

AFRICA.

CHEFINA SHOAL.—A fl. lt. (U), with irregular fls., showing white from 243° (S. 82° W. mag.), through W. to N., to 72° (S. 89° E. mag.), red elsewhere, elev. 26 ft., R. 8 miles, is exh. from a cement pile structure, in 25° 56' 11" S., 32° 41' 36" E., on srn. end of Chefina Shoal, 7 $\frac{1}{10}$ cables, 169° (S. 8° W. mag.), from the white beacon on the srn. end of Chefina Grande Isl. February.

BEIRA APPROACH.—The black conical buoy No. 5 lies in 19° 55 $\frac{1}{4}$ ' S., 34° 51 $\frac{1}{4}$ ' E., on wrn. side of Rambler Chan., 2 $\frac{3}{10}$ cables, 258° (N. 88° W. mag.), from buoy No 8, and 4 $\frac{3}{10}$ miles, 147° (S. 19° E. mag.), from its prev. position. February.

EASTERN ARCHIPELAGO.

SURABAYA ROADS.—**KALI MAS ENTR.**—A fl. white lt. every 3 secs.—fl. 1 sec., ecl. 2 secs.—elev. 49 ft., R. 11 miles, is exh. from a white frame, in 7° 11' 50" S., 112° 44' 13" E., on outer end of pier, ern. side of river entr. February.

URUGUAY—RIO DE LA PLATA.

Archimedes Bank.—Light-and-Whistle Buoy with Submarine Bell established.

Position.—In the position formerly occupied by the light-buoy, situated north-westward of Archimedes Bank, which has been withdrawn. Lat. 35° 11' 25" S., long. 56° 9' 50" W., on Chart No. 1749.

Description.—Light-and-whistle buoy, exhibiting a flashing red light, and fitted with a submarine bell giving two strokes every thirty seconds—thus, stroke, interval 5 secs., stroke, interval 25 secs.

Remarks.—The light, which has an elevation of 30 ft., should be visible 9 miles.

Note.—The submarine bell is at present experimental only, and mariners are warned accordingly.

INDIA, WEST COAST.

Vengurla Rock.—Rock reported Westward of.

Position.—At a distance of 4 $\frac{1}{2}$ miles, 259° (S. 75° W. mag.), from Vengurla Rock Lighthouse. Lat. 15° 52' 30" N., long. 73° 22' 30" E., on Chart No. 740.

Description.—A rock 3 or 4 yards in circumference; depth not ascertained.

Note.—“Reported (1913),” and “P.D.,” has been placed against this rock on the charts.

Variation.—Nil.

NORTH PACIFIC OCEAN.—WESTERN HAWAIIAN GROUP.

Midway Island.—Beacon to be discontinued.

Date of Discontinuance.—On or about the 1st March, 1914.

Position.—On summit of Sand Island, on site of Observation Spot. Lat. 28° 13 $\frac{1}{4}$ ' N., long. 177° 21 $\frac{1}{2}$ ' W.

Description.—Black wooden triangle with white vertical stripe.

Remarks.—No further notice will be given.

ENGLAND, SOUTH COAST.

Plymouth Sound.—Light-buoys established.

(1.) **Position.**—On southern side of Winter Shoal, in position formerly occupied by the red and white striped spherical buoy which it replaces. Winter Shoal, lat. 50° 21 $\frac{1}{2}$ ' N., long. 4° 8 $\frac{1}{2}$ ' W.

Description.—A spherical light-buoy, painted in red and white horizontal stripes, exhibiting an occulting green light.

(2.) **Position.**—On western side of Narrows, at a distance of 138 yards, 79° (S. 84° E. mag.), from Garden Battery flagstaff. Garden Battery, lat. 50° 21 $\frac{1}{2}$ ' N., long. 4° 10 $\frac{1}{4}$ ' W.

Description.—A can-shaped light-buoy, painted in red and white chequers, exhibiting an occulting white light.

Variation.—17° W.

CHINA, EAST COAST

Yang tse Kiang Approach.—Light-buoy with Submarine Bell withdrawn.

Position.—At a distance of 10 miles, north-eastward, from Gutzlaff Lighthouse. Lat. 30° 55' 45" N., long. 122° 18' 20" E., on Chart No. 1602.

Description.—Light-buoy with submarine bell, exhibiting an occulting white light, and marked “Experimental” on the charts.

ADMIRALTY PUBLICATIONS.

Revised Supplement to “Pacific Islands Pilot,” Vol. II.

A Revised Supplement, dated 15th December, 1913, to “Pacific Islands Pilot,” Vol. II, 1908, has been published.

ENGLAND, SOUTH COAST.

“Royal Sovereign” Light-vessel.—Wreck Eastward of, marked by Buoy and Wreck-marking Vessel.

(a.) **Wreck:**—

Position.—At a distance of 7 $\frac{1}{2}$ miles, 177° (S. 11° W. mag.), from Baldslow Mill, near Hastings. Lat. 50° 46' N., 0° 34' 12" E., on Chart No. 2451.

Description.—Wreck of schooner “Gordon,” with one mast showing above water.

(b.) **Buoy:**—

Position.—At a distance of about half a cable southward from the wreck.

Description.—A green buoy, marked “Wreck.”

(c.) **Light-vessel:**—

Position.—Near the wreck.

Description.—A wreck-marking light-vessel showing the regulation black balls by day and white lights by night.

BAY OF BENGAL, INDIA.—RIVER HUGLI ENTRANCE.

Eastern Channel Light-vessel.—Non-existence of Wireless Station.

Position.—Lat. 20° 59 $\frac{1}{2}$ ' N., long. 88° 11 $\frac{1}{4}$ ' E.

Details.—There is no wireless telegraph station on board Eastern Channel light-vessel, and the details given in the Supplement, 1913, to “Bay of Bengal Pilot,” 1910, refer to the Sandheads pilot-vessel.

Notice to Mariners No. 37 of 1914.

Marine Department,

Wellington, N.Z., 4th April, 1914.

THE following Notices to Mariners, received from the Hydrographic Office, London, are published for general information.

GEORGE ALLPORT,
Secretary.

EASTERN ARCHIPELAGO.—JAVA, NORTH COAST.

Batavia Roads.—Light-buoys established.

(a.) **Position.**—At north-eastern end of Van Dorth shoal, in the position formerly occupied by the white conical buoy, which it replaces. Lat. 6° 4' S., long. 106° 52 $\frac{1}{2}$ ' E.

Description.—White conical light-buoy exhibiting a flashing white light.

(b.) **Position.**—At a distance of 4 $\frac{1}{10}$ cables, 60° (N. 60° E. mag.), from Tanjong Priok Harbour east breakwater light, in the position formerly occupied by the black conical buoy, which it replaces. Lat. 6° 4' 42" S., long. 106° 53' 24" E. on Chart No. 933.

Description.—Black conical light-buoy exhibiting a flashing red light.

Variation.—Nil.

ENGLAND, SOUTH COAST.—PLYMOUTH APPROACH.

Eddystone Rocks.—Bell-buoys with Submarine Bells withdrawn.

Position.—(a) At a distance of 3 cables, 0° (N. 17° E. mag.), and (b) at a distance of 3 cables, 180° (S. 17° W. mag.), from the lighthouse. Lighthouse, lat. 50° 10 $\frac{3}{4}$ ' N., long. 4° 16' W.

Description.—(a) Bell-buoy fitted also with submarine bell, painted black and marked “Experimental”; (b) bell-buoy fitted also with submarine bell, painted in black and white vertical stripes, and marked “Experimental.”

Variation.—17° W.

GULF OF ADEN.

Aden.—Storm-warning Signals established.

Position.—At flagstaff on Ras Marbut (Steamer Point). Lat. 12° 47 $\frac{1}{4}$ ' N., long. 44° 58 $\frac{1}{2}$ ' E.

I. Cautionary Signal.—The square flag W of the International Code, hoisted as a cautionary signal, indicates the existence of disturbed weather off some part of the west coast of India or in the neighbourhood of the port, or the advance of a cyclonic storm across the Indian Peninsula from the Bay of Bengal, which may hence shortly cross the Western Ghats of India, and give squally or stormy weather in the Arabian Sea. The disturbed conditions may, in any of these cases, pass away without giving stormy cyclonic weather to the ports on the west coast of India or to the adjacent parts of the Arabian Sea, in which case the cautionary signal will be taken down as soon as it is certain that stormy weather will not shortly follow.

If, however, the disturbed weather be the first indication of the probable formation or approach of a cyclonic storm, this cautionary signal will be followed by one of the ordinary storm signals, indicating the probable position, character, and track of the approaching storms. This signal would be hoisted if the disturbing conditions were thought likely to affect either Aden or the tracks of vessels leaving Aden.

II. Warning-signal.—The warning-signal—viz., a ball by day and a red light by night—will be hoisted (a) when a storm has formed and is threatening to advance towards Aden, though still at a considerable distance; or (b) when a storm has formed and is not likely to affect Aden, but to cross the tracks of vessels leaving Aden.