

Notice to Mariners No. 21 of 1914.

NAPIER HARBOUR.—ERECTION OF NEW LIGHT.

Marine Department,
Wellington, N.Z., 6th March, 1914.

NOTICE is hereby given that Notice to Mariners No. 16 of 1914 is hereby cancelled, and in lieu thereof the notice re the new harbour light should read as follows:—

For the convenience of steamers leaving the Glasgow Wharf breakwater harbour on dirty or hazy nights, the Napier Harbour Board has erected a lamp on the breakwater road about 723 yards, 252° (S. 56° W. magnetic), from the north extreme of Glasgow Wharf.

The light shown from this lamp is a *fixed red gas* light 18 ft. above high water, arc of visibility 39° from 159° (S. 37° E. magnetic) to 198° (S. 2° W. magnetic), and should be visible for a distance of one mile.

The light will only be shown when vessels are leaving the harbour on and after 7th March, 1914.

Charts, &c., affected: Admiralty Charts Nos. 2513 and 2528; "New Zealand Pilot," eighth edition, 1908, Chapter iv, page 133; "New Zealand Nautical Almanac," 1914, page 262, and plan facing 262.

B. W. MILLIER,
For Secretary.

Notice to Mariners No. 22 of 1914.

Marine Department,
Wellington, 9th March, 1914.

THE following Notice to Mariners, received from the Marine Board, Hobart, is published for general information.

B. W. MILLIER,
For Secretary.

OCEAN PIER, HOBART, TASMANIA.

NOTICE is hereby given that the new pier at the foot of Hunter Street old wharf, which is now nearing completion, has been named Ocean Pier.

Marine Board Office,
Hobart, 19th February, 1914.

J. ADAMS,
Secretary.

Notice to Mariners No. 23 of 1914.

Marine Department,
Wellington, 9th March, 1914.

THE following Notice to Mariners, received from the Minister of State for Communications, Tokyo, Japan, is published for general information.

B. W. MILLIER,
For Secretary.

WADA-MISAKI LIGHTHOUSE.

NOTICE is hereby given that the undermentioned changes to Wada-Misaki Lighthouse, Kobe Harbour, Province of Settsu, will take place at the end of January, 1914:—

Colour of building: Painted red.

Character of light: Acetylene-gas occulting white light; light three (3) seconds, eclipse two (2) seconds.

Candle-power: 2,000.

Visible distance: 12½ nautical miles in clear night.

N.B.—Further notice will be given after the changes have been completed.

MOTODA HAJIME,
Minister of State for Communications.

Tokyo, 15th January, 1914.

Notice to Mariners No. 24 of 1914.

CAUTION TO BE EXERCISED BY MERCHANT SHIPS WHEN APPROACHING BRITISH PORTS.

Marine Department,
Wellington, N.Z., 10th March, 1914.

THE following extract from British Admiralty Notice to Mariners No. 1 of 1914, on the subject of caution to be exercised by merchant ships when approaching British ports, is published for general information.

B. W. MILLIER,
For Secretary.

PART I.

Closing of Ports.

1. My Lords Commissioners of the Admiralty having taken into consideration the fact that local or other circumstances may arise in which it may be necessary, on account of periodical exercises, manœuvres, or otherwise, to forbid all entrance to certain ports of the Empire, this is to give notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire referred to in Part III of this notice, a sharp lookout should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph 5, Part II, of this notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

2. If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position in or near to its approach, which signals will also be shown by the vessels indicated in paragraph 5, Part II, of this notice.

If these signals are displayed, vessels must either proceed to the position marked "Examination Anchorage" on the Admiralty charts and anchor there, or keep the sea.

3. At all the ports or localities at home or abroad referred to in Part III of this notice searchlights are occasionally exhibited for exercise.

Instructions have been given to avoid directing movable searchlights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp lookout for the signals indicated in paragraph 2 above when searchlights are observed to be working.

PART II.

Examination Service.

4. Under certain circumstances it may become necessary to take special measures to examine vessels desiring to enter the ports or localities at home or abroad referred to in Part III of this notice.

5. In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph 7 will be charged with the duty of examining ships which desire to enter the ports and of allotting positions in which they shall anchor. If Government vessels or vessels belonging to the local port authority are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the examination anchorage. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

6. As the institution of the examination service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp lookout for any vessel carrying the flags or lights mentioned in paragraph 7, and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound-rocket.

In entering by night any of the ports mentioned below in Part III, serious delay and risk will be avoided if four efficient all round lamps, two *red* and two *white*, are kept available for use.

7. *By day* the distinguishing flags of the examination steamer will be a special flag (white and red horizontal surrounded by a blue border) and a blue ensign.

Also, three red vertical balls if the port is closed.

By night the steamer will carry—

- (a.) Three *red* vertical lights if the port is closed.
- (b.) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

8. Masters are warned that, before attempting to enter any of these ports when the examination service is in force, they must, in their own interests, strictly obey all instructions given to them by the examination steamer. In the absence of any instructions from the examination steamer they must proceed to the position marked "Examination anchorage" on the Admiralty charts and anchor there, or keep the sea.

Whilst at anchor in the examination anchorage masters are warned that they must not lower any boats (except to avoid accident), communicate with the shore, work cables, move the ship, or allow any one to leave the ship without permission from the examination steamer.