

BRITISH EMPIRE.

Signals by Vessels approaching Defended Ports when inconvenienced by Searchlights.

FORMER NOTICE.—No. 1053 of 1914; hereby cancelled.

With reference to the above notice, the instructions concerning signals to be made by vessels approaching defended ports when inconvenienced by searchlights have been suspended until further notice.

ENGLAND, EAST COAST.—RIVER THAMES ENTRANCE.

Closing of certain Channels and Special Regulations with Regard to Navigation.

For the purposes of national defence it is considered necessary that certain channels in the approaches to the Thames should be closed.

All incoming vessels flying foreign flags and all British vessels from all foreign and colonial ports must call at the new pilot-station now established in the vicinity of the Tongue Light-vessel, or at one of the established pilot-stations—viz., the Sunk Light-vessel, Margate, Deal, and Dover, and be conducted to their destination by a licensed pilot.

All outgoing vessels of the same description must before sailing obtain the services of a licensed pilot to conduct them to sea.

All incoming vessels not included in the above, before leaving their port of departure for the Thames, and all similar outgoing vessels, must obtain instructions from the nearest Customs authorities as to the channels to be used.

These arrangements are to take effect from noon, Monday, the 14th September.

BAY OF BENGAL.

HUGLI RIVER APPROACH.—BANK REPORTED.—*Position*: Lat. 20° 15' N., long. 88° 3' E. *Depth*: 19 fathoms, fine yellow sand. *Note*: A note, "Reported (1914)," has been placed against this bank on the charts.

SANDHEADS.—From 1st Sept., 1914, vessels arriving at Sandheads and requiring a pilot should, as soon as possible, sig. their names and gross tonnage to the pilot-vessel. Instructions laid down regarding sound sigs. on page 291 of the Bay of Bengal Pilot, 1910, are to be no longer used from the above date, and should then be erased from that publication. Should vessels wish to make any sound sigs., they should be made in accordance with Article 28 of the Rule of the Road. Sept.

CHINA SEA.

CANTON RIVER.—COLLINSON REACH BARRIER LT.—This red lt. (23° 4½' N., 113° 27½' E.), N. side of nrn. opening, has been replaced by a gp. occ. red lt., with gp. of 2 ecls. every 30 secs.—lt. 23 secs., ecl. 2½ secs.; lt. 2½ secs., ecl. 2½ secs.; R. 9 miles. Sept.

WHAMPOA CHAN., ERN. ENTR.—A lt.-beacon, red, exh.

SOUTH AMERICA.

RIO DE LA PLATA.—MONTEVIDEO BAY.—A lt.-buoy, red, exh. a fl. red lt., is est. in 34° 56¼' S., 56° 11¼' W., 18.3 cables 133° (S. 51° E. mag.) from the E. Breakwater lt., and 270° (S. 86° W. mag.) from Punta Brava lt., to mark the spoil ground. Sept.

RED SEA.—SUZUK BAY.

NEWPORT ROCK.—DREDGING IN PROGRESS IN VICINITY.—REGULATIONS FOR SHIPS PASSING DREDGER.—*Position*: Newport Rock, lat. 29° 53' N., long. 32° 33' E. *Details*: Dredging is in progress in the channel to the westward of Newport Rock, and the following regulations are to be observed for ships passing the dredger:—

By Day.—While the dredger is working in the channel a red flag will be hoisted at the masthead, and no ship is to attempt to pass her until she has hauled to one side and indicated that the passage is clear by hauling down the red flag and hoisting the Canal Company's flag on an inclined mast from the bridge. Ships must pass the dredger on the side on which this flag is hoisted.

By Night.—The dredger will indicate when she has hauled to one side and the passage is clear by hoisting two lights at the height of the netting on the side on which ships must pass her, and one light at the mast-head.

Note: When the dredger is at work on the patch, situated at a distance of about 7 cables, southward, from Newport Rock, the light-buoy marking this patch will be removed, the dredger taking its place, and while in this position ships must pass to the eastward of her.

SOUTH PACIFIC OCEAN.—FJI ISLANDS, VANUA LEVU.

COCOA-NUT POINT.—REPORTED EXTENSION OF FOUL GROUND OFF.—*Position*: Cocoa-nut Point, lat. 17° S., long. 178° 42' E. *Details*: The foul ground, as shown on Chart No. 379, situated at a distance of about 6 cables southward from Cocoa-nut Point, is reported to have extended, and in consequence the note, "Foul ground extends further west than charted (1914)," has been inserted against it on the chart. *Chart affected*: No. 379, Vatu Ira Channel, with adjacent coasts.

LOCATION OF MINES.—The Admiralty state in the event of locating mines, it is essential that the most careful determination should in every case be made of the position of the mine by as many cross bearings as possible, if in sight of land; if out of sight of land the position should be determined by observation or dead reckoning, and in such cases a cast of the lead should also be obtained if possible. In all cases, whenever practicable, a mark-buoy of large and distinctive size with efficient mooring should be dropped as close to the mine as possible. These measures are essential so as to enable H.M. vessels to locate and destroy them. Sept.

CANADA, BRITISH COLUMBIA.—VANCOUVER ISLAND, SOUTH-EAST COAST.

SIDNEY.—LIGHT ESTABLISHED.—*Position*: On north-east end of Government wharf. Lat. 48° 39' N., long. 123° 23¼' W. *Abridged description*: Lt. F., red. *Details*: Character, a fixed red light; power, 100 candles; structure, pole. *Remarks*: The other details of the light are not stated.

PORTUGUESE EAST AFRICA.

BEIRA APPROACH AND ANCHORAGE.—ALTERATIONS IN BUOYAGE.—1. Rambler Channel.—(a.) Light-buoy established—*Position*: On the eastern side of Rambler Channel, in the position formerly occupied by No. 8 buoy, which it replaces. Lat. 19° 55½' S., long. 34° 51½' E. *Description*: A light-buoy, painted black and numbered "8," exhibiting a fixed white light. (b.) Buoy withdrawn—*Position*: On western side of Rambler Channel. *Description*: Black conical buoy, No. 5. (c.) Buoy renumbered—*Position*: On western side of Rambler Channel. *Details*: Black conical buoy No. 7 has been renumbered "5."

2. Beira Anchorage.—Buoys renumbered—*Position*: Off Chiveve Point. Chiveve Point, lat. 19° 49½' S., long. 34° 49½' E. *Details*: Spherical buoy No. 9 and can buoys Nos. 11 and 13 have been renumbered "7," "9," and "11" respectively.

SOUTH AFRICA.—CAPE OF GOOD HOPE.

SLANG KOP POINT.—LIGHT TO BE ESTABLISHED.—*Date of establishment*: On or about 1st October, 1914. *Position*: At a distance of about 3 cables southward of the wireless masts. Lat. 34° 9' S., long. 18° 19' 20" E., on Chart No. 636. *Abridged description*: Lt. gp. fl. (4), ev. 20 secs., 135 ft., vis. 17 m. *Details*: Character, a group flashing white light showing a group of four flashes every twenty seconds, thus, flash 0.4 sec., eclipse 2.6 secs.; flash 0.4 sec., eclipse 2.6 secs.; flash 0.4 sec., eclipse 2.6 secs.; flash 0.4 sec., eclipse 2.6 secs. Elevation, 135 ft.; visibility, 17 miles; power, 100,000 candles; structure, white circular iron tower, 108 ft. in height. *Note*: No further notice will be given.

SOUTH AFRICA.—CAPE OF GOOD HOPE.

TABLE BAY BREAKWATER LIGHT.—TEMPORARILY UNRELIABLE.—*Position*: On head of breakwater. Lat. 33° 54' S., long. 18° 25½' E. *Description*: An occulting red light as given in the List of Lights. *Remarks*: Owing to the breakwater being damaged, the continuous exhibition of this light cannot be depended upon until further notice.

TASMANIA.

APPROACH TO DEEP HOLE JETTY, SOUTHPORT, D'ENTRECASTEAUX CHANNEL, TASMANIA.—Notice is hereby given that the approach to the Deep Hole Jetty, Southport, has been marked with five cask buoys (three painted black and two white), moored in 20 ft. of water at low tide. When approaching the jetty the black buoys are to be left on the port side, and the white buoys on the starboard side. Charts affected, Nos. 960 and 1079.

SOUTH AUSTRALIA.

SPENCER GULF.—WEDGE ISLAND AND MIDDLE BANK LIGHTS.—Masters of vessels and others are hereby informed that, on or about the night of the 12th and 20th October respectively, the lights above mentioned will be improved,