strong tidal currents and swirls prevent vessels being kept on a straight course.

Masters of vessels bound eastward and clearing the Heads are cautioned against leaving the line of leading-lights and altering their course to the south-eastward on reaching the line of the Lonsdale Bight beacons, but should be steered straight out on the line of leading-lights until Point Lonsdale is well abaft the beam.

Masters of vessels entering the Heads from the south-eastward should port the helm before reaching the line of leading-lights and steer into the eastward of such line or on the starboard side of the channel as previously directed.

During rough seas with high waves vessels may "scend" or dip 8 ft. to 10 ft. below the still-water level, and extreme caution should be taken by persons in charge of heavy draught vessels outward bound, and the risks of excessive pitching minimised by navigating outward only on the last quarter or slack flood tide.

Except under the most favourable conditions of sea and tide it is considered dangerous to attempt to navigate any ship having a greater draught than 29 ft. through the entrance to Port Phillip.

Publications affected: General Notice to Mariners, Victoria, 1907; Australia Directory, Volume I, pp. 476-479.

SOUTH AUSTRALIA.

GULF ST. VINCENT.—OUTER HARBOUR.—Masters of vessels, pilots, and others are hereby informed that the warping-buoy at the Outer Harbour swinging-berth has been removed, and that it is not to be replaced.

GULF ST. VINCENT.—PORT ADELAIDE RIVER.—Masters of vessels, pilots, and others are hereby informed that on and after the night of the 21st June, a new lead will be established and lighted in the Port Adelaide River near No. 8 beacon, and will be known as No. 10A lead. This lead, which consists of two red lights, shown from wooden structures, painted red, is a continuation outwards of No. 10 lead, and the course should be changed when passing No. 9 light beacon, so as to pass a safe distance from No. 8 green light beacon.

Notice to Mariners No. 99 of 1913.

HOKIANGA HARBOUR.—SHOAL OFF OPONONI HARBOUR.

Marine Department,

Wellington, N.Z., 10th September, 1913.

THE Harbourmaster at Hokianga reports that the 2½ fathoms shoal 313° (N. 61° W. magnetic) from Opononi Wharf is about ¾ a cable 195° (south magnetic) of the charted position, and carries only 10½ ft. L.W.O.S.

Masters of vessels anchoring off Opononi should not get inside of line of bearing Young Pt. (Koutu Pt.) and Maunga Taniwha (sharp-peaked mountain standing boldly out in distant background); this mountain in line with Direction Head is quite clear, and gives deep water. This latter bearing and the western end of shed on Opononi Wharf in line with the middle of Opononi Hotel are the marks given in "New Zealand Nautical Almanac" for the anchorage.

Charts, &c., affected: Admiralty Chart No. 1091A; "New Zealand Pilot," eighth edition, 1908, Chapter vii, page 203; "New Zealand Nautical Almanac," 1913, page 394.

GEORGE ALLPORT,

Secretary.

Notice to Mariners No. 101 of 1913.

KARAMEA RIVER.

Marine Department,

Wellington, N.Z., 16th September, 1913.

NOTICE is hereby given that on and after 25th September, 1913, the signals at Karamea for incoming and outgoing vessels will be shown from the flagstaff at back of training-wall.

Charts, &c., affected: Admiralty Chart No. 2616; "New Zealand Pilot," eighth edition, 1908, Chapter x, page 330; "New Zealand Nautical Almanac," 1913, page 412.

GEORGE ALLPORT,

Secretary.