

## DECEASED PERSONS' ESTATES—continued.

No.	Name of Deceased.	New Zealand Residence.	Supposed British or Foreign Residence.	Date of Death.	Remarks.
63	Rich, Charles Albert .. ..	Lyttelton .. ..	New Zealand .. ..	17 May, 1915 ..	Testate.
64	Richer, Samuel .. ..	Christchurch .. ..	New South Wales .. ..	11 June, 1911 ..	"
65	Ross (or Williams), John .. ..	Napier .. ..	England .. ..	20 Sept., 1915 ..	Intestate.
66	Rundle (or Rundell), Susan .. ..	Auckland .. ..	" .. ..	21 July, " ..	"
67	Schofield, William Reynolds .. ..	Wellington .. ..	" .. ..	11 Sept., " ..	Intestate.
68	Scott, Elizabeth .. ..	Auckland .. ..	New Zealand .. ..	27 Aug., " ..	Testate.
69	Selig, Aaron Joseph .. ..	Sydney .. ..	Germany .. ..	4 June, " ..	Intestate.
70	Silvester, Charles Edward Morley .. ..	Cross Creek .. ..	(Unknown) .. ..	30 Aug., " ..	"
71	Sinclair, George .. ..	Haitaitai .. ..	New Zealand .. ..	25 " ..	Testate.
72	Stedward, Alexander Young .. ..	Musselburgh .. ..	Scotland .. ..	12 " ..	Intestate.
73	Swift, John .. ..	Karaka Bay .. ..	(Unknown) .. ..	12 Mar., " ..	"
74	Symons, William Henry .. ..	Hindon .. ..	" .. ..	1 Aug., " ..	"
75	Vincent, Jane Hannah .. ..	Seacliffe .. ..	India .. ..	22 Sept., " ..	"
76	Walker, George Allan .. ..	Newmarket .. ..	New Zealand .. ..	24 June, " ..	Testate.
77	Watson, Herbert Percy .. ..	Wai-ihī .. ..	" .. ..	9 Aug., " ..	Killed in action; testate.
78	Watson, James .. ..	Ohakune .. ..	Scotland .. ..	16 Oct., " ..	Intestate.
79	Webb, George .. ..	Mangatainoka .. ..	England .. ..	28 Aug., " ..	"
80	Webb, John Dudley .. ..	Hamilton .. ..	(Unknown) .. ..	26 Sept., " ..	Testate.
81	Whitset, John Stewart .. ..	Napier .. ..	Scotland .. ..	3 " ..	Intestate.
82	Wootton, William Charles .. ..	Blackball .. ..	New Zealand .. ..	2 June, " ..	Killed in action; intestate.
83	Wyatt, Huia Lyonal .. ..	New Brighton .. ..	" .. ..	23 " ..	Testate.

Dated the 10th day of November, 1915.

FRED. FITCHETT.  
Public Trustee.

## Notice to Mariners No. 92 of 1915.

Marine Department,

Wellington, N.Z., 9th November, 1915.

THE following Notices to Mariners, which have been received from the Hydrographic Office, London, and the Hydrographic Office, Washington, D.C., are published for general information.

GEORGE ALLPORT,  
Secretary.

## CANADA.—NOVA SCOTIA.

Former Notice.—No. 422 of 1915; hereby cancelled.

## (1.) Halifax Approach.—Special Buoyed Channel.

A war channel has been buoyed, for the use of all shipping, in the approach to Halifax Harbour from Neverfail Shoal to seaward, on the leading-line "Citadel in line with Sandwich Point"; the seaward end is marked by a light-buoy, exhibiting an occulting white light, situated midway between the outer light-and-whistle buoy and Sambro light-and-whistle buoy.

The starboard-hand buoys are painted red and the port-hand buoys black.

The war channel is kept clear of mines.

Vessels using any other channel do so at their own risk.

## (2.) Port of Halifax.—Traffic Regulations.

1. The eastern passage is closed to all traffic. Masters of vessels attempting to enter thereby render themselves liable to be fired upon without warning.

2. The passage westward of George Island is closed to all traffic.

3. All vessels, other than H.M. ships of war, wishing to enter the port are required to communicate with the examination steamer situated in the vicinity of the Examination Anchorage.

4. Incoming merchant vessels will be admitted to the Examination Anchorage at all times of the day or night irrespective of whether the port is opened or closed, but when the port is closed no merchant vessels will be permitted to proceed beyond the Examination Anchorage. Masters of all vessels are particularly warned that in foggy weather they must approach the Examination Anchorage at moderate speed or they are liable to be fired upon.

5. To enter the port at night, ships must have ready four efficient all-round lamps, two red and two white, to be used as directed by the Examining Officer.

6. Usual signals made by vessels arriving either with flags, guns, bomb rockets, lights, &c., are not to be made.

7. Masters of vessels are specially warned that it may become necessary in the event of an attack on the port being imminent to remove buoys or extinguish lights without notice. Vessels should, consequently, be navigated with extreme caution when approaching the port.

8. The examination steamer may always be distinguished by the following special marks:—

(a.) PORT OPEN.—The examination steamer will hoist the following distinguishing marks when the port is open for merchant traffic:—

BY DAY: She will fly a blue ensign (Canadian). At the foremast head she will fly the special pilot flag, which is a red and white horizontal stripe surrounded by a blue border.

BY NIGHT: She will hoist three white lights vertically, six feet apart, conspicuously displayed at the end of a yard. These lights will be carried in addition to the ordinary navigation lights.

(b.) PORT CLOSED.—At times when it is necessary to close the port to all merchant traffic, the examination steamer will hoist distinguishing marks as follows:—

BY DAY: She will fly the blue ensign (Canadian). At the foremast head she will fly the special pilot flag (see above) and in addition three red balls.

BY NIGHT: She will hoist three red lights vertically, six feet apart, conspicuously displayed at the end of a yard. These lights will be carried in addition to the ordinary navigation lights.

In addition, when the port is closed, there will be hoisted at Camperdown Signal-station, northward of Chebucto Head,—

BY DAY: Three red balls.

BY NIGHT: Three red lights.

NOTE.—This notice is a repetition of Notice No. 422 of 1915, with the addition of the information contained in paragraph 2 of section (2), notifying the closing of the passage westward of George Island.

## CHINA, EAST COAST.

Kyau-chau Bay Approach.—Alteration in Limits of Prohibited Area.

Position.—Tai-kung-tau, lat. 35° 57½' N., long. 120° 29¼' E.

Details.—The limits of the prohibited area, north-westward of Tai-kung-tau, have been altered, and are now defined as follows:—

(a.) On the East.—By a line drawn from Tai-kung-tau Summit in a 356° (north mag.) direction for a distance of 3 miles.

(b.) On the South.—By a line drawn from Tai-kung-tau Summit in a 266° (west mag.) direction for a distance of 6 miles.

(c.) On the North.—By a line drawn parallel to limit (b) for a distance of 6 miles, from the northern extremity of limit (a).

(d.) On the West.—By a line joining the western extremities of limits (b) and (c).

Remarks.—Navigation is also prohibited within a radius of about 1½ miles from Chu-cha-tau.

Variation.—4° W.

Charts affected.—No. 857, Kyau-chau Bay; No. 1255, Kyau-chau Bay to Lai-chau Bay; No. 3480, Shantung Promontory to Nagasaki.

Publication.—China Sea Pilot, Vol. V, 1912, page 412.