

BRITISH EMPIRE.

SIGNALS TO BE MADE BY VESSELS APPROACHING PORTS WHEN INCONVENIENCED BY SEARCHLIGHTS.—Any vessel approaching a port in the British Empire when searchlights are being worked, and fearing that they will interfere with her safe navigation, may make use of the following signals, either singly or combined:—

(a.) By flashing lamp, *four short flashes followed by one long flash.*

(b.) By whistle, siren, or fog-horn, *four short blasts followed by one long blast.*

Whenever possible, both flashing lamp signals and sound signals should be used.

On these signals being made the searchlights will be worked as far as circumstances will permit, so as to cause the least inconvenience, being either extinguished, raised, or altered in direction.

The signals should not be used without real necessity, as unless the vessel is actually in the rays of a searchlight it is difficult to know which searchlight is affected. The signals should be repeated until the inconvenience is removed.

NOTE.—These signals are designed to assist mariners and do not render the Government liable in any way.

NEW ZEALAND.—SOUTH ISLAND.

TIMARU HARBOUR.—AMENDMENTS TO CHART.—*Position:* Lat. $44^{\circ} 23\frac{1}{2}'$ S., long. $171^{\circ} 18\frac{1}{2}'$ E. *Details:* The accompanying reproduction of a portion of the plan of Timaru Harbour on Chart No. 2532 shows in *red* the area dredged to a depth of 30 ft., and the positions of a slip, wharf, and mooring-buoys not hitherto shown on the plan. *Chart affected:* No. 2532, Plan of Timaru Harbour. (See plan facing page 328, "New Zealand Nautical Almanac.")

ENGLAND, EAST COAST.—RIVER THAMES ENTRANCE.

NORTH EDINBURGH CHANNEL.—DECREASED DEPTHS.—*Position:* Shingles Patch, north end. Lat. $51^{\circ} 33'$ N., long. $1^{\circ} 16\frac{1}{2}'$ E. *Details:* Considerable shoaling has taken place in the vicinity of Shingles Patch buoy No. 3, the least water in the channel northward of this buoy being now 25 ft. *Remarks:* A further notice will be issued showing the result of the recent survey of the Edinburgh channels. *Note:* The note "Shoaled to 25 ft. (1914)" has been inserted on the charts in the position given above.

LONG SAND HEAD.—CAUTION *re* SURVEYING OPERATIONS.—*Position:* Long Sand Head, lat. $51^{\circ} 45'$ N., long. $1^{\circ} 36'$ E. *Caution:* Floating beacons for surveying purposes are being laid out in the vicinity of Long Sand Head. These beacons are not lighted at night.

ENGLAND, WEST COAST.—BRISTOL CHANNEL, RIVER USK.

(1.) WEST USK LIGHT AND BELL BUOY.—INTENDED ALTERATION IN POSITION AND COLOUR OF LIGHT.—*Date of withdrawal:* On or about 1st August, 1914. *New position:* At a distance of one cable, 110° (S. 53° E. mag.), from its former position, and 11 cables, 142° (S. 21° E. mag.), from the west lighthouse. Lat. $51^{\circ} 31\frac{1}{2}'$ N., long. $2^{\circ} 58\frac{1}{2}'$ W. *Alteration in colour of light:* The flashing white light will be replaced by a *flashing red* light. *Note:* Further notice will be given.

(2.) EAST USK BUOY.—INTENDED WITHDRAWAL.—*Date of withdrawal:* On or about 1st August, 1914. *Position:* At a distance of 11 cables, 130° (S. 33° E. mag.), from the west lighthouse. *Description:* A red conical buoy. *Note:* Further notice will be given. *Variation:* 17° W. *Charts temporarily affected:* No. 2682, Nash Point to New Passage, with plan; No. 1179, Bristol Channel.

SOUTH AFRICA.—SIMONS BAY.

ROMAN ROCKS.—TEMPORARY ALTERATION IN CHARACTER OF LIGHT.—*Position:* Lat. $34^{\circ} 11'$ S., long. $18^{\circ} 27\frac{1}{2}'$ E. *Alteration:* The revolving light has been temporarily replaced by a *flashing white* light showing one flash every three seconds.

PORTUGAL.

CAPE ST. VINCENT.—FOG-SIGNAL ESTABLISHED.—*Position:* Adjoining the lighthouse. Lat. $37^{\circ} 2'$ N., long. 9° W. *Description:* A siren worked by compressed air giving one blast every fifteen seconds—thus, blast 3 secs., silent 12 secs.

CALIFORNIA.

SAN FRANCISCO BAY ENTRANCE.—OBSTRUCTION REPORTED.—A submarine tank, which constitutes a menace to navigation, is reported anchored one mile south-south-westward of Bonita Point, entrance to San Francisco Bay, California.

H.O. Charts Nos. 527 and 1006.

U.S. Coast Survey Charts Nos. 5052, 5002, 5500, 5502, 5530, and 5532.

U.S. Coast Pilot, Pacific Coast, 1909, page 76.

SAN FRANCISCO BAY.—POINT KNOX.—BUOY TO BE MOVED.

—Information has been received that Point Knox buoy 2, a first-class nun, marking the shoal on the south-western side of Angel Island, San Francisco Bay, California, will be moved about 322 yards 22° and re-established in $4\frac{1}{2}$ fathoms of water outside a rocky shoal, on the bearings—

Angel Island Lighthouse	..	$11^{\circ} 00'$
Alcatraz Lighthouse	..	$147^{\circ} 30'$
Fort Point Lighthouse	..	$212^{\circ} 45'$

BLUNTS REEF LIGHT-VESSEL.—OBSTRUCTION REPORTED NORTH-EASTWARD.—Capt. W. P. Canty, of the American steamer "Catania," reports that at 1.30 p.m., 19th June, 1914, his vessel, drawing 23 ft. 8 in., struck an obstruction $5\frac{1}{2}$ miles 25° from Blunts Reef Light-vessel, sea-coast of California.

The position was verified by cross bearings on Sugar Loaf and False Cape Rocks.

A sounding taken gave 25 fathoms, gray sandy bottom. The vessel was docked and a hole 3 ft. in circumference was found to be punctured through double plates about 60 ft. from the stern.

WASHINGTON.

CAPE FLATTERY LIGHT.—CHARACTERISTIC CHANGED.—On the 15th June, 1914, the characteristic of Cape Flattery light, Washington, was changed from fixed to *intermittent white* every 30 seconds—thus, light 16 seconds, eclipsed 2 seconds; light 4 seconds, eclipsed 2 seconds; light 4 seconds, eclipsed 2 seconds.

Approx. position: Lat. $48^{\circ} 23' 30''$ N., long. $124^{\circ} 44' 6''$ W.

JUAN DE FUCA STRAIT.—EDIZ HOOK LIGHT.—CHARACTERISTIC CHANGED.—On the 15th June, 1914, the characteristic of Ediz Hook light, Juan de Fuca Strait, Washington, was changed from fixed to *flashing white* of 35,000 candle-power, showing 1 group of 3 flashes every 10 seconds—thus, flash 0.2 second, eclipsed 2.3 seconds; flash 0.2 second, eclipsed 2.3 seconds; flash 0.2 second, eclipsed 4.8 seconds.

The new light is a 4th-order incandescent oil-vapour light.

Approx. pos.: Lat. $48^{\circ} 8' 26''$ N., long. $123^{\circ} 24' 8''$ W.

BRITISH COLUMBIA.

VANCOUVER ISLAND.—Sooke Inlet.—WHIFFEN SPIT LIGHT.—COLOUR CHANGED.—The Canadian Government has given notice that on 15th July, 1914, and without further notice, the colour of Whiffen Spit light, Sooke Inlet, Vancouver Island, British Columbia, will be changed from white to *red* without other change.

Approx. position: Lat. $48^{\circ} 12' 30''$ N., long. $123^{\circ} 43'$ W.

SOUTH-WEST COAST.—CAPE BEALE.—SUBMARINE BELL-BUOY NOT TO BE ESTABLISHED.—Referring to Notice to Mariners No. 12 (908) of 1914, further notice is given that the submarine bell-buoy which the Canadian Government intended to establish off Cape Beale, south-west coast of Vancouver Island, British Columbia, will not be established, the Government having abandoned its intention of establishing the buoy at this point.

Approximate position of Cape Beale light: Latitude $48^{\circ} 47' 30''$ N., longitude $125^{\circ} 13' 14''$ W.

SOUTH-WEST COAST.—CLO-OOSE.—SUBMARINE BELL-BUOY TO BE ESTABLISHED.—The Canadian Government has given notice that on 1st September, 1914, or as soon thereafter as possible, a submarine bell-buoy will be established off Clo-oose, south-west coast of Vancouver Island, British Columbia. The buoy will be cylindrical, surmounted by a pyramidal steel frame with an open-framed bell-shaped topmark, and having dependent from it a submarine bell, which will be rung at irregular intervals by the motion of the buoy on the waves.

Further notice will be given.

Approximate position of Clo-oose: Latitude $48^{\circ} 40'$ N., longitude $124^{\circ} 49'$ W.

SOUTH PACIFIC OCEAN.

SAMOA ISLANDS.—TUTUILA ISLAND.—RADIO STATION ESTABLISHED.—A U.S. Naval radio station, call letters N.P.U., has been established at Tutuila, Samoa Islands, South Pacific Ocean. The station uses wave-lengths of 300, 600, and 950 meters.

H.O. Charts Nos. 8, 25A, 2021, 87, 90, 93, 2563, and 2180.

Pacific Islands, Vol. ii, 1908, page 84.

H.O. Publication No. 87, "International Code of Signals," 1914, page 123.

ROCK REPORTED.—The U.S.S. "Princeton," while surveying, struck on a rock not shown on the charts on the passage between Tutuila and Anuu Islands, South Pacific Ocean, and was so seriously damaged that she had to be beached. The "Princeton" entered the harbour in a sinking condition, and was beached westward of the coal depot.

Further information will be published when received.