

structure. The name "Panela" is painted in black letters on the northern side of the foundation.

The light-vessel moored to mark this shoal will be withdrawn.

Approx. position: Lat. 34° 54' 30" S., long. 56° 26' 45" W.
H.O. Charts Nos. 1130, 1132, 616, and 930.
H.O. Light List, Vol. 1, 1913, No. 1488.
H.O. Publication No. 88, East Coast of South America, 1904, page 566.

WASHINGTON.

PUGET SOUND.—SEATTLE HARBOUR.—COLMAN DOCK LIGHT.—CHARACTERISTIC CHANGED.—Colman Dock light has been changed to show *white 3 seconds*, eclipsed *3 seconds*; *red 3 seconds*, eclipsed *3 seconds*. The *white* light has a luminous power of 9,000 candles, and the *red* light 2,700 candles.

U.S. Coast Survey Charts Nos. 6460, 6450, and 6445.
Light List, Pacific Coast, 1914, page 60, No. 387.
U.S. Coast Pilot, Pacific Coast, 1909, page 153.
H.O. Publication No. 96, the Coast of British Columbia, 1907, page 81.

WASHINGTON SOUND.—SAN JUAN CHANNEL.—TURN ROCK.—LIGHT ESTABLISHED.—On 26th January, 1915, a *flashing white* light of 15 candle-power, every *3 seconds*—thus, flash *0.3 second*, eclipsed *2.7 seconds*—was established on Turn Rock, in place of the former beacon.

The light is exhibited 18 ft. above high water from a small white square concrete house on a black cylindrical base.

Approx. position: Lat. 48° 32' 10" N., long. 122° 57' 45" W.
H.O. Charts Nos. 527, 903, and 1769.
U.S. Coast Survey Charts Nos. U, 7002, 5052, 6400, 6300, and 6380.

Light List, Pacific Coast, 1914, page 64, No. 428A.
U.S. Coast Pilot, Pacific Coast, 1909, pages 169 and 172.
H.O. Publication No. 96, the Coast of British Columbia, 1907, page 187.

NORTH ATLANTIC OCEAN.

TRANS-ATLANTIC STEAMSHIP ROUTES.—ICE PATROL SERVICE.—For the purpose of carrying on the ice observations and ice patrol service provided for by the International Convention for the Safety of Life at Sea, London, 1913-14, the U.S. C.G.C. "Seneca" will leave New York on 15th February and proceed to the Grand Banks of Newfoundland, locate the icefields and icebergs, make such observations as practicable on the quantity of ice, its kind, extent, and drift, and obtain any other information that may seem to be of value.

The object of the patrol is primarily to ascertain the location and progressive movement of the limiting lines of the regions in which icebergs and field ice exist in the vicinity of the Grand Banks of Newfoundland, and to disseminate this information for the guidance and warning of navigators. Co-ordinately with these primary duties the "Seneca" will make such oceanographical and meteorological observations as will contribute toward a knowledge of the causes why the limiting lines assume their observed locations.

During the period of ice observations the "Seneca" will be the only vessel employed on this duty; but when the ice has moved southward so as to make a constant patrol necessary an additional vessel will be detailed for that purpose.

The experience of previous years has shown that a continuous ice patrol should be established about 1st April, and continued throughout the season of dangerous ice conditions.

Upon getting in touch with the ice the "Seneca" will send a report daily to the Branch Hydrographic Office, New York City, at 4 a.m., 75th meridian time, addressed "Hydrographic, New York." An endeavour will be made to communicate direct with coast radio stations, but should the "Seneca" be unable to communicate with any of these stations, the message will be relayed through any vessel within reach.

The ice information will be given in as plain and concise English as practicable, and will state the following: (a) ice (berg or field), (b) date, (c) time (75th meridian), (d) latitude, (e) longitude, (f) other data as may be necessary.

While on this duty the patrol vessel will endeavour by means of daily radio messages to keep ships at sea advised of the limits of the icefields, &c.

The "Seneca's" call letters are NRE, and she uses wavelengths of 300, 600, and 750 meters.

H.O. Document No. 102617-2995ps.
H.O. Charts Nos. 1308 and 1262.
H.O. Publication No. 73, Newfoundland and Labrador 1909, page 57.
H.O. Publication No. 99, Bay of Fundy, South-east Coast of Nova Scotia, &c., 1906, page 36.

SOUTH CHANNEL, FITZROY RIVER, ROCKHAMPTON.

Referring to Notice to Mariners No. 102 of 1914, notice is hereby given that, on and after the 5th March, 1915, the

following directions for the navigation of the South Channel, Fitzroy River, will supersede those at present in use:—

By DAY.—After passing Sea Hill continue with the Balaklava leading-beacons in line until two similar beacons erected on Kazatch Point, Balaklava Island, are in line; keep these in line, passing a black buoy on the port hand moored in 26 ft. on the extreme western edge of a rocky patch off Cardigan Point until two white triangular beacons erected on the north shore of Casuarina Island, and a corresponding pair erected on the extreme north shore of Cardigan Point, are in line (passing a red intersection boat buoy on the starboard hand, and a black buoy moored off the eastern edge of Haynes Spit on the port hand); keep these in line until another similar pair of beacons erected on the north shore of Casuarina Island are brought into line; keep these in line until abreast the western end of Egg Island (passing a red buoy moored on the extreme eastern and northern edge of Rocky Point cutting), when two triangular beacons erected on the north shore of Fitzroy River, and a corresponding pair erected on Casuarina Island, must be brought into line; keep these in line until a large red buoy moored on the northern and western edge of the cutting off Rocky Point is reached, when, if bound to Broadmount, haul round this buoy, passing a second and third red buoy all on the starboard hand (which mark the outer extreme edge of the bell mouth), and steer up for the wharf. If bound to Rockhampton, after passing Rocky Point proceed as previously directed.

By NIGHT.—After passing Sea Hill continue with the Balaklava lights in line until two lights (front—red, back—white) erected on Kazatch Point are in line; keep these in line until two similar lights erected on the north shore of Casuarina Island, and a corresponding pair of lights erected on the extreme north of Cardigan Point, are in line (passing a lighted boat buoy on the starboard hand carrying a fixed green light, moored in 20 ft. at the intersection of Cardigan and Kazatch Point lights); keep these in line until another similar pair of lights erected on the north shore of Casuarina Island are brought into line; keep these in line until abreast the western edge of Egg Island, when two white lights erected on the north shore of Fitzroy River must be brought into line; follow this line until a large red buoy moored on the northern and western edge of the cutting off Rocky Point is reached, when, if bound to Broadmount, haul round the second buoy, on which a fixed green light is shown, and steer up for the wharf.

If bound to Rockhampton, after passing Rocky Point (on which a fixed white light is shown) proceed as hitherto directed.

Charts affected: Nos. 345 and 363; "Australia Directory," Vol. ii.

Notice to Mariners No. 25 of 1915.

AUCKLAND HARBOUR.—AMENDMENT TO NOTICE NO. 22 OF 1915.

Marine Department,
Wellington, N.Z., 29th March, 1915

REFERRING to Notice to Mariners No. 22 of 1915, re the bearings determining the position of beacon off Devonport Sandspit, the bearing of Trig. Station, Depot Point, should read 281° 23' (S. 86° W. magnetic) in lieu of (N. 86° W. magnetic).

GEORGE ALLPORT,
Secretary.

Notice to Mariners No. 26 of 1915.

AUCKLAND HARBOUR.—BEACON OFF DEVONPORT SANDSPIT.

Marine Department,
Wellington, N.Z., 30th March, 1915.

THE Auckland Harbour Board have notified that the beacon which is to take the place of the buoy off Devonport Sandspit has now been erected, and is being temporarily lighted by a *fixed white* light until the arrival and installation of the new occulting red light.

The buoy will be removed on the 6th April, 1915.
Charts, &c., affected: Admiralty Charts Nos. 1896 and 1970; "New Zealand Pilot," eighth edition, 1908, Chapter ii, page 38.

GEORGE ALLPORT,
Secretary.