

For the public safety, all other vessels, whether steamers or sailing craft, must keep out of the way of vessels flying this signal, and should especially remember that it is dangerous to pass between the vessels of a pair.

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships.

J. F. PARRY,  
Hydrographer.

Hydrographic Department, Admiralty, London,  
9th February, 1915.

Notice to Mariners No. 31 of 1915.

AUCKLAND HARBOUR.—CHEVALIER POINT BEACON.

Marine Department,  
Wellington, N.Z., 19th April, 1915.

THE Auckland Harbour Board have notified that the Chevalier Point beacon, which was knocked down recently, has been re-erected in the same place.

Charts, &c., affected: Admiralty Chart No. 1970; "New Zealand Pilot," eighth edition, 1908, Chapter ii, page 42.

GEORGE ALLPORT,  
Secretary.

Notice to Mariners No. 32 of 1915.

NAPIER LIGHT.—ALTERATION IN CHARACTERISTIC.

Marine Department,  
Wellington, N.Z., 19th April, 1915.

WITH reference to Notice to Mariners No. 27 of the 7th instant, notice is hereby given that the characteristic of the Napier light will be  $1\frac{1}{2}$  seconds light, followed by  $8\frac{1}{2}$  seconds darkness, instead of  $\frac{1}{4}$  second light, followed by  $2\frac{1}{4}$  seconds darkness, as stated in the Notice to Mariners.

Charts, &c., affected: Admiralty Charts Nos. 2513, 2528, and 1212; "New Zealand Pilot," eighth edition, 1908, Chapter iv, page 132; "New Zealand Nautical Almanac," 1915, pages 271 and 250, and plan facing page 250.

GEORGE ALLPORT,  
Secretary.

Notice to Mariners No. 33 of 1915.

PORT NAPIER.—WEST PIER LIGHT.

Marine Department,  
Wellington, N.Z., 19th April, 1915.

THE Napier Harbour Board have notified that on and after Saturday, 1st May, 1915, the two red lights shown from the lighthouse on West Mole End, Port Napier, will be discontinued, and in lieu of these lights a bright flashing unwatched light visible all round the horizon will be shown from a tower on Western Mole, 23 ft. above high water, and visible on a dark, clear night for five miles.

The light will show 0.3 sec. flash and 2.7 secs. eclipse.

Charts, &c., affected: Admiralty Charts Nos. 2513, 2528, and 1212; "New Zealand Pilot," eighth edition, 1908, Chapter iv, page 134; "New Zealand Nautical Almanac," 1915, page 272, and plan facing page 272.

GEORGE ALLPORT,  
Secretary.

Notice to Mariners No. 34 of 1915.

PATEA LIGHT.

Marine Department,  
Wellington, N.Z., 20th April, 1915.

THE Patea Harbour Board have notified that on and after Wednesday, the 5th May, 1915, an Aga acetone white light giving a flash of 0.3 second followed by an eclipse of 2.7 seconds will be shown from the lighthouse on each side of the river entrance, in the place of the present 5th-order red light. The light should be visible in clear weather for a distance of twelve miles.

Charts, &c., affected: Admiralty Charts Nos. 2054 and 1212; "New Zealand Pilot," eighth edition, 1908, Chapter v, page 159; "New Zealand Nautical Almanac," 1915, page 301, and plan facing page 300.

GEORGE ALLPORT,  
Secretary.

Notice to Mariners No. 35 of 1915.

Marine Department,  
Wellington, 13th April, 1915.

THE following notice, issued by the Governor of the Panama Canal regarding the pilot service in connection with the Canal, has been received from the Secretary of State for the Colonies, and is published for general information.

W. H. HERRIES,  
Minister of Marine.

THE PANAMA CANAL.

Executive Office.

Circular No. 681.

Culebra, C.Z., July 30, 1914.

PILOT SERVICE.

1. ATTENTION is invited to the 13th, 14th, and 15th paragraphs of Executive Order of July 9, 1914, providing "Rules and Regulations for the Operation and Navigation of the Panama Canal and Approaches thereto, including all Waters under its Jurisdiction," reading as follows:—

(13.) Pilotage for vessels in transit through the Canal will be free, nor will they be charged pilotage for entering or leaving a terminal port when it is for the sole purpose of passing through the Canal; but should any such vessel, while in Canal waters, discharge or receive freight or passengers, or take on board supplies, provisions, stores, or fuel, or remain for the purpose of effecting repairs, or make either terminal a port of call, she may be liable for entrance or departure pilotage, as the Canal authorities may direct.

(14.) Pilotage in and out of the Atlantic and Pacific terminals of the Canal is compulsory, and all vessels, unless otherwise exempted, will be compelled to take a regular Government pilot upon entering or leaving. The fact that the master or any officer of any vessel holds a pilot's license for any of the waters of the Canal Zone will not authorize the vessel to enter without taking a Government pilot.

(15.) No person, steamer, company, or corporation will be allowed to maintain or employ pilots in Canal waters for the exclusive use of their own or any other vessels; all pilots, without exception, must be duly authorized and licensed by the Canal authorities and be in the employ of the Canal. This shall not be interpreted to mean that the Canal authorities shall be prohibited from issuing restricted pilot licenses for small craft in Canal waters, or any other that they may see fit.

2. The charge for pilotage will be based upon the maximum draft of the vessel, and will be at the rate of \$1 per foot or fraction thereof, but no fraction will be considered unless it equals or exceeds six inches, in which case the full charge for one foot will be imposed for such fraction.

3. In case a pilot be taken outside the Atlantic breakwaters, an additional fee of \$10 will be charged. Pilots will board vessels just inside the Atlantic breakwaters, and at the seaward end of the buoyed channel on the Pacific end.

4. The above charges will become effective August 1, 1914.

GEO. W. GOETHALS,  
Governor.

THE PANAMA CANAL.

Executive Office.

Balboa Heights, C.Z., October 21, 1914.  
Circular No. 681-1.

(Amending Circular No. 681.)

PILOTAGE FOR VESSELS PASSING THROUGH CANAL.

EFFECTIVE this date the regulations concerning charges for pilotage are so far amended that in future when vessels enter for the purpose of passing through the Canal, and do not take on or discharge freight or passengers, but do take coal or supplies, they will not be charged for pilotage.

GEO. W. GOETHALS,  
Governor.

Notice to Mariners No. 36 of 1915.

AUCKLAND HARBOUR.—DREDGING OFF QUEEN'S WHARF.

Marine Department,  
Wellington, N.Z., 21st April, 1915.

THE Auckland Harbour Board have notified that the dredger "Hapai" is now working approximately 600 ft. E.N.E. of the centre of the end of Queen's Wharf, with six moorings laid out in N., S., E., and W. directions.