

Notice to Mariners No. 95 of 1915.

Marine Department,
Wellington, N.Z., 18th November, 1915.

THE following Notices to Mariners, which have been received from the Department of Harbours and Lights, Fremantle; the Marine Department, Brisbane; and the Acting Governor of the Panama Canal are published for general information.

GEORGE ALLPORT,
Secretary.

WESTERN AUSTRALIA.—WEST COAST.

NOTICE is hereby given that at the Port of Bunbury, lat. 33° 18' S., long. 115° 39' E., the work of extending the mole is in progress, and shipmasters must round same with caution, as the light does not at present mark the extreme outer end.

Charts affected: Koombanah Bay, No. 1472; Cape Naturaliste to King George Sound, No. 1034.

QUEENSLAND.

Removal of Buoy marking Wreck of "St. Paul," Entrance to Moreton Bay.

Notice is hereby given that the green buoy marking the position of the wreck of the s.s. "St. Paul," in the vicinity of Smith Rock, at the entrance to Moreton Bay, has been removed, the wreck having disappeared.

Charts affected: Nos. 1670A, 1029, and 1068; Australia Directory, Vol. II.

PANAMA CANAL.—LIGHTS ON PACIFIC SIDE.

Lights established.—The lights at Cape Mala, Bona Island, and Taboguilla Island have been established in the positions and with the characteristics as given in Notices to Mariners Nos. 55 and 91 of 1915.

Cape Mala.—This light was out from 8th September, 1915, to 14th September, 1915, due to failure of burner to function properly. It is now lighted with a temporary burner of reduced capacity, but neither the characteristics nor range of visibility has been altered.

Bona Island.—This light was designed for a range of visibility of 15 miles. Owing to its high altitude reports indicate that it has been seen frequently 35 miles and as far as 40 miles, depending on atmospheric condition.

Notice to Mariners No. 97 of 1915.

Marine Department,
Wellington, N.Z., 22nd November, 1915.

THE following Notices to Mariners, which have been received from the Hydrographic Office, London; the Hydrographic Office, Washington; the Board of Trade, London; the Department of Ports and Harbours, Melbourne; and the Harbours Board Offices, Adelaide, are published for general information.

GEORGE ALLPORT,
Secretary.

ENGLAND, SOUTH-EAST COAST.

Dover Strait.—Light-vessels established; Traffic Regulations.

Two light-vessels have been moored in the English Channel off Folkestone, as follows:—

(1.) *Position*.—At a distance of 2½ miles, 140° (S. 26° E. mag.), from Folkestone Pier head. Lat. 51° 2' 40" N., long. 1° 14' 10" E. *Characteristics*.—(a.) Light: Character—a flashing green light every thirty seconds. (b.) Fog-signal: Description—a siren giving four blasts in quick succession of two seconds' duration each, every minute. (c.) Vessel: Description—has one mast with two globes as daymark, hull painted green.

(2.) *Position*.—At a distance of 5 cables, 150° (S. 16° E. mag.) from (1). *Characteristics*.—(a.) Light: Character—a flashing white light every ten seconds. (b.) Fog-signal: Description—a horn worked by hand giving two blasts in quick succession every two minutes. (c.) Vessel: Description—has one mast with one globe as daymark, hull painted red.

Shipping is hereby warned that all traffic in that part of the Straits of Dover which lies between the Varne Shoal and Folkestone must pass between the above-mentioned light-vessels, and that Article 25 of the Collision Regulations must be complied with—that is to say, eastbound traffic must keep to the southern side of the passage, and westbound traffic must keep to the northern side.

Ships disregarding this warning will do so at their own peril.
Variation.—14° W

Note.—This notice is a repetition of Notice No. 764 of 1915. *Charts temporarily affected*.—No. 1895, Dungeness to the Thames; No. 1406, Dover and Calais to Orfordness and Scheveningen; No. 2451, Owers to Dungeness; No. 2675c, English Channel, eastern sheet; No. 2182A, North Sea, southern sheet; No. 1598, English Channel.

UNITED STATES, PACIFIC COAST.—OREGON.

Orford Reef.—Alteration in Light, Whistle, and Submarine-bell Buoy.

New Position.—At a distance of about half a mile, south-westward, from former position, and 12½ cables, 218° (S. 18° W. mag.), from Fox Rock. Lat. 42° 45' N., long. 124° 39½' W.

New Description.—A red conical light, whistle, and submarine-bell buoy with pyramidal superstructure, marked "2 O.R.," and exhibiting a flashing white light every three seconds—thus, flash 0·3 sec., eclipse 2·7 secs.

Variation.—20° E.

HAWAIIAN ISLANDS.

OAHU.—HONOLULU HARBOUR.—BUOY DISCONTINUED.—On 1st September, 1915, Channel buoy 10, Honolulu Harbour, was permanently discontinued.

PANAMA.

PANAMA BAY.—TABOGUILLA ISLAND.—LIGHT ESTABLISHED.—A 4th-order flashing light every 7 seconds—thus, flash 2 seconds, eclipsed 5 seconds—visible 12 miles, has been established on the small island on the eastern side of Taboguilla Island.

The light is exhibited 200 ft. above high water from a white skeleton steel tower about 15 ft. high, and inconspicuous as a daymark, and shows the following sectors: *White*, over an arc of 180° from 180° to 0°; *red*, over an arc of 40° from 0° to 40°, covering Farallon Rock and the submerged rocks south-westward; obscured elsewhere.

Approx. position: Lat. 8° 48' 30" N., long. 79° 30' 30" W.

EASTERN ARCHIPELAGO, ETC.

BANKA ISL.—TG. BERIKAT LT.—This lt. (2° 34' S., 106° 51' 10" E.), E. coast of the isl., is a fl. *white* lt. every 15 secs.—fl. 3 secs., ecl. 12 secs.; R. 15 miles. Oct.

WUSUNG RIVER.—SHANGHAI HARB.—A lt.-buoy, can, *red*, exh. an occ. *white* lt., vis. 4 secs., ecl. 4 secs., is est. in 31° 17' N., 121° 34' E., about 2½ cables S.-wrtd. from the entr. to Tung-ku Creek, and 6·2 cables 54° (N. 57° E. mag.) from the China Flour-mill Company's chimney nrd. of Point Hotel, marks the wrn side of the chan., and is known as "Tung-ku." Oct.

DURIAN STRAIT.—MIDDLEBURG REEF.—The fl. *red* lt. is now exh. on the N. edge of the reef, in 0° 51' 20" N., 103° 34' 21" E. Oct.

AUSTRALIA.

TOWNSVILLE APPROACH.—WEST CHAN.—1. Buoys withdrawn: (a) The *red* buoy, in 19° 9½' S., 146° 46¼' E., about 19 cables nrd. from Cape Pallarenda; (b) *red* buoy, off the N. end of Virago Shoal; (c) the 2 *black* buoys, with square cages, on the N. side of Middle Reef. 2. The *red* buoy has been moved about 3 cables S.-wrtd., and now lies 27¼ cables 345° (N. 22° W. mag.) from the F. *green* lt. on the extr. of the West Pier, and marks the ern. end of Middle Reef. Oct.

INNER BARRIER REEFS.—LARK PASS.—PULLEN REEFS.—A *black* cask buoy surm. by a flag, is est. in 15° 15' S., 145° 34' 55" E., 1 cable 356° (N. 10° W. mag.) from the N.-wrtn. extr. of Pullen Reefs. Oct.

SUBMARINE DISTINGUISHING AND WARNING FLAG.

The submarine distinguishing and warning flag is hoisted on the tender or parent ship of submarines to indicate that submarines are operating in the vicinity. Launches accompanying submarines also fly this flag.

The submarine warning flag consists of a rectangular red flag with white centre on which is the profile of a torpedo in black.

Vessels seeing this signal should give the escorting vessel a wide berth and keep a good lookout for submarines.

VICTORIA.

PORT FAIRY HARBOUR LIGHT.—Mariners and others are hereby notified that on and after 1st December, 1915, the flashing red light at Port Fairy will be changed to a double flashing white light, showing two flashes in quick succession every 7½ seconds.

The light will be visible for a distance of 12 miles.

GABO HARBOUR.—DISCONTINUANCE OF HARBOUR LIGHTS.—Mariners and others are hereby notified that on and after